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It's been a heck of a couple of months since the last issue went to press. First there was a long weekend at the Goodwood Festival of Speed, followed by four days at Le Mans Classic. It seemed like my feet barely had time to touch the ground.

I have to admit that I am a relative newcomer to the Festival of Speed, preferring the 'real racing' at events like Goodwood's own Revival and Le Mans Classic. Having said that, I had a great time and ran into several good friends there, including Mauro Borella who had brought over his amazing JLP-4 IMSA Porsche for John

“I may be a bit of a traditionalist,
but I love modern technology...”

Fitzpatrick to drive. It needs men like Fitz and Mauro to get the best out of cars like this, so I was content just to have my photo taken at the wheel!

Le Mans was as amazing as ever, a real sensory overload in every way: too many cars to look at, too much noise and too much good French food to taste! I love it. Spending time with a team allowed me to fully experience the occasion - you can read about the weekend on pages 32-36 of this issue.

Finally, please make a date in your diary for Sunday 31st August. That's the day when CHPublications is holding our magazine Picnic (an event shared between *Classic Porsche* and sister magazines *g11 & Porsche World* and *Ultra VW*), this year at the wonderful Mapledurham House, near Reading. You can find all the details in our News section on page 9. This year we've been told it won't rain, so fingers crossed! See you there, OK?

Keith Seume
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FEATURES

A BREATH OF FRESH AIR

Targa, Targa burning bright – our cover car in its full glory

24

A CLASSIC WEEKEND

We follow the trials and tribulations of a Porsche team at Le Mans Classic

32

LAST OF THE LINE

The story of Porsche's RS 61 – and what it's like to drive...

40

KINGS OF THE ROAD

On a 5500-mile road trip in a 1958 Porsche 356A

50

ROLLING WITH RÖHRL

Alongside a racing legend as he takes us for a ride in a rather special Turbo

58

WEEKEND WARRIOR

The latest bespoke 911 to come from the South African Dutchmann team

66

PORSCHE FUSION

Bill Nakasone's 914/6 blends mid-engined handling with RS performance

74

CHANGING TIMES

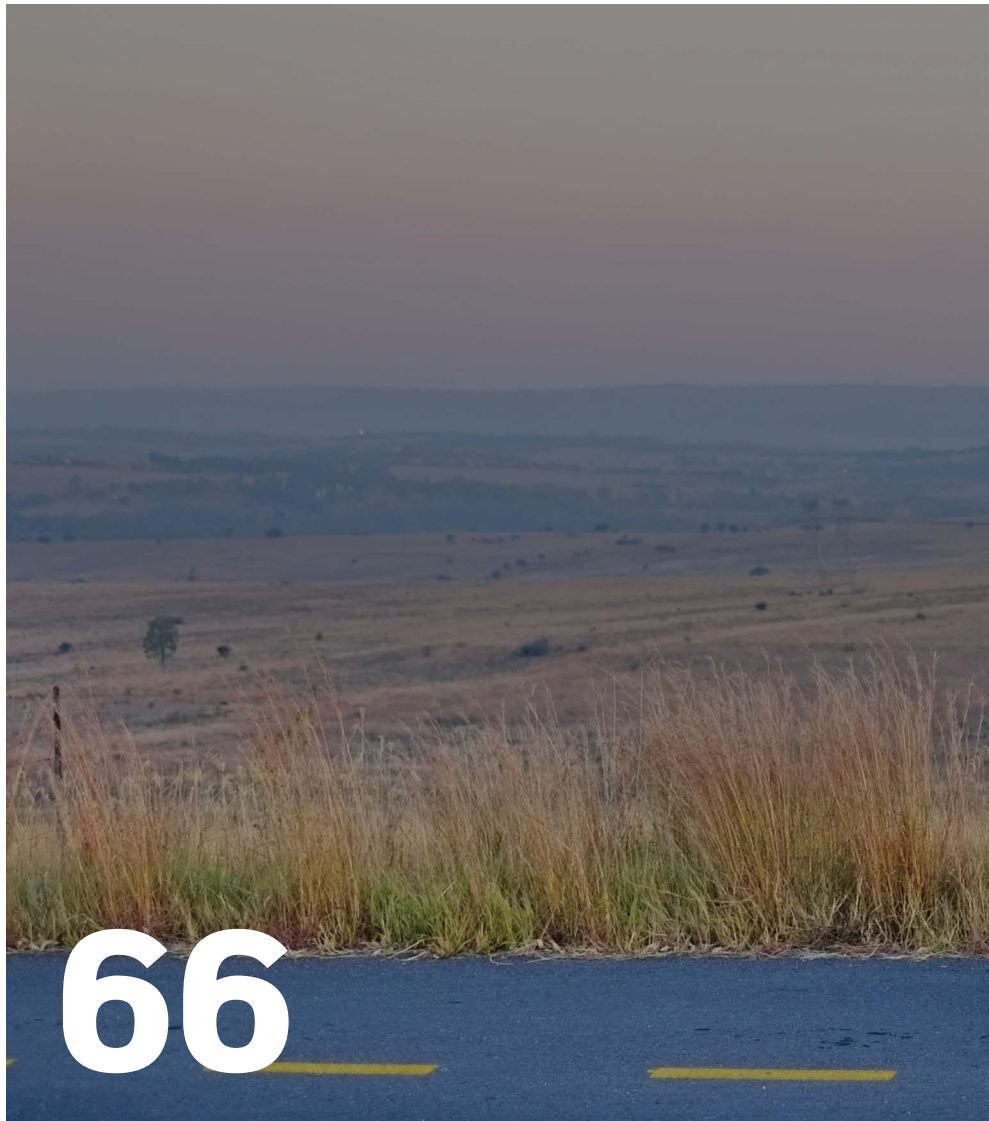
Paul Davies visits Nick Moss at Early 911 to learn about his restoration workshop

82

PROJECT 912/6

Time to look at the interior and brakes

88





REGULARS

NEWS & PRODUCTS	08
News & products from the Porsche world	
RENN-SPOT	14
From our US contributor, David Conklin	
DELWYN MALLET	16
Mallett's mental meanderings	
ROBERT BARRIE	18
Historic racing - and more	
LETTERS	20
Why not drop <i>Classic Porsche</i> a line?	
FROM THE ARCHIVES	92
Delving into our photographic files	
NEXT ISSUE	96
What's coming up in <i>Classic Porsche</i>	

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NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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



LAST CALL FOR CLASSICS AT THE CASTLE!

Sadly, just after the last issue went to press we learned the disappointing news that Hans Herrmann would be unable to undertake the visit to Hedingham for Classics at the Castle due to a very recent illness, requiring a long period of convalescence. Consequently the Motorsport Dinner on Saturday night (6th September) will now feature Richard Attwood presenting a one-man show about the 1970 Le Mans victory and his career in motor sport and Formula One.

Over the years Richard has been a constant supporter, not only of Classics at the Castle, but also many Porsche Club events going back as far as Althorp and Highclere.

For those attending the dinner there will be an opportunity to preview a number of the Porsche competition cars which will appear at the Sunday event, and there are currently negotiations to present an aerobatic show by a P51 Mustang. Spaces are running out fast, but you can book your dinner seats (or a complete table) by calling Hedingham Castle directly on 01787 460261.

A major part of the event will be the parades on

Sunday. Since their introduction, they have proved to be extremely popular with both onlookers and participants. The themes for this year's parades are as follows:

A 356 Parade will show the progression of model types from 1950 to 1964 to mark the 50 years since the end of mass production of Porsche's first sports car. Sportwagen and JAZ have sponsored the commemorative polo shirt for the participating drivers in this group with the 356 legend 'Years ahead in engineering and miles ahead on the road'.

There will also be a 'KG to AG Parade' of the model types that came after the 356. The intention is to showcase the 911, 912, 914 and Carrera RS, plus a selection of cars from post-1973 production. There's also the 'Turbo Parade' to celebrate the Porsche Turbo's 40th anniversary.

Finally, to end the day, is a run up the hill by a selection of the special competition and production cars featured in the event.

Classics at the Castle is on Sunday 7th September – www.classicsatthecastle.com

LATEST TEAM TUTHILL VICTORY

The newest recruit to Team Tuthill Porsche, Patrik Sandell, has won the 2014 Midnight Sun Rally in a nail-biting conclusion to the three-day Swedish summer classic.

Starting the final day in third, more than forty seconds behind leader and former rally winner Kenneth Bäcklund, Sandell and co-driver Mattias Lönn set a series of blistering stage times to take victory by just nine seconds after three days of flat-out rallying.

The 2014 Midnight Sun Rally was Patrik Sandell's first ever rally in a Porsche 911 and the drivers were competing without pace notes. Local knowledge played a key part on

the first two days, but day three was run over less familiar stages. Sandell's emerging confidence in the Porsche's ability is what really made the difference.

'I had a fantastic weekend with Team Tuthill,' said Patrik. 'The car was awesome to drive: I don't think people truly understand the speed you can get from a historic rally Porsche. The car has given me a great feeling all weekend, the team has been very professional throughout the entire rally and we have really worked well together to achieve this win.'

www.canfordclassics.co.uk



WALKER'S WHEELS



Look at these wheels and it's hard not to think of Fuchs, the style the factory fitted to early 911s and which will forever be associated with them. That name is not of course used in their maker's description, only that they are 'clearly based upon one of the most timeless and classic automotive wheels of all time'. The man responsible is 'Urban Outlaw' Magnus Walker.

Walker gradually

became a Porsche fanatic, building up a collection of classic 911s, and now he has begun supplying wheels, which are locally manufactured for him.

Branded the Outlaw 001, the two-piece rims are forged from 6061 billet aluminium, and available in 15- to 18-inch diameters, with a wide choice of offsets but are compatible with the original wheel bolts.

The colour choice is black, silver or gold, or

two-tone variations on these, but customers can also order them unpainted if they so wish.

Magnus prefers to run his own Porsches without centre caps, but he does offer forged aluminium caps, and the standard Fuchs centre caps fit, too. The price per wheel is \$699 (about £407), to which shipping and import duties must be added. For more information, visit the Urban Outlaw website:

www.52outlaw.com

CLASSIC PORSCHE PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 31 AUGUST 2014

THE BIG NEWS FOR 2014 IS WE'RE MOVING THE PICNIC TO A NEW AND BETTER VENUE, MAPLEDURHAM HOUSE, AN ELIZABETHAN MANOR SET BY THE RIVER THAMES NEAR READING, JUST OFF THE A4074 OXFORD ROAD

And what a venue! Set in acres of beautiful grounds, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and featured on the cover of Black Sabbath's 1970 debut album!

The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of

the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4 discount on the usual £9 admission.

For further details on Mapledurham House, including directions, go on-line to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche and VW show run in conjunction with our sister magazines *g11* & *Porsche World* and *Ultra VW*. Informality is the key-word, with no model-by-

model parking and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea in the house) and head to Mapledurham on 31 August. The venue opens at 10am with the awards presentation taking place at 3pm. Entry is £5 per person, with under-11s free.

For all enquiries, contact Wildside on 01189 475200, or send an e-mail to: wildside@adren-a-line.com



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New from Patrick Motorsports is this g14/6 oil tank assembly. The reproduction dry-sump oil tank is fabricated from TIG-welded aluminium and features a baffled design and billet components. Suitable for street and motorsport use, it replaces genuine Porsche part # 901 107 005 40. The new tanks are certified pressure tested and include all mounting hardware and bushings. They come fitted with M22 x 1.50 female feed and return ports for use with metric fittings, or AN-12 and AN-16 adaptors. A matching filter console, filler neck, fittings and oil lines are all available separately.



www.patrickmotorsports.com

RETRO FASHION

Nostalgia and retro fashion are all the rage these days, a point not lost on the Porsche Driver's Selection people. Newly-listed are three retro jackets based on those worn by team driver's mechanics and managers back in the late 1960s/early 1970s. The green jacket shown here was for drivers, while a red jacket was worn by mechanics. A deeper wine red version was the 'team jacket'. Available from selected outlets, you can find out more on www.porsche.com/shop



EB SILVERSTONE WIN

EB Motorsport enjoyed a winning weekend at the 2014 Silverstone Classic. The two-time Masters Historic champions raced a pair of classic 3-litre Porsche 911s in the FIA World Sportscar Masters. Temperatures were high all weekend, with paddock temps into the thirties making it hot work on track. Racing brothers, Mark and James Bates, soon warmed to the conditions, setting personal best lap times in their Porsche 911 3.0 RS and RSRs.

Friday evening qualifying went well for the team. Mark took pole position in Pescarolo class with a time faster than his 2013 best. James was also up on last year, qualifying P3 behind a Corvette with more than twice the horsepower of his Porsche 911.

The race was held in warm, sunny conditions at the end of Saturday afternoon. Against a large field of very fast cars, racing flat out for sixty minutes was a true test of focus and stamina. With engines cooled by Millers Oils, the cars ran reliably in the heat, but the stress was too much for Mark's Momo 'Prototipo' steering wheel, which snapped a spoke on lap four!

The wheel was taped up in the pit stop, which cost the team some

time, but Mark managed to take another class win, with a fastest lap of 2:24.106: a full second quicker than last year.

James also enjoyed a great race. 'Brilliant, one of my best,' he enthused. 'The car just got quicker and quicker, I was able to stick with the Corvette, and beat the Ferrari and the third Porsche fair and square. It was unbearably hot in the car, but the racing was really terrific!'

www.eb-motorsport.com



CLASSIC PORSCHE AGENTS?

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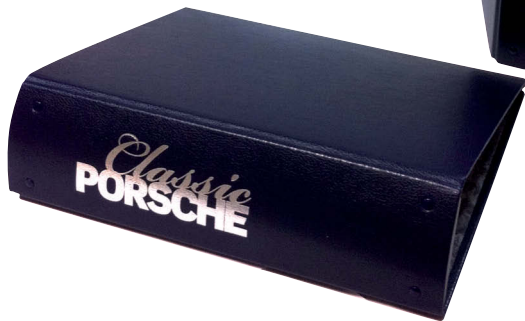
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CLASSIC PORSCHE BACK ISSUES

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, 10, 13, 14 and 16-25. 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)1883 731150, or email: chp@chpltd.com

PCGB REGISTER RENDEZVOUS



Two years ago, Porsche Club GB organised a one day register get-together at a stately home venue which was very successful. Following talks with the National Trust and Heritage Open Days and Federation of British Historical Vehicle Clubs, Ken Coad, Porsche Club GB Event Organiser, has put together a similar event for 2014, located at Upton House and gardens near Banbury, Warwickshire OX156HT, entitled Register Rendezvous on Saturday 13th September. This date coincides with a once a year NT Heritage Weekend.

A National Trust property with free

entry, all facilities are open to members of Porsche Club GB. The quarter-mile tree-lined driveway, grassed either side, is for exclusive Porsche parking (that's half a mile of Porsches), with cars parked in echelon at right angles facing the drive.

With room in some areas for double parking, at least 200-plus cars can be accommodated, along with overflow areas, as well. The walled courtyard immediately in front of this magnificent stately home will be used for a show and shine contest.

The two-storey house will be open, and on display is a collection of famous paintings and original promotions for Shell Petroleum, as the original owners of the property were the Samuels family, founders of Shell. There is also a restaurant/cafeteria, fabulous grounds and lawns at the rear of the house for picnics, should you so wish.

Please note: all display cars should have some form of drip tray, as a preventative measure to look after the grass. For more information, call PCGB club office (01608 652911) or e-mail Ken Coad on coadsped@btinternet.com

GOING, GOING...

And there it was gone... The much-talked about 'McQueen 917', chassis #917-024, was due to be auctioned at Gooding & Co in August but following much on- and off-line speculation about the car's detailed history, it was withdrawn at the last minute. Pre-auction estimates hinted at a record \$19m sales figure, but now we'll never know. You can read Delwyn Mallett's take on this in this very issue on page 16...



STRAPS'N'HORNS FOR YOUR 356



If you want to bring your Speedster or other 356 back to perfect original spec, then here are two more new products from the crew at Karmann Konnection, the Southend-based classic Porsche parts specialist.

First, for the Speedster, is this original-style cloth spare wheel strap. KK is sure that all Speedsters used this webbing strap, although most have disappeared and have been replaced with leather. This is their accurate reproduction, which is priced at £220.00 + VAT (that's £264.00 including VAT)

Sold as a pair, these horns are perfect in every way. In fact, they are so good that parts will interchange with original horns. One is high tone, the other low tone – they look and sound just like the original, and are complete with the correct data plates and screws. They're supplied with new spade terminals, rubber boots and special thin cross section 10mm nuts that mount the horns to the original brackets. They'll also work with a 12 volt system and are priced at £220.83 + VAT (£265 inclusive).

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Brands Hatch 

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RENN SPOT

DAVE CONKLIN ARGUES THE CASE FOR TAKING YOUR PORSCHE ON A LONG DRIVE, IDEALLY WITH FRIENDS...

Little is being said these days about the true value of our beloved classic Porsches – the driving experience. Few if any cars of the 1950s, '60s and '70s could compare to a 356, 912 or 911 from the same era when unleashed on a twisty back road or flying across an open highway.

Porsches were always solidly built, comfortable to drive and generally as reliable as the little VWs that they evolved from. Better yet, when the rare mechanical problem did arise, their relative simplicity and straightforward engineering make them easier to repair than many other cars.

I miss many things about my old 911 since it has been torn apart for restoration for the past couple of years. The biggest thing I miss is the drives we took together – and oh man, did we have some great drives!

There were plenty of spirited banzai runs on local country roads, doing things that the older and more responsible me of today would never do! Those were fun for sure. But really, the best experiences were the epic cross-country drives that were made with a group of friends on several occasions.

It was during these long-hauls that I came to completely understand how great an early Porsche really is. As we gobbled up the miles across the expansive highways of the middle and southwestern United States, any worries I had about the mechanicals soon faded as I settled back into the seat, turned

up the music and completely relaxed. The little flat-six hummed along at a steady thirty-eight hundred to four-thousand rpm, hour after hour. Demanding the same from a typical American muscle-car of 1970 would probably have resulted in a blown engine. Yet the air-cooled Porsche engine seems joyful in that high-revving sweet spot, and eager to take even more.

With most of the weight biased towards the rear, the classic Porsche's steering is light and very direct. While most other cars of the era drove like the steering wheel was connected to the road wheels with a system made up of twine, rusty pulleys and wishful thinking, the Porsche driver is connected to the road as if he was an integral part of the mechanicals. Precision and stability are the words that come to mind.

During one of our cross-country trips, while on an arrow-straight Texas road, I discovered that it was possible to remove both hands from the steering wheel at 90mph and my old 911 would travel well over a mile before needing a steering correction. Again one of those things the more responsible me would probably not do today.

The most significant thing I learned on these long cross-country drives is how amazingly reliable and repairable an old Porsche can be. Generally our travelling groups were made up of six to eight early 911s, and after a number of trips to California, Florida, Michigan, Wisconsin and other far-flung corners of the USA (well in excess of

14,000 miles in my case), I am proud to say that we never experienced a breakdown that couldn't be repaired at the side of the road.

There were a couple of ignition coils, a broken clutch linkage, a leaky fuel line and a fuel pump changed at night in a gas station parking lot; but none of these resulted in more than a couple of lost hours and a good war story to laugh about later.

There are few repairs on these old cars that can't be dealt with by a couple of guys with basic mechanical skills, a well-stocked spare parts box and some hand tools.

As if driving three-thousand miles cross-country wasn't enough, one of the California trips culminated with a full track day at Willow Springs Raceway. Not a problem at all for a bunch of old Porsches!

While I'm not looking forward to that first road-chip on the front of my freshly renovated car, I am eager for the opportunity to put it there. It must happen! After all we have been through together, how could I not continue to drive that car like it was

meant to be driven?

My favourite Porsche memories are from the road. Parked at the edge of the Grand Canyon for a photo op, crossing the Angeles Crest Mountains in California with a broken clutch and making a lap of Daytona International Speedway are just a few that will make me smile 'til the day I die.

And sitting around in a motel parking lot, drinking beer and eating pizza with your buddies after an eight-hundred mile day... well, like they used to say in an old American beer commercial; 'It just doesn't get any better than this!'

Mom used to insist that I ate all of my food at dinner saying, 'There are poor children in other countries that are starving'. I'm not sure how eating my meal helped them, but setting logic aside I am going to steal a page from her book and remind all of you to get out and take a good long drive with your car before the summer ends.

After all, there are guys like me who are starving to get behind the wheel of a classic Porsche but can't. **CP**



David Conklin is a long time German car fanatic who has contributed to our sister publications, Ultra VW and 911 & Porsche World. He's owned a 1970 911S 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

Get your classic Porsche out of the garage and onto the highway, says David Conklin. After all, there are people out there who would kill for such an opportunity...





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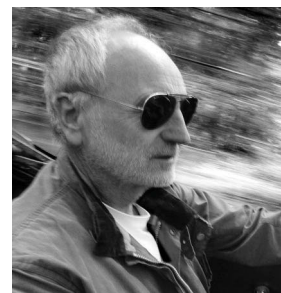
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DELWYN MALLETT

RECENT GOINGS ON IN THE AUCTION WORLD JOGS MALLETT'S MEMORY BACK TO THE DAYS OF HIS FIRST PORSCHE PURCHASE



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...

In my car owning life I've been caught out twice by advertisements that haven't quite lived up to their sales pitch. Curiously, both for Porsches. The first time was almost 50 years ago and was for my very first Porsche, which cost the not insignificant sum of £375 - and turned out to be a dog.

The second, however, was a few months ago in a respected classic car magazine and was for a Porsche that was expected to break all records at an upcoming auction. Most regrettably, though, this 'ad' was written by me!

Like many 'youngsters' in the 1960s, my first car was a secondhand Mini, bought in my last year at college with money earned during the summer break. My aspirations, however, lay with a more individual form of transport: one of those bulbous little rear-engined 'souped-up Volkswagen' things, a 356.

Having landed a job as an advertising art director, I hastened to acquire a Porsche. I should add that this was years before Porsches became the car of choice within the advertising industry, and I was deemed slightly weird as a result. Fate, and Thursday's *Exchange & Mart*, led me to Bournemouth and the rather grand house, by my suburban semi-detached standards, of a Mr Ahearn (50-years on I can still remember his name!) who was selling his 'much cherished' 1958 356A.

Despite slight bubbling in the front wings (yes, sadly they all go there, young man!) I did the deal. A portent of the horrors ahead came within the first mile of the homeward journey. There could not

have been more than an eggcup-full of petrol in the tank and my new pride and joy soon sputtered to a standstill.

Within the week, and before I could empty the refilled tank, a rear shock absorber top mounting broke away, leaving the car undrivable. Yes, my dear little Porsche was riddled with cunningly concealed rust, lathered with filler and fibreglass. (The MOT, introduced in 1960, was then still a rather basic affair, covering brakes, lights and steering, and had not extended to structural integrity.)

An indignant phone call to the smooth-talking Mr Ahearn demanding my money back solicited the response that 'Sorry old chap but you bought the car and anyway I'm emigrating within a few days - so hard luck.'

Yes, really, 'I'm emigrating'. Did I really believe that? No, not really. A view confirmed a few weeks later when I saw another car advertised in *E&M* from the same address, and then another! The guy was obviously a dealer masquerading as a private seller.

Bitter, twisted, disappointed but a little wiser I bought a hundredweight of Strand Glass matting and resin, patched up my baby as best I could and enjoyed a year-or-two of Porschering before moving on to an equally rusty Speedster.

'One lady owner'; 'never raced or rallied'; 'never driven in the wet' - all were clichés of the small ads of the 1950s and '60s before consumer protection laws required more accurate and truthful descriptions of goods for sale.

Which leads me on to

the second Porsche in this tale of woe. I was asked to write a piece about the Porsche 917 that was scheduled to be auctioned in August. The car, once the property of Jo Siffert, was used in the Steve McQueen movie 'Le Mans' before disappearing into a private collection for 30 years.

Rediscovered in 2001, the car underwent what was described as a meticulous restoration with the intention of preserving as much originality as possible - there's even a short film on *YouTube* showing parts of the car being examined using sophisticated scientific instruments.

The result was billed as the world's 'most original 917' and a car that, because of its originality and association with Steve McQueen, might just break all previous auction records - figures in the region of \$19million being floated into the world-wide media pool.

No sooner had the article appeared than highly critical emails started to ping into my computer, and those of the other magazine, questioning the authenticity of the car and

my gullibility in producing what the senders considered to be 'auction house puffery'.

My defence that I had never actually seen the car and that I had to take on face value the word of others, to whom I had spoken at length, now seems to be rather feeble and ill-advised.

Given that the car no longer has the original engine, the original body, or indeed, it seems, the original chassis frame, one could surmise that, in the words of the late Rt Hon Alan Clark, someone has been 'economical with the actualité'.

The story of George Washington's axe springs to mind, in itself a variation on the philosophical question recorded by the Greek historian Plutarch in the first century AD.

Known as Theseus' paradox, Plutarch asked if a historic ship that had been preserved down the years by having each of its planks replaced by an identical piece remains the same object?

The 917 was abruptly withdrawn from sale and, at the time of writing, the full story has yet to emerge. **CP**



'They all rust like that, sir' - Mallett gets a hard lesson in advertising tactics - before embarking on a career in (you guessed it) advertising...

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ROBERT BARRIE

TAKING DONOHUE TO TASK OVER HIS CHOICE OF PORSCHEs,
GOING HISTORIC RACING – AND A NEW JOB OPPORTUNITY



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 recently found myself with the 1969 911 model range at my disposal, as in the contemporary *Car & Driver* magazine article featuring Mark Donohue's driving impressions.

Donohue liked the Targa version of the T thanks to its more balanced handling: 'It has trailing throttle oversteer (like the others), but was more predictable... you could hear constant tyre squeal which means it's committed. You can change it around and it stays neutral, whereas with the others it was either over- or understeer.'

He was unconvinced by the S: 'It's poorly suited for acceleration, which is a shame. The engine is very peaky.' The passage of time has reversed Donohue's ranking, with the relatively scarce S nowadays more sought after than the T.

With respect to the late great race driver and engineer, I think the current view is probably right. In fact, I think the 1969 911S is one of the outstanding early 911s. It had the first MFI engine in a high state of tune and it remains the lightest production 911 ever. All in all, it was not far removed from the competition cars of a few years earlier.

It is also tremendous fun to drive. I had mine for about ten years and only sold it recently. I don't get misty-eyed about my old cars, but I do have fond memories of that one, including my first race win in the pouring rain when almost everyone else slid off the track!

I am, to misquote another American, no Mark Donohue, but I like to think he, too, would have enjoyed driving it – and maybe he would even have changed his mind.

As the season moves from the Le Mans Classic to the Goodwood Revival, via the Silverstone Classic, it's clear that historic racing is becoming more and more professional in organisation and participation.

A popular race series host has a rule about the three Cs. It's simple: no crashing, no cheating and no complaining! It's an aspiration rather than a reality, of course, but it's exactly the right aspiration.

My own personal manifesto concerns the latter two. I don't like cheating any more than anyone else, but I can't abide complaining about it. It's rife in our little world, unfortunately. There is a view among those who have neither the talent nor the budget to do anything else that anyone who wins is cheating. Not so. Not by a long way.

One of the enviable things about the wealthy is that they don't need to cheat. They go out and buy the best cars and hire the best preparers and then they practice. And then they practice some more. And then they win.

I was at a cold and windy Revival test day at Goodwood last summer when a leading F1 designer, his pro co-driver and their support team spent a day running through settings and set-ups. They were pushing hard so they knew where the limit was when it came to the event itself.

It was the same determination, hard work and attention to detail that would be likely to be successful in any context, including, in this case, contemporary F1. In due course, the designer, his co-driver and their team

won the race. It's becoming harder and harder for the rest of us to match that sort of approach and it's becoming more widespread. It's frustrating all right, but it's not cheating. Actually, it's a bit like proper motor racing.

To continue on a similar theme, I would suggest that another implication of rising car prices and wealthier owners is likely to be increased litigation. In the same way that they can buy the best cars and hire the best preparers, the rich can also afford the best lawyers. In fact, they aren't like the rest of us at all!

It's not hard to foresee a time when disputes about an important car's identity, history, ownership, condition, and its maintenance and preparation, are routinely resolved in court.

I saw a bunch of lawyers' letters flying around in relation to a car at auction recently. For now, that sort of thing is the exception rather than the rule, but that could

easily change. Similarly, what about those so-called racing incidents when wealthy owner A runs into and damages wealthy owner B's car?

At present, there is a bit of effing and blinding in the paddock and that's typically all. It might not take a lot, however, for B to accuse A of negligence, or something similar, and seek costs and compensation.

We sign the disclaimers, but we still have a duty to take reasonable care and attention on track. The next step would be that A, B, and the hitherto uninvolved C, would have to take out additional insurance, raising the costs and the stakes still further.

As we know from a recent example in a related context, these things tend not to end well. On a slightly brighter note (*you reckon? – KS*), for the more youthful and legally-minded among us, there are relatively few specialist lawyers in this field at present, so here, for better or for worse, is a possible career opportunity in the making. Any takers? **CP**



Legendary Can-Am Porsche driver Mark Donohue preferred the 911T to the hot-rod 'S', but Robert disagrees with his choice



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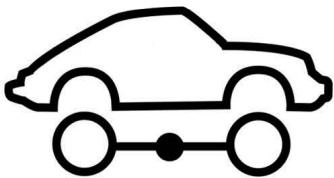
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LETTERS

GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE CLASSIC PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...



NO SNOW!

I very much enjoyed Bill Nakasone's article on 'Rally Harry' Bengtsson's 356B (above). However, Bill has got his rally history a bit mixed up.

While Bengtsson and Walter did indeed win their class (and finish seventh overall) in Sweden in 1961 there is unlikely to have been much in the way of 'snow, sleet, slush and ice' since the rally was run in the middle of June, hence the name Rally to the Midnight Sun.

The 1961 European Rally Championship comprised only eleven events and Walter was an expert at choosing the ideal local co-driver; in Britain's RAC Rally he had John Sprinzel alongside who had driven a little Austin Healey Sprite to second place overall the previous year.

Equally he wasn't afraid to change car if the conditions warranted it; he finished second overall in the 1961 Monte Carlo Rally with Walter Löffler in a Panhard PL17.

Fred Gallagher
Via E-mail

SOULESS PERFECTION

I read Delwyn Mallett's column in issue #23 of *Classic Porsche*, the subject of which was over-inflated prices and over-restoration. I have strong opinions about the relationship between

these two subjects.

From the tender age of 14, I have been a car enthusiast and I soon decided that if ever there was a car that I would love to own, it would be a Porsche. I recall sitting in the back of the family car on a Sunday outing when a white 911 with gold script pulled up alongside.

Now my father was a printer and would only purchase Heidelberg printing presses as he believed that while you paid a bit more, you got a reliable piece of precision engineering.

When I saw the 911 that day, I remember thinking 'Well, it is German, so it must be reliable because of the fine tolerances and precision engineering...'. That's why I am an enthusiast for the marque.

On the flip side, there are the high-fliers who simply follow a trend. I recall the CEO of a large corporation who spent a fortune on a nut and bolt restoration of a Mk2 Jaguar. He and a fellow CEO would visit the workshop every two months, pay the bills and then go off to lunch.

At the time, an unrestored Mk2 would set you back around \$65K (Australian), while a restored one would be on average around \$100K.

The banker's Mk2 cost him about \$130K, on

which he expected to see some return. He did indeed end up selling the car for around \$150K in the early 2000s.

What you thus have is a trend to over-restore unique cars for display at events like Pebble Beach or Villa d'Este, giving the owners bragging rights and artificially forcing up values across the board.

I think the difference between an enthusiast and the high-flying collector is that, really, the badge on the front of the car is almost of secondary importance – what really matters is the pleasure gained from driving.

I recall once seeing a photograph of Denis Jenkinson with three cars he had enjoyed: a Porsche 356, an E-type Jaguar and a Mazda RX-7. Three very different cars but all that mattered to him was the driving experience.

Countering that is the concours crowd, who spend thousands on restoring the 'right' vehicle, only to trailer it to shows and collect prizes. To some extent, judges have cultivated this way of thinking by awarding prizes to the soulless over-restored 'objects' that were once cars...

Antoine Jacob,
Victoria, Australia

ALLIGATOR SHOES...

I saw your comments about Essen and your questions about future life with million dollar Porsches. First, best not to wear your alligator shoes when touring Essen (not so easy on the feet!). Second, not to worry, the price escalation will fall back in due course.

Collectors of anything (coins, tulips, art, Barbie dolls) do so partly for the

enjoyment, partly for 'peer envy'. To be admired by their friends and to be seen as 'savvy/cool' and one step ahead of the game. Remember, years ago stamp collectors were considered worldly and urbane. Today they are seen more as nerds. Thus stamp collection values have dropped dramatically.

Pollution, climate, green movement, traffic saturation; the world has changed – and will further change because:

* The average age of folks participating in or attending classic car events is embarrassingly on the north side of 60.

* Young people are not, by and large, 'into' cars. They do not connect. My generation had little desire for a LaSalle, Packard or Cord. The new generation has little desire for a Daytona, DeTomaso or RSR.

* Earning power and disposable income are limited for younger folks.

* Older cars become less usable with today's traffic and look more and more out of place.

* Prestige big name events will hold up for a while, but many car events will be restricted and steadily less well attended.

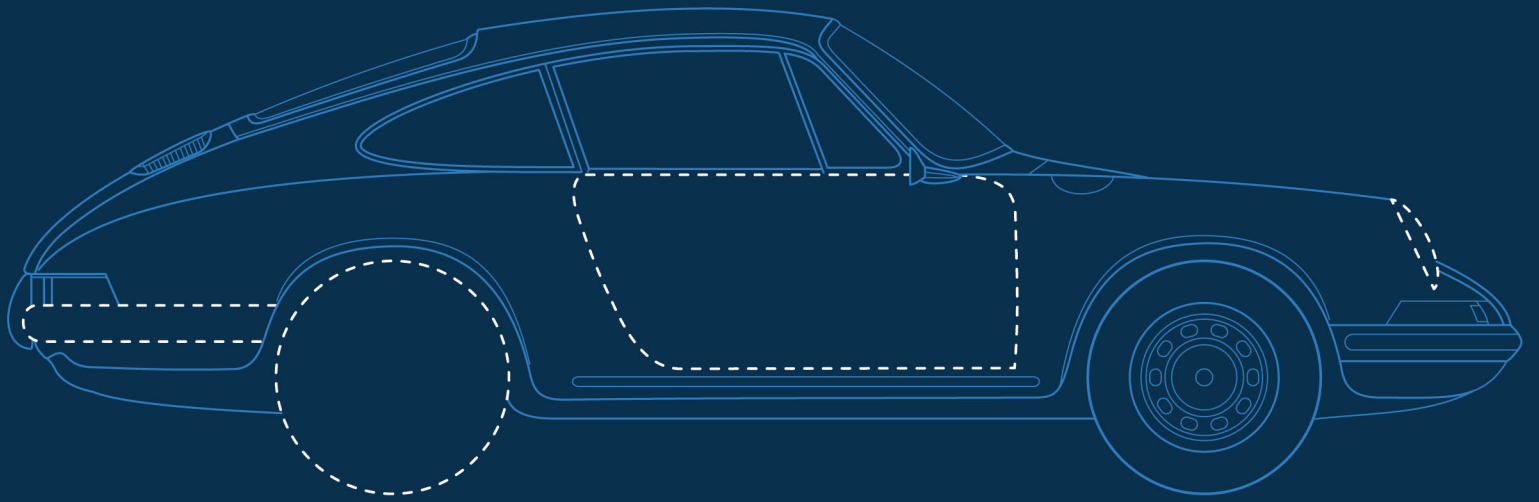
It is difficult not to conclude that market demand and therefore values of old cars will slowly but steadily drift down. To be seen as a man driving a raucous Cobra through town will be perceived on a parallel to a woman wearing a leopard-skin coat and alligator shoes. Out of touch.

Enjoy these cars for what they are but be aware that the lustre will most likely not last far into the future.

Jack Logan,
Via E-mail

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Far left: 'Rally Harry' Bengtsson probably didn't experience much snow on the Rally to the Midnight Sun, says Fred Gallagher



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A BREATH OF FRESH AIR

Described by Porsche as the safest convertible in the world, the 911 (and 912) Targa accounted for 40 per cent of sales in its home market, yet it remains a relatively little appreciated model in the Porsche family. Perhaps this '68 911L will change your mind...

Words: Keith Seume Photos: Etienne Crébessègues





“ Unlike many convertibles, the Targa didn't require extensive reinforcement of the 'shell ”

When we look back at the past through our favourite pair of rose-tinted spectacles, it is easy to believe the introduction of Porsche's new 911 must have been greeted with scenes of mass hysteria among fans of the marque. But reality was somewhat different. Yes, there was an air of eager anticipation ahead of the 911's launch and, yes, the majority of potential owners fell in love at first sight.

But not all. The most notable person to express his disappointment was probably Denis Jenkinson, doyen of motor journalism and himself owner of a well-travelled (and that's putting it mildly) 356A. He'd been looking forward to the new 911 but was disappointed to discover it was heavier and, he felt, bulkier than the 356. Shaking his head, he turned his back on Porsche and bought an E-type Jaguar instead...

Others were shocked by the price hike over the outgoing 356: the near 30 per cent increase was too much for many to swallow. The four-cylinder 912 was intended to appeal to the

less-well-healed customers, and it is perhaps worthy of note that the 912 did indeed outsell the 911 to begin with, suggesting that maybe Porsche had misread the market after all. And then there was the total lack of a roadster or cabriolet version...

Sales of the soft-top 356C had accounted for some 16.5 per cent of the turnover, making an 'al fresco' 911 rather conspicuous by its absence. This was of particular concern in the US market where convertibles had always been strong sellers. However, behind the scenes, there was already discussion about a possible convertible Porsche, the decision being whether to modify the existing 911 bodysheet or start from scratch.

It's said that Ferry Porsche preferred the latter course, as he felt (rightly in many people's minds) that the 911's profile didn't lend itself well to having the roof removed. But the bean counters won the day and work began on designing an open-top 911 which wouldn't break the bank.

There's no denying that the Targa's profile isn't as smooth as the coupé's, but its styling is starting to find favour with a growing circle of enthusiasts



911L TARGA

Interior of this example is totally stock apart from the aftermarket Nardi woodrim steering wheel. Quality restoration by GT Sport is exemplary

It was at the 1965 Frankfurt motor show (the IAA) that Porsche first displayed the latest version of the 911. It wasn't a traditional cabriolet by any means, being equipped with a removable roof panel which could be folded and stored away in the boot. This wasn't an entirely new concept, for Triumph in the UK had built a version of its TR4 sports car with a removable hardtop, and that could be replaced by a soft 'Surrey top' for emergency use. This, in fact, predated Porsche's new baby by almost five years.

The difference with the Porsche design was that it featured a clear plastic rear window, which could be unzipped to allow the ultimate in through-flow ventilation. Allied to this was a pressed-steel hoop that offered roll-over protection and was finished with a brushed stainless-steel cover.

The design was clever and satisfied the requirements of the US market in terms of safety, but customers would have to wait until 1967 before they could actually buy a 911 Targa, as it was called, for production didn't begin until December

1966 – well over a year after its first showing. As a side note, the 100,000th Porsche ever built was a Targa, built on 21st December that year.

Unlike many convertibles, the Targa didn't require extensive reinforcement of the now roofless coupé bodyshell, relying as it did on the roll-over hoop. The end result was an open-topped 911 that weighed just 50kg more than its tin-top sibling. However, there was a significant loss of rigidity, which made its presence felt over rougher road surfaces or when pushed hard through a series of bends. Having said that, customers who opted for the Targa were probably less likely to push their Porsches to the limit.

During the first year of production, just 718 'soft-window' Targas were sold, demand far outstripping production. But they weren't without their problems. The plastic rear window became brittle when cold, and UV light only compounded the problem. Porsche recognised this deficiency in the design and in January 1968 introduced a glass rear window as an option,



this eventually taking the place of the soft-window altogether in 1971, by which time demand for the original soft-window was practically non-existent. Interest in the Targa remained strong, with it accounting for 40 per cent of 911/912 sales on the home market.

The example shown here is a 1968 model, with the rigid rear window, that is looked after by GT Sport of Villefranche-sur-Sohne in France. It's a 911L (for 'Lux', or luxury), a model so-badged between 1967 and '68 which fell between the basic 110bhp 911T and the 160bhp 911S.

With its triple-choke Weber carburettors, which replaced the earlier Solexes that had been plagued with flat-spots, the 130bhp engine was a driver's delight. It wasn't as 'peaky' as the high-revving 911S unit but offered far more pulling power than the slightly asthmatic 'T' motor.

These early carburetted engines had a very distinctive sound which emanated from the induction system, a glorious howl which rose in pitch with engine revs. It was a sound which was lacking in the later 2.2-litre engines, and one which

could be enjoyed to the full from the driving seat of a Targa – one with its roof panel removed, that is.

We had the chance to drive this car and found it intoxicating! With the top removed, folded and safely stowed in the front luggage compartment, it was possible to take full advantage of the French sunshine, and the first thing that strikes you is that sound. It invites you to exploit the limits of the 130-horse engine to the full, yet somehow that's not what a Targa is all about. In fact, the most pleasure is derived from settling back and enjoying eating the miles across long, empty country roads.

We've often been asked what it feels like to drive a short-wheelbase Porsche 911 – especially a Targa – in a spirited fashion, most people expecting you to say 'interesting' or 'challenging'. But it is neither – well, that's not strictly true: it is interesting but not in the scary way that word implies.

Sure, if you drive it back to back with a later long-wheelbase 911, you'd feel a difference, but to be honest, unless you are really pushing the car to its limits, then you're

The trademark stainless-steel roll-over hoop has recently made a comeback on the new Porsche 991 Targa. Roofless driving adds to the 911 experience



130bhp 911L engine fell halfway between 110bhp 911T and 160bhp 911S. It's a torquey engine that sounds simply wonderful when given free rein

unlikely to be aware of any handling flaws. And, like we said, most people who prefer Targas tend not to push them to their limits, anyway.

The best way to drive a SWB Targa quickly is to adopt the smoothest driving style you can, with no violent directional changes that may either upset the balance or impose extra stresses on the bodyshell. With just 130bhp available, it's quick enough to be fun yet undemanding to drive. An excellent all-rounder, in fact.

Certainly owner Olivier Janaud is a happy man, describing his Targa as 'endearing'. 'I've always been charmed by older classic cars,' he tells us, 'but initially I wasn't taken by the Porsche. Little by little, however, I developed a soft spot for the 911 and took the plunge buying a Sportomatic. It was quite an adventure!

'After a while, though, I sold it and bought a modern Porsche 996, but it didn't suit me at all. I found it boring in comparison to the earlier cars, so began looking for a 2.0-litre 911 as I was attracted by the engine note. I didn't really mind

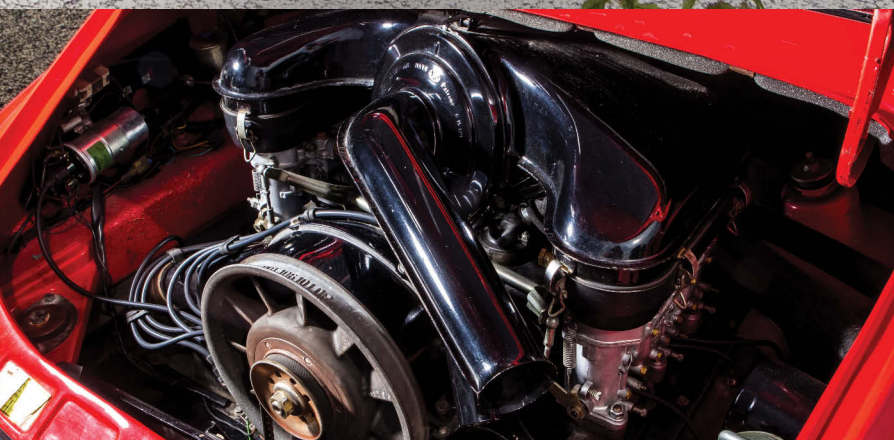
which model and would have been happy with a 911T, or maybe a 911E – my budget wouldn't stretch as far as a 911S!

'I began looking for the right car but was constantly disappointed by what I found. I took a train from Lyon to Deauville (a distance of over 650km, or more than 400 miles) to view one 911 but when I arrived I discovered it was in a pitiable state. Then, quite by chance, I found this 1968 Targa just 10km from my home!

'It was a one-owner car which belonged to a couple who used it on a daily basis. Then, one day, it suffered an engine fire and was shut away in a garage for over 20 years. Only in the year 2000, following their retirement, did they choose to undertake a full restoration. I bought it in 2011 and all it needed was a dent taken out of the bonnet and some rust repair to a door.

'I love this car on every level and drive it every chance I get. I've participated in many regularity rallies and I think the only trouble I've ever had is setting the carburettors! But then that's all part of the charm of owning an older car, isn't it?' **CP**

“ With just 130bhp available, it's quick enough to be fun yet undemanding to drive ”



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Word & Photos: Keith Seume

A CLASSIC WEEKEND

It's hard to imagine a more impressive weekend's motorsport than the bi-annual Le Mans Classic. Join *Classic Porsche* as we head to La Sarthe in the company of a former Carrera Panamericana 356



Unless you've attended this bi-annual event, it is almost impossible to imagine the atmosphere. No other classic race meeting brings together so many amazing cars in one place at one time.

Figures released by the joint organisers – Peter Auto and the Automobile Club de l'Ouest – suggest that entries this year topped the 450 mark, while over 1000 drivers took to the circuit. Of those, there were no fewer than seven former Le Mans winners. Not a bad turnout, eh?

The event caters for all cars that were eligible to race in the 24 Heures du Mans up until 1979. From our point of view, that means numerous opportunities for Porsches to take part, from Pre-A 356s right up to the fire-spitting 935s, taking in 911s, 914/6s, 908s and, of

course, 917s along the way. Like we said, not a bad turnout... For Porsche petrolheads, it's Nirvana.

The racing is split up into day and night sessions, with six different classes (which the organisers prefer to call 'Plateau', or grids) according to age, rather than engine size.

Within each grid group there's an award for Index of Performance – a seemingly complex calculation of an individual car's performance based on its engine size compared to the total distance travelled. This allows the 'minnows' to compete on equal terms with the 'sharks', as has always been the case with the 'real' Le Mans.

The Index of Performance was the happy hunting ground of Porsche back in the 1950s, when the tiny Spydys shared track space with the big Ferraris and

thundering Jaguars. A win in the Index of Performance is no mean thing, and is a highly-prized award among the classic Porsche teams.

There are also awards for teams formed from one car from each grid, meaning that, if you're following it closely, you get to cheer on cars other than Porsches, too. It's all good fun – but deadly serious fun at the same time!

Alongside the racing, there's a huge display of classic cars, with infield parking given over to a vast number of Porsches. With displays from several of the main manufacturers with Le Mans connections, there's plenty to see even if you're not up to two or three days of solid race track action.

But to go to Le Mans and not stay up until the small hours – naturally, the racing goes on through the night – is unthinkable. This



year it rained off and on and even though I complained at being soaked to the skin at 3.30 on a Sunday morning, I wouldn't have missed it for anything. Except a hot bath, maybe...

I'd tagged along with Andy Prill and his team, who were running a couple of Porsches: Richard Clark's ex-Carrera Panamericana 356 Pre-A 356 and Cameron Healy's 904 GTS. Also on hand was Richard's 1935 Singer. Sadly the 904 ate a piston on the Mulsanne in practice, leaving the mechanics Mark Durden and Bryn Robinson to concentrate on keeping the 356 at its best. And a great job they did, too!

The life of a race mechanic may seem glamorous, but believe me it isn't. No – or very little – sleep, few chances to eat and constant noise make it impossible to relax.

Over the course of the weekend, we asked Andy Prill what he made of the event: 'Just like last time the weather this year conspired to make things interesting, and for those of us in small cars this is a great leveller. Mix the unpredictable weather with the well-proven giant killing properties of a 356 and you end up with a recipe for a lot of fun and success.'

'This year we decided that I would do all of the night sessions and my co-driver would do the day races. In the end it all turned out to be quite an adventure for us both in the 356 in grid 2.'

'Practice is always hectic and trying to qualify two drivers in a 45-minute session while trying to set a decent qualifying time is a challenge in itself. I took the car out first and it was going well until half way around the second lap

when I felt a power loss. Nothing to do but head for the pits and, after a brief attempt to fix the problem, we shoved my co driver in so at least he could see the track and qualify.'

Andy's co-driver, who prefers to remain anonymous, looks back on his first taste of Le Mans with a permanent smile on his face: 'Le Mans Classic was my first big race, and I found it quite nerve-

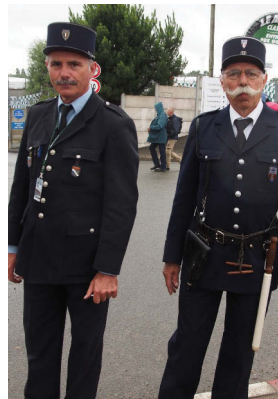
wracking due to the number of spectators, as well as the mythical stature of the circuit.'

'Once behind the wheel, however, I was only aware of spectators in a few places, such as the tight left of the Dunlop chicane, where the car got very sideways on every lap right in front of stands full of cheering people, and in Mulsanne and Arnage, where some fans and

Where else can you see Gendarmes (below) rubbing shoulders with legends like Gijs van Lennep, Jürgen Barth and Willi Kauhsen?

several marshalls are stationed. Here, it's hard not to assume that the spectators are laughing at your driving style as much as you are yourself!

Andy takes up the story: 'Thankfully the first timed lap that I managed put us





in 41st place in a field of 80 cars. Not what we had hoped for but not a complete disaster. After we tracked down a burnt spark plug and played safe by fitting some richer jets, the car was flying in night practice and was over 30 seconds a lap quicker – if only the time counted we would have been 18th on the grid!

Back to the co-driver: ‘Qualifying was a sort of

shakedown run for us – the parts that were going to fail failed on Friday, and our two mechanics, Mark and Bryn, did a brilliant job of diagnosing and repairing the problem before the race start on Saturday.

‘The car is an exceptional example of continuous development through racing, honed over 60 years to be the best in the field. It was incredibly fast, thanks to the

firecracker of an engine built by Andy, and just as importantly, it is predictable, forgiving and honest. You can ride absurd slip angles for seconds, just letting the car do its thing, before some gentle opposite lock sees you back driving fast. If we did so well it is in part because the car is so good!

Andy continues: ‘After finding himself way back after a chaotic ceremonial

Le Mans start, my co-driver had a great first race, bringing the car home 27th. That left us a little more optimistic of getting a good overall result.’

And then came the night sessions, for many, what Le Mans is really all about. ‘Racing at night adds another dimension,’ says Andy, ‘and rain can make it plain scary. The rain stopped falling just before we went out for the race.

Mechanical woes put paid to our man Robert Barrie’s plans to drive this 356 (above). Rain played havoc with tyre choice (centre)

I managed to get a good start and passed a lot of cars into Dunlop, through the Esses and down the Mulsanne straight, with the entry into the chicanes being a great place where a 356 can capitalise on its handling and brakes.’



Access to the paddocks is available to all for a small fee, and worth every penny. The chance to get up close to cars such as this colourful pair of 914/6 GTs shouldn’t be missed

“Racing at night adds another dimension, and rain can make it plain scary...”



But then it went momentarily wrong. 'On the way down to Indianapolis, I came up on an Austin Healey, which I decided to pass around the outside, only to get forced onto the grass when the driver moved over reacting to the car in front. No time to be scared, I kept my line and passed both cars into the first left at Arnage. Down to the right bend and a combination of a very

slippy track and too much throttle put the car into a 360 degree spin! Andy managed to recover and, as the track began to dry, succeeded in getting the car across the line in 11th place after some truly memorable, crowd-pleasing slides. The result also put them a lap ahead of their nearest rival in the Index of Performance. After a long (and often very wet) night, the team

grabbed some sleep in readiness for the final fling on Sunday. Andy was ready for some shut-eye but got up early to cheer on his team mate in the final of the three races. 'It was a long night and after a couple of hours' sleep I went back to the pit wall to watch our last race,' says Prill. 'By now it was really raining and I was starting to get worried for my co-driver. I needn't have

been concerned, however, as he did an amazing job bringing the car home in 8th place in difficult and changing conditions.' The little blue and white 356 was easily the quickest of the Porsches in the class, and more than a match for much bigger machinery. Having said that, it took some good driving to get the most out of the car and its pilot in the last race was over the

Andy Prill at the wheel in Friday's practice (above). Sadly, Bill Stephens' Carrera Speedster (left) was an innocent accident victim moon with how things went: 'I came away from the race with some great memories. Among them was passing a Lancia whose driver was dangerously aggressive as we drove the first formation lap towards the





rolling start. Even before the flag had dropped he was jockeying, pushing and cutting my little car up, so it was a pleasure to pass him on the first lap and then never see him again for the whole race!

The more our man drove the 356, the more he grew to love it. 'I really began to feel at one with the car. By the second lap on the Sunday, in driving rain, I had found all the (relatively) dry parts of the track, and stayed focused on reaching

our top speed on the straights, all the while singing away to the car "Hammer down, little girl, hammer down!"

'All the effort was worthwhile when I drove by my pit on the last laps of the race and saw the board read "1". The first time I drove past I thought it referred to a lap, but by the second pass I knew it was our position in the Index of Performance – and first Porsche home in the class. Bringing the car home safe

and winning – what a feeling that was!

However, despite the gut feelings among the team, and what the stopwatches said, the result still needed to be ratified. 'We knew we had done well,' says Prill, 'but had to wait until the prize giving for the Index of Performance win to be confirmed. It was a great team effort by everyone, especially our mechanics Mark and Bryn, and not least the 356's generous

owner who didn't even get to drive it, but instead just watched us race between driving with me in his pre-war Singer – but that's another story!

So, a long, long weekend drew to a close. The event witnessed some fantastic racing, with British-run Porsches putting on a magnificent display. To check the full results, we suggest you log onto www.lemansclassic.com.

All we'll say is, if you didn't make it this time,

Night racing (below) is what makes the event so special. This is real racing, not just parade laps to look good for photographers...

don't miss out in 2016. Le Mans Classic should be part of any petrolhead's calendar, alongside great events such as Monterey, Goodwood Revival, Spa Classic and Nürburgring's Old Timer GP.

Start making plans – not excuses, OK? We've already started planning... **CP**



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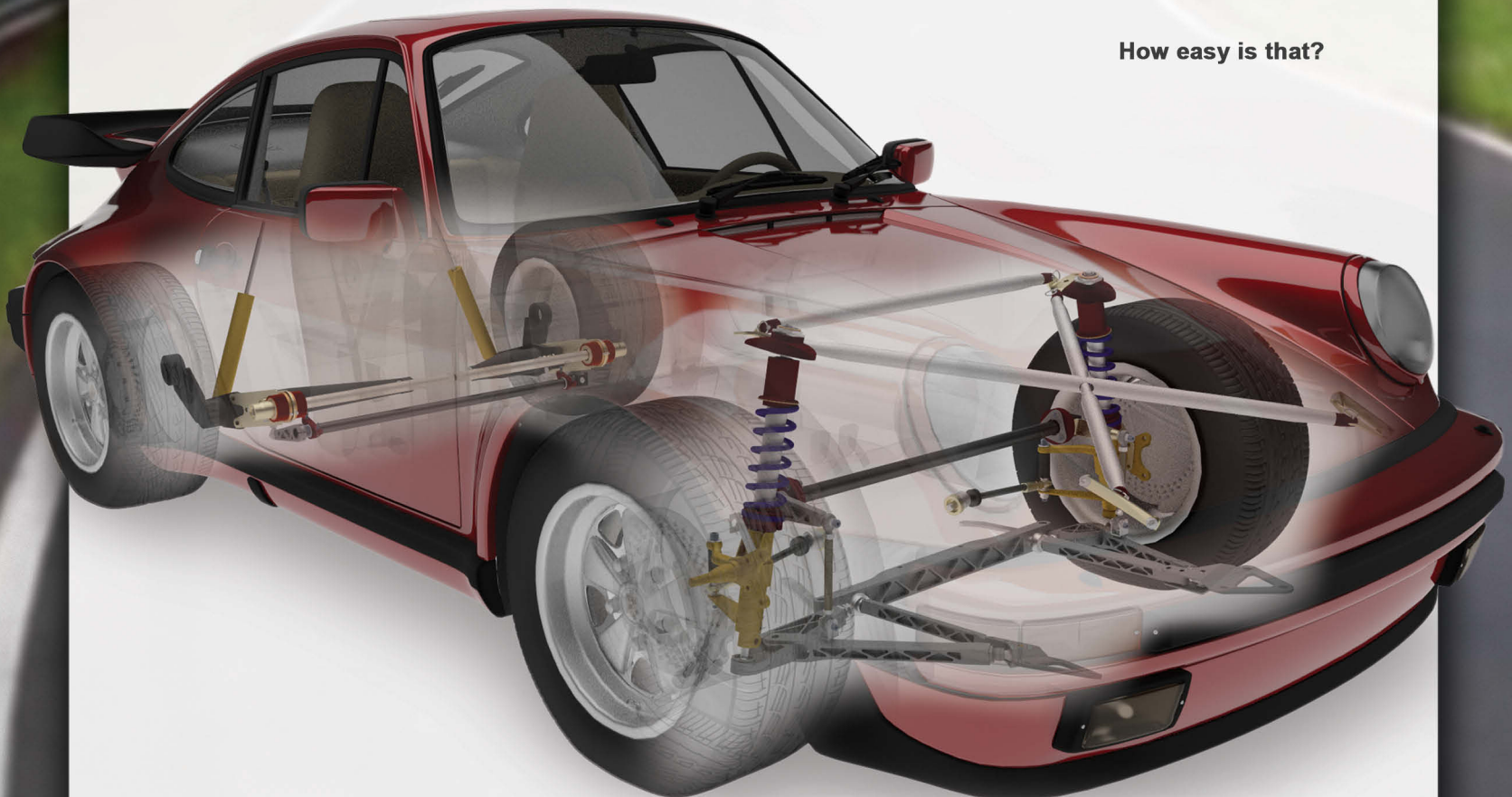
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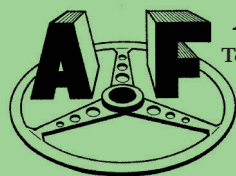
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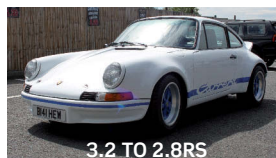
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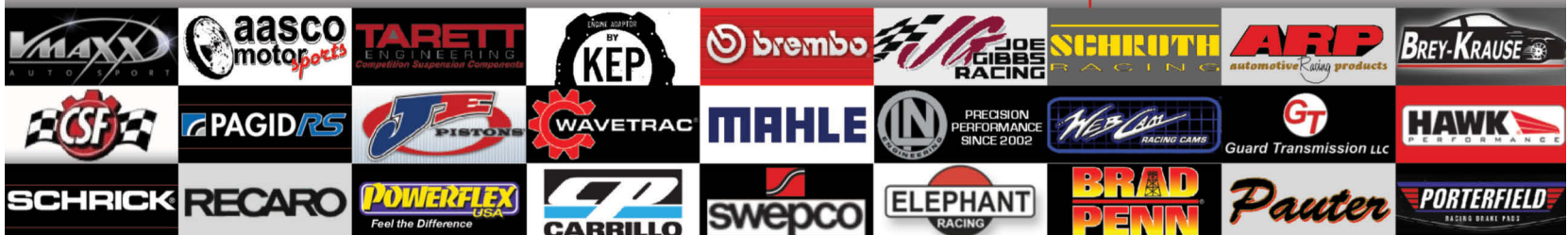
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Last of the Line

The development of Porsche's first purpose-built race car culminated in the RS 61. Paul Davies describes a fine example, while Andy Prill tells us what it's like to drive (and win) in one

Words: Paul Davies/ Andy Prill

Photography: Michael Ward



RS 61 CASE HISTORY

Porsche, as we've often said, has always been the master of evolution. There's rarely been a clean sheet in all the six decades (and counting) of the marque. One masterpiece leads to another, then to another, the company's designers and engineers constantly linking one good idea to what came before.

Name me a classic Porsche and I'll tell you where it came from. The origins of the 550 Spyder are in the special that Walter Glöckler built from a 356, and the RS 61 you see here was the last of the logical line that followed.

And, oh it's so pretty! Silver of course – although for a time in its life this particular car did take on a more garish hue – and so terribly tiny. Put a not-too-big driver, an engine immediately behind them, wheels and suspension at each end, wrap it all in the smallest aluminium body the regulations will allow, and you've got a Porsche RS 61. In this instance, chassis number 718-066, now in the care of Essex specialist Maxted-Page and Prill, and ready for its latest owner to race.

That owner, as is often the case with significant cars of this calibre, wishes to remain anonymous, but we can tell you much of what happened to this car from the day it left Germany. But first, a brief insight into the technical background.

Last issue we detailed the evolution of Porsche's Spyder family, from the Glöckler special through the Type 550 (officially the 1500 RS) to the Type 718, starting with the 1500 RSK of 1959 which developed into first the RS 60 and then the RS 61, these two later models taking their official names from the model years. In Porsche fashion the cars commenced production after the summer factory break of the previous year; hence RS 60 production started in the autumn of 1959, and the RS 61 commenced build in the latter part of 1960.

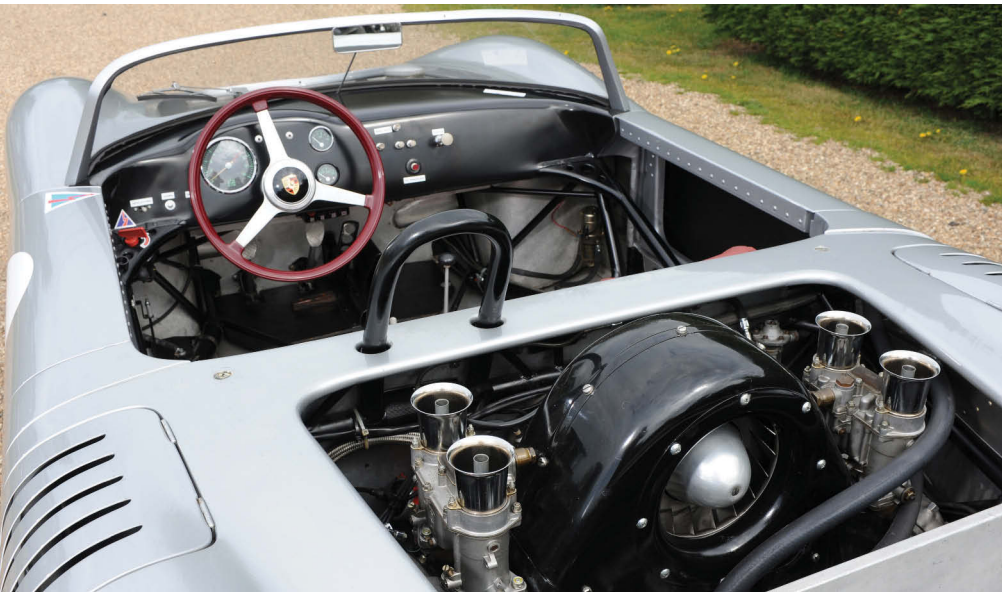
Chassis number 718-066, appears to have been the second of the 14 examples of the RS 61 produced, only four special factory racers (718 GT-R and W-RS) following, these being fitted with 2.0- and 2.2-litre flat-eight engines.

The 718 series benefited from a space-frame chassis developed from the 550A, instead of the ladder frame of the early Type 550 cars, along with an ever-developing suspension system (especially at the rear) and later versions of the complex, but effective, Fuhmann designed, four-cylinder, four-camshaft, Type 547 power unit.

During the engine's life, capacity increased from 1498cc to 1588cc, and in some instances to 1966cc. Inevitably power also climbed in increments, from



Coachbuilder Wendler was responsible for later aluminium body panels. Earliest Glöckler specials and 550 Spydery had Weidenhausen bodies, after which Weinsberg was a supplier



110bhp of the first engines to the 160bhp unit specified for the 'basic' RS 60 and RS 61.

When independent engine specialists in Europe and the USA got their hands on the cars, capacities and output increased even further.

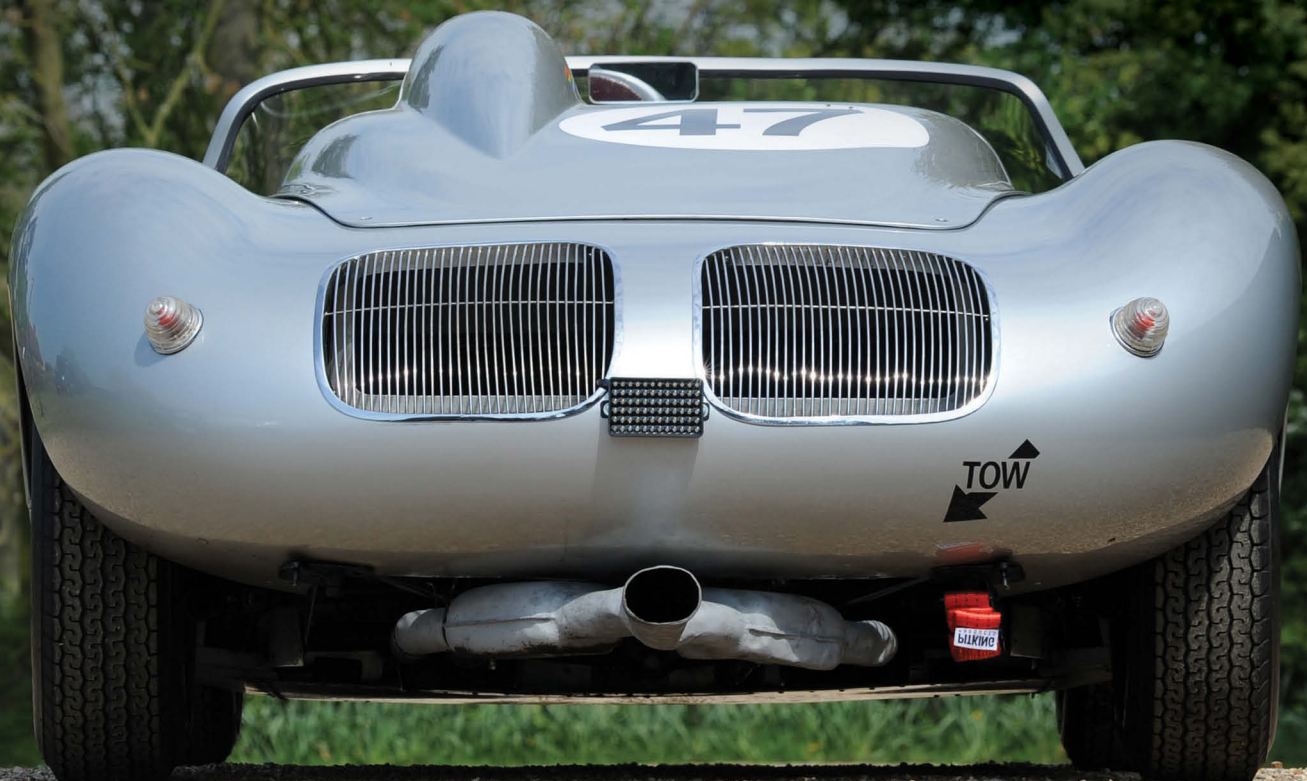
Whilst earlier Spyders were very much Porsche's own take on what a small capacity, class-winning

Centrally-mounted, Ernst Fuhrmann's four-cam Type 547 engine was the staple powerplant for most production Spyders. Various capacities were used. 718-066 is 1600cc

sports racer should be in terms of size and configuration, the RS 60 and RS 61 also had to satisfy the increasingly stringent regulations of the FIA, the governing body of world motor sport.

For the 1960 season the rule makers demanded certain dimensions: the two-person cockpit had to be a certain size (which dictated body width), the windscreen at least a metre wide and 25cm deep, driver and passenger doors had to be at least 50cm x 30cm, and there was to be a 'luggage compartment' measuring 65cm x 40cm x 20cm –

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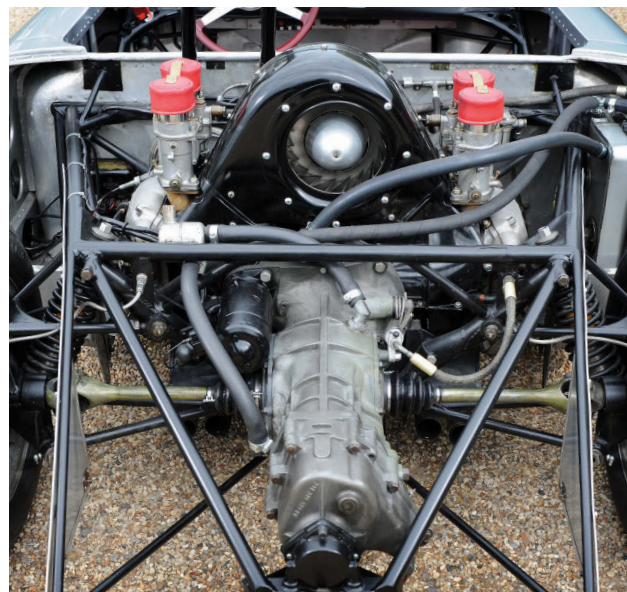
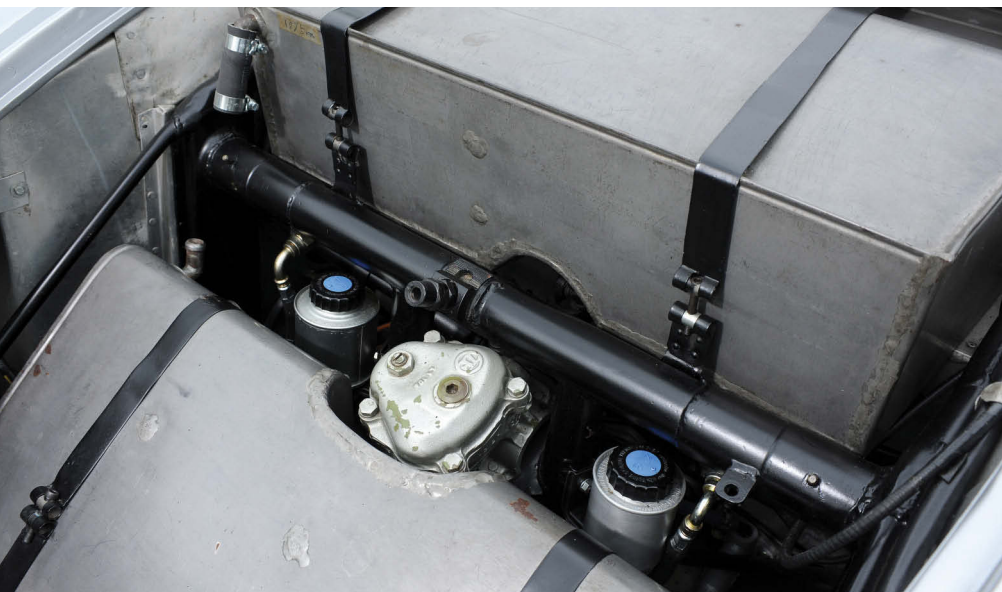
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forever known as the 'FIA suitcase'. Porsche's designers set about wrapping all these encumbrances into the smallest possible machine.

In motorsport terms the Spyders were a massive success, building the bedrock of a competition history that would carry Porsche through to the modern day; four outright victories on the Targa Florio between 1956 and 1963 and numerous hillclimb championships were the high points of the 550 and 718 decade. Whilst the factory team did much of the front-line running, it was private entrants around the globe who put the Stuttgart coat of arms to the front time after time.

The car you see here is no exception, a typical private entrant Spyder with

a varied and chequered flag history. With the assistance of Andy Prill, auctioneers RM Auctions – who sold the car at their Phoenix, Arizona, sale earlier this year for a cool \$2.75 million – and the excellent websites Sports Car Digest and Racing Sports Cars (see our panel, give them a try), we've been able to piece together the car's history.

It seems a certain Joe Argabrite of the USA, and already successful club driver Bob Donner, both ordered RS 61s for delivery to the USA early in 1961 from a Colorado dealer. Argabrite entered his car, with driver Don Sessler, for an SCCA club race at Daytona in early February, but it (chassis 718-066, no less) arrived too late for the race.

Donner's car, meanwhile, was also slow to arrive, so he bought 718-066 to run in the Sebring 12 Hours the following month, sharing the driving with Sessler and Ernie Erickson. The trio took the car to a class win and seventh overall. Argabrite subsequently took delivery of the car intended for Donner, according to Bob's son (talking to RM Auctions).

Of Joe Argabrite we know nothing more but we know that Bob Donner carried on to have a successful two years racing the car, including a number of podium places, second overall at Road America in 1962, and a class win (and top three placing) at the Pike's Peak hillclimb. Donner, who previously had raced both a 356 and 550 Spyder, died in 2010.

This car has a second long-range fuel tank sited in front of the axle line. The central steering box proved useful when Porsche ran Spyders as Formula 2 monoposto cars

With the rear body section removed the engine/five-speed transaxle position and rear suspension layout is visible amongst the mass of tubes forming the space-frame



RS 61 CASE HISTORY



Front suspension is basically very much that of the 356, with transverse torsion-bar springing. The aluminium brake drums have the later 'turbo' angled cooling fins

Open door reveals the tubular space-frame structure, widened and lengthened in the RS 61 to meet FIA requirements

“Private entrants around the globe put the Stuttgart coat of arms to the front, time after time...”

SPECIFICATION

Porsche RS 61 (718-066)

Chassis: Tubular space-frame

Body: Two-seat Spyder, aluminium by Wendler

Engine: Mid-mounted Type 547/4. Aluminium, air-cooled 4-cyl boxer configuration, two valves and two spark plugs per cylinder, four overhead camshafts (two per cylinder bank) driven by shafts and bevel gears. Two Weber 46DM carburettors

Capacity: 1588cc

Power: 160bhp at 7800rpm

Transmission: Porsche Type 718 5-speed gearbox mounted at rear. ZF limited slip differential

Suspension: Front - transverse torsion bars and twin trailing arms, tubular shock absorbers, anti-roll bar; Rear - triangular upper and lower wishbones, tubular shock absorbers with concentric springs

Steering: ZF worm and peg, centrally-mounted box

Brakes: Finned aluminium drums, 280mm (11.1in) diameter

Wheelbase: 220cm (86.6in)

Weight: 550kg





To date Andy Prill hasn't raced 718-066, but he has driven 718-076, taking outright victory at Pau, France, in 2012



In 1963 'our' car passed into the ownership of California VW-Porsche dealer, Don Wester, who changed the silver paint scheme to his company's yellow and black livery. Wester replaced the 1600cc engine with a 1700cc Homer Worth-tuned motor, and went on to achieve many successes.

By 1964 the car was under the ownership of Californian, Eldon Beagle, whose results are sketchy apart from a 19th place at Laguna Seca. The names John Grove and 'G Grandell' also appear as owners before the car was sold to Japan, where it rested for many years, with seemingly little exercise, before returning to the USA.

Back in the USA, 718-066 underwent restoration

– with the original size engine re-fitted – before appearing at the Arizona sale in January of this year. The new owner has entrusted the car's upkeep to Maxted-Page and Prill, who prepared it for RM's Max Girardo to drive at the 2014 Goodwood Members meeting. Hopefully, we'll see more of this magnificent Spyder at future historic events.

Footnote:

Did I say the RS 61 was the last of the line? True to Porsche's 'spirit of development' it wasn't of course. It was merely a stepping stone to the original 904 GTS, which was to borrow the 718 Spyder's engine and continue the sporting success of the cars from Stuttgart. **CP**

DRIVING THE SPYDERS

In addition to making the magnificent RS 61 you see in these pages available for photography, Andy Prill is also somewhat of an ace behind the wheel of a classic Porsche. He's piloted Spyders on some of the best tracks of the world, so we thought it only right he should add his thoughts on what it's like racing the little wonder...

Thanks to:
The owner of 718-066
Andy Prill at Maxted-Page and Prill (www.maxted-pageand-prill.com)
RM Auctions (www.rmauctions.com)
Further information:
Sports Car Digest (www.sportscardigest.com)
Racing Sports Cars (www.racingsportscars.com)

However much you look at a Porsche Spyder and imagine what it's like to drive, nothing prepares you for the experience. I've been very fortunate in having the privilege to drive and race several versions of these now legendary racing cars, and all of them have made a lasting impression.

Weight, or a lack of it, is the key to these cars' speed and success. When paired with the technical jewel that is the four-cam Fuhrmann-designed engine, Porsche had a recipe for success that, in various forms from the 550 to the 718, were winning races and hillclimbs for over 12 years.

The key to driving any of the Spyders quickly is in not trying too hard; these cars respond to subtle inputs and you are rewarded if you carry your speed deep into and right through corners. Initially the light weight of the machine does not inspire or give a particular feeling of safety or surefootedness; hold the steering wheel too tight, press the pedals too hard, and every input results in a jerky and consequently slow lap.

When you get accustomed to the light floating sensation (especially at high speed) and the delicacy of the car's handling characteristics, you get the confidence to stop trying to make the car do what you want it to do and let it do what it was built for, with minimal input from the driver. Relax and have confidence in the car's ability and suddenly it all makes sense. Hitting corner apexes in a four-wheel drift becomes a formality and a lot of fun.

The RS 61 is obviously considerably faster in all respects than the earlier versions, but the overall feeling is the same. Rapid acceleration, light accurate handling and excellent brakes make for a simple and very effective race car.

Just how effective the little Porsche can be was demonstrated by my winning drive at the 'Trophy Flat Four' race at the Pau Historic Grand Prix in 2012. Starting second to last on the grid I managed to drive through the field to a win the race on the torturous street circuit. A classic case of having the right tool for the job, as Porsche proved so often in period.

“The key to driving any of the Spyders quickly is not trying too hard; they respond to subtle inputs...”



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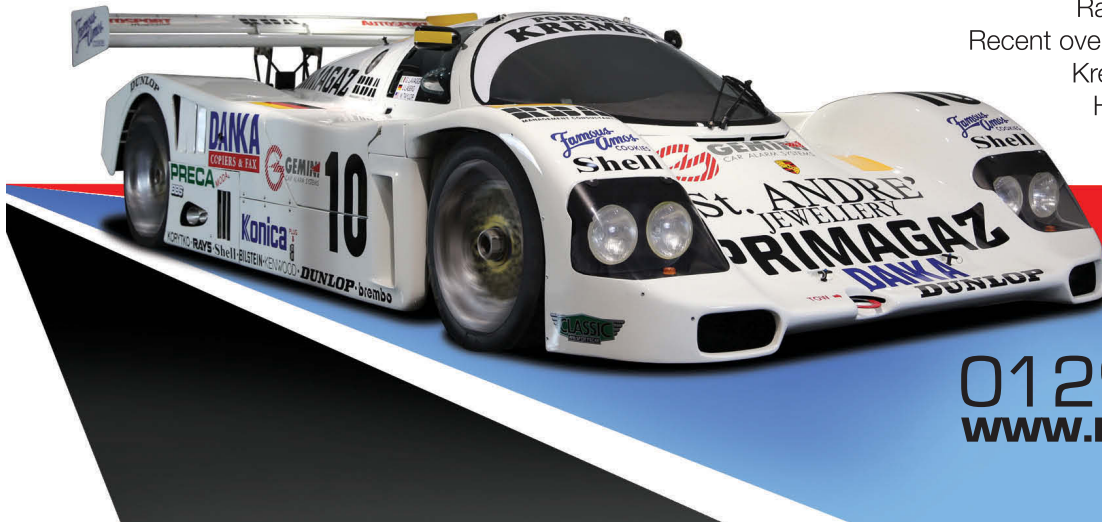
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KINGS OF THE ROAD

Driving 5500 miles from Canada to New Mexico and back is quite an undertaking in any car, let alone a 56-year-old Porsche 356. But that's just what Cédric Chirat did last summer as he set out to attend the annual 356 West Coast Holiday

Words and photos: Cédric Chirat

The Porsche 356 Registry organises two national meetings every year in late summer, one in the east – called the East Coast Holiday – and the other to the west of the country, the West Coast Holiday.

For several years, our small group from Quebec has participated in meetings on the East Coast, which is more easily accessible, taking in states such as Pennsylvania, Massachusetts, Vermont, Maine, Ohio and Indiana.

However, as the 2013 East Coast Holiday had been cancelled, the crazy idea came to us to participate at the West Coast Holiday, which was held in Santa Fe, New Mexico, from the 9th to the 13th of October.

Now Santa Fe is about 2750 miles from Quebec, so hardly on our doorstep. It is a long trip but, for two Porsche enthusiasts, 5500 miles is almost nothing!

I needed a friend who was available, reliable and motivated. There was one obvious choice: my friend Pierre Doyle. As it turned out, he never complained and actively participated in the trip.

Going so many miles, we decided to do some sightseeing. We tried to avoid highways as much as possible and use what are

Getting ready for the off: Pierre and I prepare ourselves for the 2750-mile trip to New Mexico in my 1958 356A. It promised to be quite an adventure!



best described as the 'scenic roads'. Our main objective was to travel through the Blue Ridge Parkway, that is to say, crossing the Appalachian highlands in their entire length. We stopped in Nashville to take a country back road and visited some sections of the legendary Route 66, the 'Mother Road' to California.

We arrived in Santa Fe, planned to attend the meeting for four days, then right after we would head back to Quebec by another route instead of through the Midwestern states.

In all, we crossed a total of 18 states, comprising Quebec, New York, Pennsylvania, West Virginia, Virginia, North Carolina, Tennessee, Arkansas, Oklahoma, Texas and New Mexico on the way out, and followed by Colorado, Kansas, Missouri, Illinois, Indiana, Michigan, Ontario and back to Quebec on the return leg.

Now with the best will in the world, you need to prepare for a journey like this. But, without any assistance except for the phone list of the members of the 356 Registry (the Travel Assistance Network), it was obvious that we needed to focus our efforts on car preparation, and on the selection of tools and spare parts we felt we needed to carry.

The car in question is a 356A Porsche Super 1600 coupé, delivered new in British Columbia in July 1958 and which had remained in Canada since then. The original engine had been removed earlier in the year ready to be refreshed and replaced by a spare 1600 Super engine that had already been rebuilt by Pierre. It still relied on the original Zenith carburetors and six-volt electrical system.

Needless to say, the generator, distributor, fuel pump, carburetors, ignition harness and brakes were all checked thoroughly and rebuilt if necessary. The tyres were changed just before our departure to four new Michelin 165x15

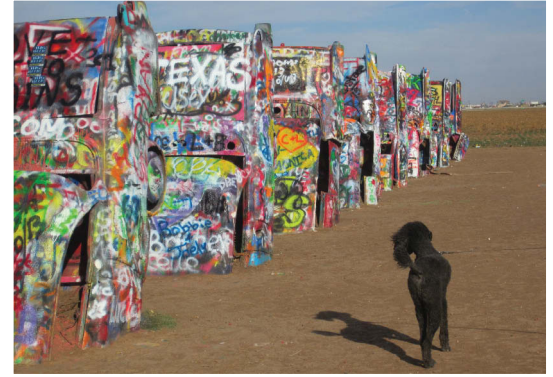
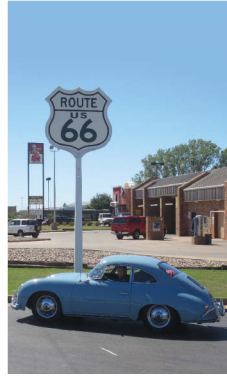
XZXs and the car given a full suspension alignment.

In an effort to improve the lighting, six-volt iodine bulbs had replaced the conventional bulbs, but the result was very disappointing, so we decided to stop early each night for safety, well before nightfall and certainly no later than 7:30pm.

The heater boxes were adjusted and Rain-X was applied to all glass surfaces, mainly on the windscreen to compensate for the relative inefficiency of such small wipers.

The only concession to modernity was a dual-circuit braking system, electric tachometer, instead of the original mechanical type, and a Garmin Nüvi satnav, which worked fine from the six-volt cigarette lighter socket. This made it possible to monitor the actual speed in mph (the

Route 66 - the 'Mother Road' to California is a must-do for anyone into trans-US road trips. A visit to the famous Cadillac Ranch was high on our list



“ Our main objective was to travel through the Blue Ridge Parkway... ”





and electrical tape.

In addition to the now rather full front trunk, the glove box was also packed with a box of bulbs and spare fuses, a flashlight, tyre pressure gauge and a small screwdriver to adjust the carburettors.

We carried a fire extinguisher under the passenger seat, while the rear seats became home to our personal bags, helmet for the autocross and covers for our smart clothes for the gala evening. These ended up giving us the most trouble as we had to take them out every night (that's 15 times), then store away again each morning. In fact, this turned out to be our biggest mistake, for most of our hosts were simply wearing shirts for the gala!

Having decided to do some sightseeing on our way to Santa Fe, we took the highway only where necessary to reach the smaller, more picturesque roads. On Thursday 3rd October, we left Quebec city and crossed the US border at Champlain (New York). We spent the first night in Scranton (Pennsylvania) after covering 600 miles. Our main goal for the next afternoon was to reach the Shenandoah National Park in Front Royal, West Virginia.

Front Royal is the beginning of the road for the 460-mile crossing of the Appalachians Blue Ridge Parkway. Unfortunately, this very day the park was closed due to budgetary deadlock! On the advice of friendly staff, we took a small side road in the Virginia countryside and drove towards the mountain road – the 'skyline drive' – a hundred miles away.

This is where the fun was at its best. Landscapes here are breathtaking: it's a very nice mountain road going through forests, across plateaus and through meadows. There was nobody but the two of us on the road and the flat four was screaming with pleasure climbing the hills (as well as backfiring on the downhill...).

speedometer in the car is calibrated in kilometres), to check distance and also to help find accommodation along the route.

As far as tools and spares were concerned, the challenge was to take everything we needed to effect repairs without overloading the car. We decided to limit tools to what could be carried in the front luggage compartment. The stock fuel tank, spare wheel, jack and battery all took up a certain amount of space, the remainder being filled by our spare Optima battery, four litres of engine oil, two bags of parts (one small, one large) and a bag of tools, in addition to the original tool pouch.

The spares we carried ranged from wheel bearings, oil seals, distributor cap and plug leads, wheel nuts, hoses and gaskets, to larger parts such as a spare generator, distributor and fuel pump. Aside from the usual selection of tools, we also carried a roll of wire, epoxy glue, bungee cords

The West Coast Holiday was the ultimate objective but we were determined to see the sights along the way. Trunk was packed with spares and tools!





Saturday 5th was our best day, following the same beautiful mountain road with its wide turns, fabulous scenery, magical forests, splendid weather and deer everywhere. It was bliss driving for 280 miles on a road tailored for the 356. In Tennessee, we took the famous 'Tail of the Dragon' with its 318 turns in only 11 miles. Sadly we could not enjoy it to the full because of heavy traffic, a speed limit of 35mph and four radar traps!

We arrived in Nashville on Sunday night, where we were in a hurry to tour Country and Rock City on Broadway, with its special shops selling cowboy jackets and boots, record stores and recording studios, to finish at Merchant, a trendy brasserie and bistro where we both ordered shrimp chowder.

On Monday 7th, we took Interstate 40 from Tennessee to Arkansas (did you know there's a Stuttgart south of Little Rock?) then on to Henryetta in Oklahoma. The next day we traced the remnants of Route 66 from Oklahoma City. Clinton is one of the most important museums devoted to the 'Mother Road', where we did a photo shoot at the abandoned motels and empty gas stations in McLean, Texas. We enjoyed our best steak of the trip at the Red River Steakhouse. Incidentally, we met a lot of Harley Davidson riders on these sections of the road.

Before entering New Mexico, we stopped at the famous Cadillac Ranch in Amarillo, the much photographed arrangement of Cadillacs dating from

1954 to 1963 that have been buried nose-first in the ground. Then from Tucumcari (New Mexico) via Route 9, we arrived at Santa Fe at 11am, with the same great weather that had accompanied us since our departure from Quebec City. In all, we had covered 2933 miles!

The capital of New Mexico, Santa Fe is a charming little town, backed by the Rockies on a plateau over 2100 metres above sea level. With the thinner air, we needed to adjust the carburetors to suit! The place is great, with ski resorts within a few kilometres – temperatures can reach 25 degrees during the day yet drop to freezing by the morning. The architecture

of the city is very Mexican, houses with yellow ochre mud walls often having only one floor.

On the Thursday we followed itineraries suggested by the 356 organisation and visited the oldest church in the USA, the Chapel San Miguel up in the mountains, which was built in 1610!

On the following day, the autocross in which we were entered took place, but just before the start we found an oil leak under the car. On one of the back roads in the mountains the day before some road debris had hit one of the transmission boots. Fortunately Pierre managed to turn the boot in order to stop the leak, so I was still able to do the gymkhana.

Obviously, the boot was the only spare part we did not carry! However, we were immediately offered a replacement by a local participant, which we changed before leaving, after checking the level of the oil in the transmission.

The city revolves around the Plaza, which on Saturday 12th saw some 250 Porsche 356s lined up for the concours. In the crowd, in the wonderful sunshine, we found our friends from Quebec City, Jacques Bouchard, Keaven Melanson and Guy Mercier, who flew to Santa Fe to join us. In addition we met up with some other American friends and one Frenchman, our friend Pascal Gai.

The meeting traditionally ends with the

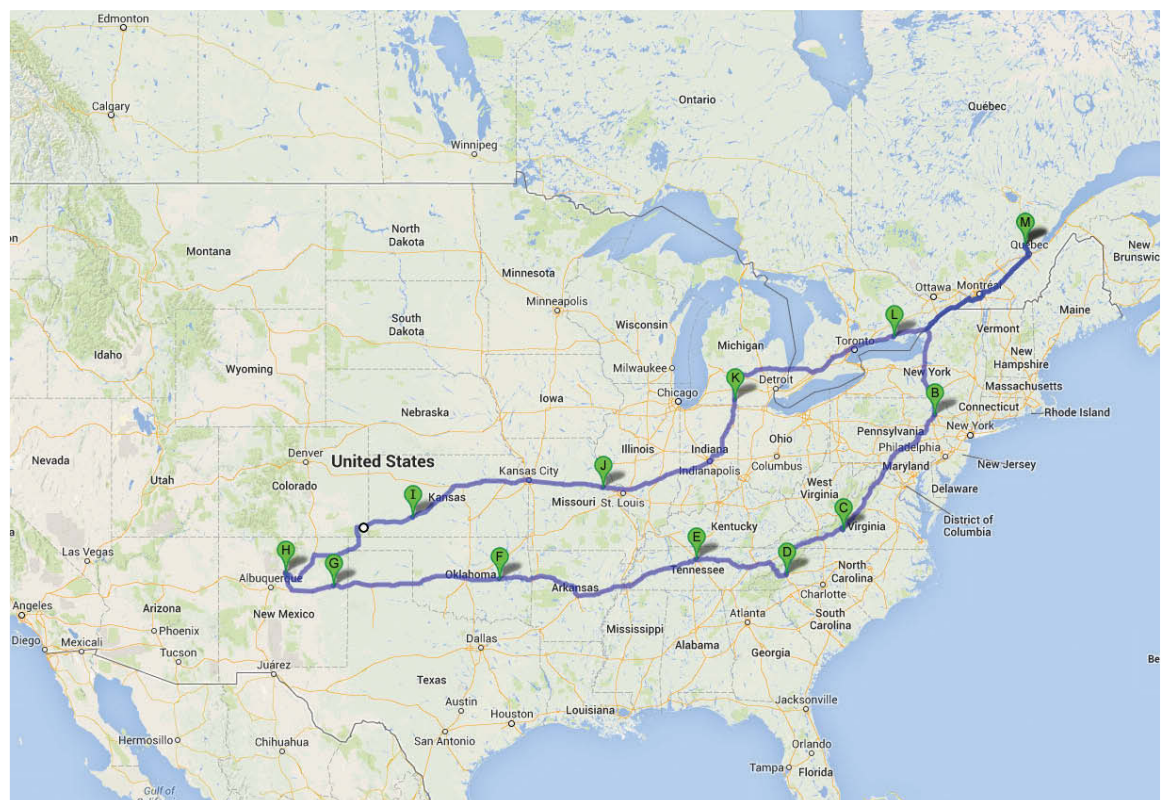


The whole way along Route 66 we came across numerous photo opps, including these abandoned tractors. Historic Route 66 is truly without parallel

banquet on Saturday evening (at which we finally got to wear our formal clothes for the awards!) and listen to the various speeches, the most interesting being Stanley Gold's tale of his Beijing-Paris journey in a 1965 Porsche 911.

For the return journey we left Sunday morning after the swap-meet, where we made some interesting purchases. We decided to cut diagonally across to Quebec City via highways to shorten the trip. It rained cats and dogs during the two days spent crossing the great plains of Kansas and Missouri. I couldn't see a lot out of the windscreen, so I tried to follow those ahead who drove well. That's how I

This was our route – all 5500 miles of it! We would encourage anyone with a classic Porsche to plan a road trip – after all, it's what our cars were built for!





ended up following a County Sheriff's car for more than 100 kilometres...

Having joined Highway 70 East to cross the Missouri and into Illinois, we deviated at Indianapolis onto 69 North to avoid large cities like Chicago and Detroit. After the Great Plains of the Midwest, we enjoyed Indiana and Michigan, with their more pleasant countryside scenery – and the sun.

We eventually crossed the Canadian border at Port Huron, a passage between two US Great Lakes, Lake Huron to the north and Lake Erie to the south, and then stopped in Guelph, near Toronto, to pay a visit to Restoration Design. As many readers will know, they manufacture body parts to restore classic 356 and 911 Porsches.

On Thursday, October 16th, we finally arrived in Quebec having put an extra 8791km on the odometer (that's 5462 miles) with the car having behaved perfectly – we had not a single mechanical failure. Even the carburetors performed well, in temperatures ranging from zero centigrade all the way up to 40°C, in rain or sun, and with ethanol added to gasoline. We just checked the oil at each gas station.

Looking back, we were shown enormous respect by other road users, with countless friendly gestures: a blast of the horn, smiles and thumbs raised as we passed on the road. We had countless pictures taken while driving, too. Many people told us stories about how they loved the 356, or one they had owned and still regretted selling.

We will return in 2014 for some new adventures and even more fun. But for our next long journey, I will pack a spare transmission boot in the bag of parts – and maybe treat the car to an oil change... **CP**

Problems were few and far between. The odometer showed that we had covered 8791km since leaving home – that's 5462 miles. Not a bad drive...

“ Looking back, we were shown enormous respect by other road users, with countless friendly gestures... ”





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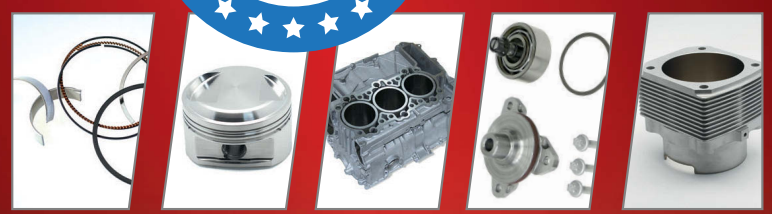
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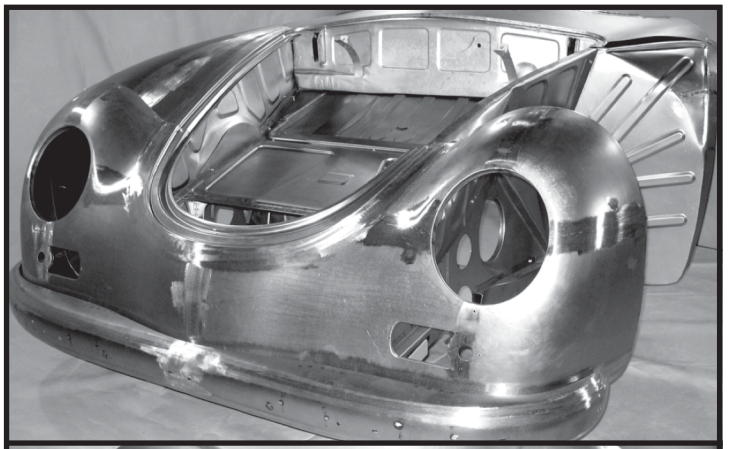
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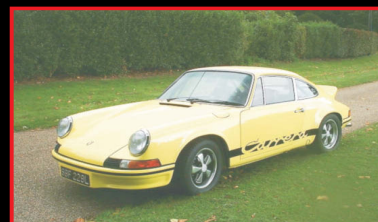


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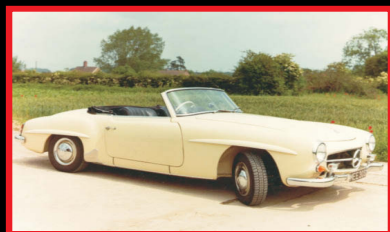


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Words: Martin Puhtz Photos: Martin Meiners



We're sitting alongside one of the greatest race and rally drivers of all time in a car that was once owned by Ferry Porsche himself. Wherever the car and driver go, it attracts attention. An old farmer pauses on his way past to admire the metallic green Porsche Turbo as it clicks and ticks while cooling in the driveway. 'Walter is one of us,' says Martin Fendl, with obvious pride in his voice.

And he's right. Whether travelling around his farm or filling up at the petrol station in his hometown of St. Englmar, Walter Röhrl always has time for a chat or a handshake. Regarded by many as possibly the best all-round driver ever, Röhrl loves the countryside in which he lives – and the people who share it with him.

Out in the local forest, an old man stops briefly at the roadside when he hears the distinctive sound of the Porsche engine and gives a friendly nod. He sports a well-worn jacket, carries a broom in his hand and stubble covers the lower half of his weathered face. 'That's our hermit,' says Röhrl. 'He lives up on the Knogl (mountain) deep in the forest, over 1000 metres up. Sometimes he comes down to the village and gets a few euros from the doctor at the end of the road. His dream is to get a driving licence and then drive to Munich to

exaggerated movements are needed on the levers or pedals, instead he executes what might be described as a rather elegant cockpit choreography.

In his early years as a ski instructor Röhrl wanted to control his skis as if they were a part of his body. In a car, he achieves this like no-one else. 'No particular movement should be allowed to disturb the car's trajectory; consistency and smoothness are key.' Which explains why I don't feel I'm being thrown around like a rally co-pilot; yes we're moving at not inconsiderable speed but I couldn't feel more comfortable or more confident in the master's skills.

Walter was 67 years old this year but he is clearly anything but retired. His admirers appreciate him because he speaks plainly, speaks his mind. Because he has remained, despite his success, human and approachable. As often as you meet Röhrl in the Porsche around St. Englmar, you're just as likely to find him in the saddle. To keep fit, he rides a lot, occasionally all the way to Regensburg, some 73km away, where his wife Monika runs a car body shop with 35 employees.

Monika seems like a wonderful woman; very understanding. Recently, her husband brought home a red 356 coupé with which he'd become infatuated in Italy.

“ Röhrl's eagle eyes scan the road, his large hands clasping the rim of the black steering wheel... ”

see a Bayern game.' Walter is so affable he'd probably give the old man driving lessons himself.

Then there's a beep. 'Hang on,' says Röhrl, pulling over and fishing out his mobile phone. A fan has sent a text message: would he would sign his Porsche, the man asks. 'Sure, I'll do it,' Röhrl texts back, grinning mischievously. 'You know, the number of times I've done that now, I suspect g11s that I haven't signed are becoming rarer and more valuable!', he laughs.

The pace increases as we exit the next village, Maibrunn. Röhrl's eagle eyes scan the road, his large hands clasping the rim of the black steering wheel, right foot buried in the carpet. As if we're fired from a catapult, the 930 storms off. 'The turbo must never drop below 3000rpm, otherwise it dies!' Playful, with a minimum of steering effort best describes how Röhrl handles the 38-year-old Porsche. His driving style is one totally fluid sequence of subtle and finely-honed actions. Steering, braking, clutch, shifting – all seamless. No

Despite already having a matching 356 Roadster, she gave him the green light to keep it and in turn Walter gave her the car.

Walter loves the area where he lives, which he affectionately refers to as 'the wood'. In Münchshöfen he stops the car, gets out, filling his lungs with the clear mountain air and looks over to the Great Arber, the highest peak in the Bavarian mountains. Later, in Schuhchristleger between Elisabethszell and St Englmar, he stops again, the whole of Lower Bavaria at our feet. The terrain then falls away into the valley of the Danube where the fog rises as if the subject of one of Caspar David Friedrich's 19th-century romantic landscape paintings.

As a young man, Walter used to speed around the surrounding woods. Together with his friend Herbert Marecek, who encouraged him to try rally driving, he would hammer around the gravel tracks and through the water splashes. He never had an accident (apart from the odd hunter who'd have

Röhrl is a familiar face around the village in which he lives, always having time for a chat with the locals. Out on the road, he's more than happy to demonstrate the Turbo's superb handling



WALTER RÖHRL

The nearby ribbon-like roads are virtually traffic-free for much of the year: the perfect environment in which to exploit the performance of Ferry Porsche's personal 930



Walter Röhrl is always happy to discuss the right (and wrong!) way to drive a Porsche quickly. After all, few people have as much first-hand experience as the 67-year-old ace...





Röhrl's own collection includes a 1973 Carrera RS and a silver 930 Turbo. His Porsche passion was inherited from his late brother, who died in a car accident in 1965

to dive out of the way occasionally). At that time Röhrl's cars were small, light and fast, but he actually learned to drive in a huge heavy old barge.

In the mid-1960s, he worked as an administrative clerk in the benefits office of the Regensburg diocese. His boss had a company car, but no driver's licence, so Walter drove for him. 'The car was a Mercedes 200 diesel,' he recalls. 'With only 55bhp, it was about as quick as a glacier!' But the leaden Mercedes taught him to truly read the road ahead when driving. 'You had to keep up the momentum at all times, otherwise you would constantly get overtaken.'

So Röhrl drove with a lead foot, which also had the pleasing side-effect that his boss couldn't smoke in the car as he needed both hands to hold on! Startled oncoming

valleys seemingly a small piece of the Nürburgring.

In Schmelmerhof in Rettenbach where we stop to taste their fresh mushrooms, the owner lets slip while serving dessert that a European King comes by here for some incognito hiking, and has asked whether Walter could take him out for a ride sometime? 'No problem!' Röhrl is always there for his fans, be they butcher's apprentice or royalty.

Maybe he'll use this magnificent Oak Green 930 Turbo, to impress his blue-blooded passenger. This 1976 example comes from the company museum in Stuttgart and was Ferry Porsche's private car. Röhrl regards it with a mixture of childlike joy and the respect of a connoisseur, affectionately patting the slightly sun-bleached dashboard. 'Madness,' he whispers before firing off another Röhrl-ism: 'A car should be

“ Röhrl regards it with a mixture of childlike joy and the respect of a connoisseur... ”

drivers would flash their headlights at the speeding Röhrl, unused to anyone pounding along country roads at 150km/h. 'The boss would ask why they were all flashing and I'd have to lie and say that I had no idea!' he laughs.

I suspect that probably still happens today, occasionally. But Röhrl is totally relaxed in his homeland, or *Heimat*. In the evening he can often be found at the Sunny Hill inn where he is served shrimp salad by his friend Tom. He's also a regular guest at the Angerhof guesthouse down the road. Lots of other Porsche drivers find their way there, too, having learnt of the paradise in the woods.

They're drawn by the smooth roads, flowing curves and tricky mountain passes, each connection between the

treated like a human being. A car needs love.' And there's no question; Walter's smitten, freely admitting 'I'd love to have this in my garage.'

It would certainly fit in nicely; he doesn't own a green 911 yet. There's a yellow '73 Carrera RS, a silver 1981 3.3 Turbo, a black 964 RS and two open G-series cars: a red convertible and a Speedster. 'The only proper car is a Porsche' is a lesson learnt from his brother who died in a car accident in 1965.

Lisa the cat seems to agree, and prefers rubbing up against their tyres than the legs of passing visitors. Today she also chose to snuggle up on the plaid covered seat of the green 930. Clearly she has good taste – but then she does have a rather good mentor... **CP**

The Oak Green Turbo belongs to the Porsche Museum and was originally Ferry Porsche's personal car. You can usually see it on display at the museum

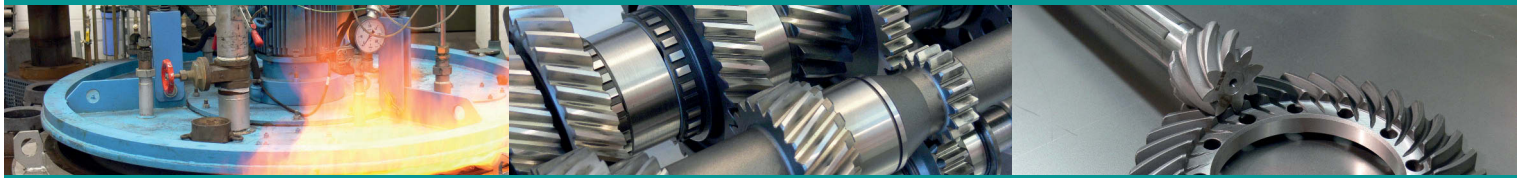




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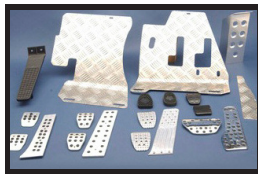
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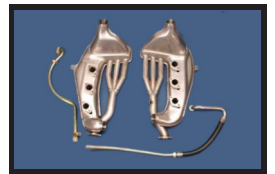
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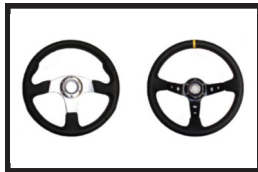
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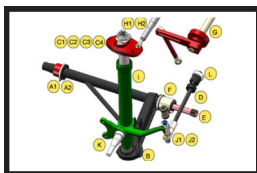
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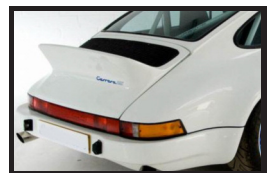
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18/60-15 TB5 F	215/55 R 15	6.0" - 8.0"
18/60-15 TB5 R	215/55 R 15	6.0" - 8.0"
23/59-15 TB5 R	265/40 R 15	8.5"-11.0"
23/62-15 TB15	270/45 R 15	8.5" - 10.5"
23/62-15 TB5 F	270/45 R 15	8.5" - 10.5"
23/62-15 TB5 R	270/45 R 15	8.5" - 10.5"
26/61-15 TB15	295/40 R 15	10.0"-12.0"
26/61-15 TB5 F	295/40 R 15	10.0"-12.0"
26/61-15 TB5 R	295/40 R 15	10.0"-12.0"
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29/61-15 TB5 R	335/35 R 15	11.0"- 14.0"



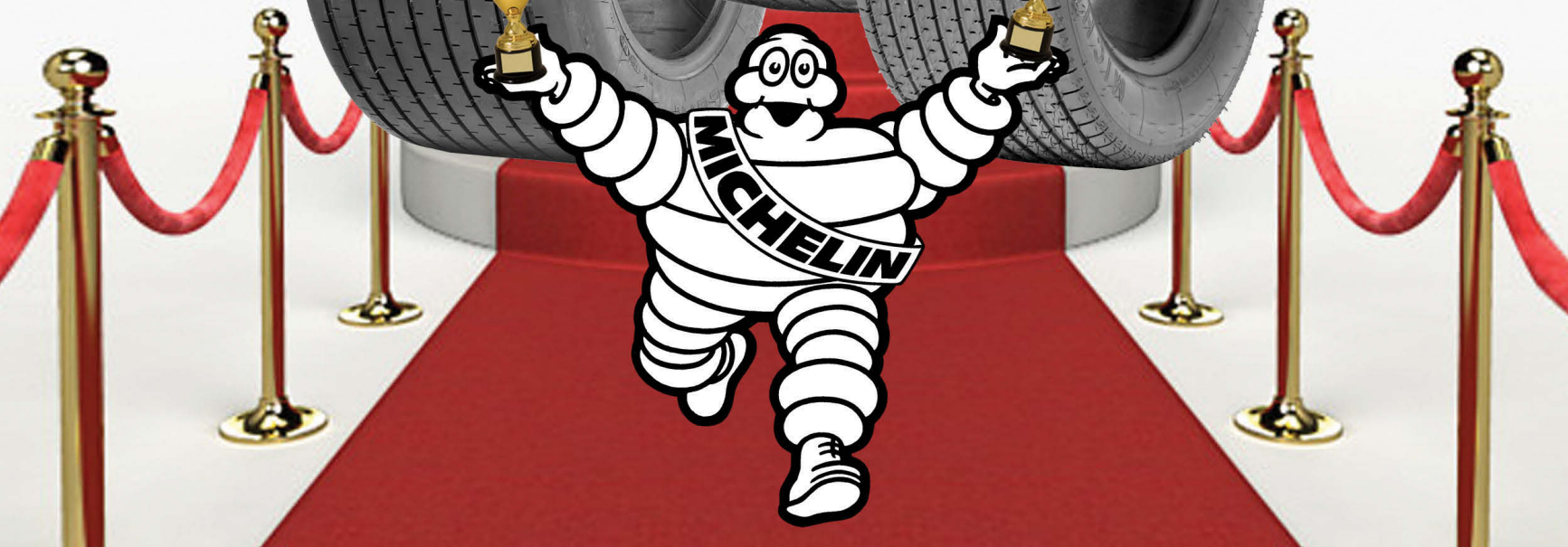
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WEEKEND WARRIOR

Classic Porsche heads back to South Africa to take a look at the latest offering from the Dutchmann project, the Weekend Racer Sport - a Carrera RS-inspired hot-rod with plenty of modern twists

Words: Keith Seume Photos: Dutchmann

Back in issue # 21, we brought you the story of a South African operation which had ventured into the world of building high-class hot-rod Porsches. The story, entitled *Kalahari Express*, told the tale of Gavin Rooke's 'Dutchmann' business, which had brought together a group of talented local craftsmen to create a new breed of custom-built early 911s and 912s based upon the theme of 'Weekend Racer'.

The concept drew inspiration from the times when customers would buy their new Porsche, use it every day during the week and then race or rally it at the weekend. On Monday morning, off would come the race numbers and the Porsche would return to its daily driver role. These days, there are not too many people who adopt this lifestyle, most preferring to use a 'sensible' car on weekdays and keep their other toy for the weekends.

Gavin believed there's no reason why a classic Porsche shouldn't be capable of doing double-duty and set about building a modern interpretation of the dual-purpose car, which we tagged the 'Kalahari Express' in deference to its performance at the Kalahari Speed Week. That first car was based on a 1968 912 which proved to be a suitable donor car. Why? Because the trimmed-down 912 was a popular choice with privateer rally drivers in the late 1960s, given its favourable pricing, good power-to-weight ratio and finely-balanced handling.

The end result was a real hot-rod which blended old-school style with more modern mechanics and trim. With a hot 240bhp 2.8-litre engine, modern four-pot brakes and uprated suspension, it was a perfect blend of ancient and modern. But that was just the beginning of what promises to be something of a success story...

Gavin Rooke sums up that first project, and what happened subsequently, very succinctly: 'The 912 "Weekend Racer" was a classic car with

contemporary safety and performance.

'Once it was built, we raced it in the desert to prove our point, after which it was picked up by the media. And then the phone started to ring and we were faced with orders for eight more cars!

'We decided right from the start that we would build our company on a core set of beliefs. A key upfront decision was that we would not accept donor cars and build them to client specification – we would identify Porsches we wanted to build and then attract clients who shared our beliefs. Another is that we will only use original Porsche parts.

'This may sound presumptuous – but the reality is that we didn't want to accept the liability inherent in unknown donor cars. Also, whilst we certainly do accommodate client needs where feasible, as a paying client we'd like to assume you'd want to be guided by our creative teams as against have them fulfil a set of your instructions. So we went about identifying Porsche models we wanted to build...'

If you look at the car shown here, it's pretty obvious where the inspiration came from, and Gavin makes no secret of why he chose to follow this seemingly well-trodden path: 'The 1973 Carrera RS is now (and, frankly always has been) out of reach of even many of the best-heeled Porsche enthusiasts. The latest auction record of \$1,402,000 for a '73 RS at the Amelia Island sale in March bears testament to this.

'The result of this high demand and low supply is an iconic model that has spawned a rich replica market, matched perhaps only by the Speedster. The key difference here is that RS replicas are mostly built using original Porsche bodies, motors and parts, unlike the VW-based Speedster kits.

'I can't add any new information to the pile of facts and figures surrounding the mighty '73 2.7 RS,' says Rooke, 'but in simple terms, the underlying secret of its success lies in its weight, power and

“ The phone started to ring and we were faced with orders for eight more cars! ”



homologation for racing purposes. As your readers will know, the model was originally available in either Lightweight or Touring spec, the former stripped of all unnecessary trim and creature comforts for the sake of pure performance, with the latter finding a unique balance of visceral performance matched with aesthetic appeal and everyday drivability.

'After giving the new project some thought, we focused on the Touring spec, creating a lighter, more powerful, faster Weekend Racer, which was still a road-going car. From this came our simple concept of the Weekend Racer Sport – the WRS. You can use it during the week to fetch the kids from school, and yet thrash it on the track on the weekends.'

So, having decided to seek inspiration in the Carrera RS, Gavin's team wanted to go one step further than create yet another RS replica. They wanted to resist the urge to backdate a later car, tempting though it might be due to the greater availability, so they set out to find a suitable pre-impact

bumper donor with which to start. In fact, their hunt led them closer to home than they had imagined, as Gavin explained.

'After a long search, we sourced a Viper Green RS replica which had been based on a 1969 911T. This had been originally built by Porsche master craftsman Tim Abbot in 2004 for a discerning local collector. This gave us a very good starting point, given the high calibre of Tim's work and the faithful recreation of the RS concept a decade ago by Tim and his team. The only exception was the 2.7-litre motor that had been butchered by a previous owner and was in pieces when we bought the car.'

What could be better? Here was a car on which much of the major work had already been performed, not by some unknown garage but by Gavin's number one body guy. Perfect! Gavin reckons the key to success of these projects is assembling the best, most skilled local craftsmen, exploiting their undoubted experience to the full.

Above left: Rob Scott of Johannesburg-based RS Autosport built the 2.8-litre, 250bhp Weber-carbed engine for the project

“ You can use it to fetch the kids from school, yet thrash it on the track... ”





Above: Canada-based customer flew in to try out his new acquisition...

Above right: Paul Sibanda works alongside Rob Scot

'One of the reasons we are able to produce vehicles to a specific standard is that the individual craftsmen focus specifically on what they are good at,' says Rooke. 'For example, one member is a highly-skilled, very experienced restorer – but doesn't pretend to be a body specialist, nor an interior specialist, nor a carbon-fibre specialist, etc. These roles are handled by respective experts. Dutchmann's role is to ensure that the individual talents align and integrate...'

The bodywork and paint were handled by Andrew Trow of SBP in Sandton, Johannesburg, the same team behind the original Weekend Racer. The Viper Green is set off by the unique 'S-style' trim as used on the original RS Touring. The brightwork really does grab your attention. But wait – there's something missing. Or is there?

Rooke explains: 'A decision was taken to remove the RS ducktail, which was originally a customer option back in 1973. Whilst we all love the ducktail, and the instant "performance

credibility" it lends a 911, it draws the attention and we wanted to focus the eye on the clean lines of the entire car.'

The heart of any Porsche is, of course, the drivetrain, and here Rooke once again turned to Rob Scott to carry out a full rebuild of the engine, transmission, suspension and brakes. With over 27 years of experience, Scott is more than qualified to carry out the work, heading a team of six at his aptly-named Johannesburg-based RS Autosport.

The original engine was torn apart and thoroughly checked over before being upgraded with 92mm pistons and cylinders to give a capacity of 2.8-litres. The compression ratio was raised to 10.3:1 to further exploit the increased lift and duration of the 'S' cams which were chosen by Scott. He also replaced the crank, along with all the hardware, resized the rods and assembled the motor so that, on Webers, it now pumps out in the region of 250bhp.

'The transmission received the same level of attention,'





says Rooke, 'and braking is provided by contemporary four-pot 987 Boxster calipers with 3.2 Carrera vented rotors (a combination favoured by Dutchmann). The suspension remains original, fully refurbished with new OEM components as required. We don't at this stage intend to fit aftermarket suspension to any of our cars as we want them to retain much of the original, and uniquely Porsche, feel.'

The finishing touch here was to fit a set of Dutchmann's 'signature' wheels, modified 17-inch Cup 1 rims that have been milled and painted to resemble a modernised version of the traditional Fuchs wheel. They've proved to be quite a 'Marmite' feature of the car as far as Internet forums are concerned, but the general feeling is that they make for an original and imaginative upgrade over the more common OE wheels.

All that remained now was the interior, and this was a task handed over once again to David Corlett. Drawing inspiration from the original 912 project, an oyster-grey leather interior was stitched up using later (1989) tombstone seats as a base, while the dashboard was partially recovered in

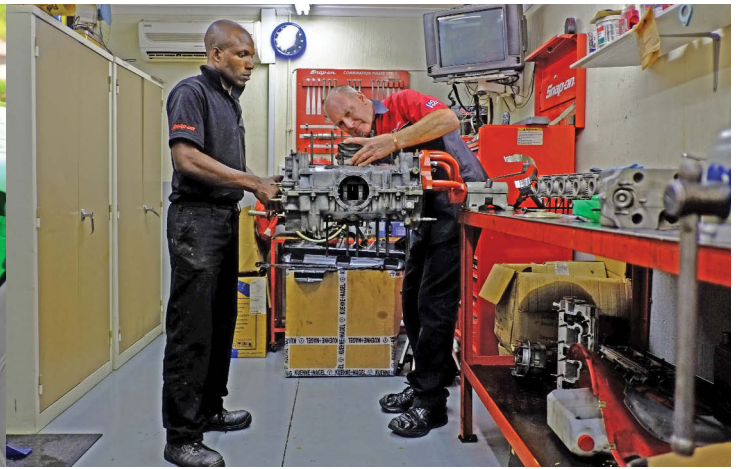
perforated leather. A genuine RS steering wheel was refurbished, but retains the original horn push.

Finishing touches include handmade metal badging on the dash and engine lid, the former displaying the Dutchmann logo, the latter the 'WRS' tag. 'Each badge is painstakingly milled from a solid block of aluminium, a four-hour process managed by Roger Hardie, a local design and engineering specialist. We feel badges should never be plastic,' opines Rooke. As an aside, Rooke also prefers to use an original bonnet crest on each build, saying that anyone can go and buy a new one, but the scars of 30 years of natural wear and tear are priceless.

The car was returned to Tim Abbott's workshop to be assembled and readied for use. But by whom? Once again, Rooke takes up the tale: 'In line with our philosophy, we had built a car we personally believed in. We were then fortunate enough to be approached by clients who share that belief and prior to completion the WRS was reserved by a customer based in Toronto, Canada.

New owner of the WRS hot-rod 911 was invited to try the car out at the challenging Simola hillclimb, where it proved to be right at home





David Corlett is the man responsible for the interior retrim, using oyster-grey leather. Sibanda and Scott of RS Autosport (right) build the 2.8-litre motor

'As the WRS approached completion we entered it and the 912 Weekend Racer in the annual Simola hillclimb event in Knysna, South Africa, (a coastal town in the Western Cape). This is arguably the premier hillclimb event in South Africa and attracts a range of amateur enthusiasts and professionals alike. Some 43 cars are selected for the Classic Series, which blast their way up a 1.9km course overlooking some of the most picturesque scenery in South Africa.

'Being able to put these cars through their paces is a vital part of what we do,' says Rooke, 'and we feel it's important to prove our cars can deliver when pushed, so we invited our client to fly to South Africa and drive the WRS at the hillclimb. Both cars were trucked to the local airport closest to Toronto, and then we drove directly to the race.

'The race delivers a heady mix of adrenaline, fear and excitement that is certainly amplified when one considers the primary objective is to simply stay on the black stuff given the lack of available race-day insurance! A full day of racing ensued, with both cars delivering faultlessly on each

run and recording respectable times within a very accomplished field.

'The remaining time in Knysna was then spent driving both cars through the local countryside, before loading them onto a truck and flying back to our respective destinations.'

Such has been the response to Dutchmann's cars that there are now seven more under way, three of which are Targas, two more based on 911SCs and another on a 1976 Carrera 3.0. Completing the line-up is an early MFI-equipped 911 being built as a race car for competition under the Dutchmann banner.

As the majority of interest has come from overseas (the UK included), Rooke is looking to build a support network in key markets to look after current and future customers. But, as he says, should things not grow the way he foresees, he's not really too fussed. After all, the Dutchmann crew will have a garage full of appreciating assets that they can enjoy after hours.

Can we interest you in something for the weekend, sir? **CP**



“ Being able to put these cars through their paces is a vital part of what we do... ”

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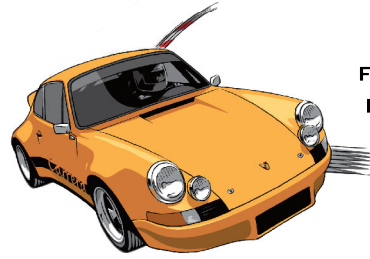
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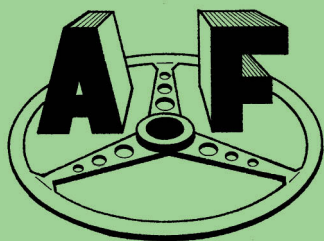


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Porsche FUSION

Classic Porsche contributor Bill Nakasone sees his 914/6 project as distilling the essence of the 914/6 GT and the '73 Carrera RS Lightweight into a single Porsche

Words & Photos: Bill Nakasone



HOT ROD 914/6





Choosing your absolute favourite Porsche is a very difficult (if not impossible) thing to do. It's a bit like choosing your favorite Beatles song: a top ten list immediately comes to mind, but trying to positively identify your indisputable #1 choice would be an exercise in futility.

In the 'Porsche Top 10' list, it would be a fair assumption that the following two models would rank as contenders: the 1973 Carrera RS Lightweight (M471) and the 1970 914/6 GT. Both cars made an immediate impact on the automotive scene when they were introduced, and have continued to gain provenance and distinction – not forgetting value – ever since. In fact, both cars have become legends in the annals of Porsche history.

Bearing in mind their desirability, the possibility of

both of which were bone dry with no trace of rust. I looked at the battery box area (the bane of 914 rust intrusion, and known by many as the 'hell hole') and saw clean sheet metal, also noting that the battery had been moved to the rear trunk.

The suspension had been fitted with Koni shocks on all four corners, with anti-sway bars front and rear. The brakes had also been upgraded to cross-drilled and vented discs, with 911 front calipers. There was a Porsche flat-six right out of a 911T residing in the engine compartment (the car had actually started life as a 914/4). I talked about the particulars of the car with the owner, one Gary Donohoe.

Gary had been employed for eighteen years as crew chief on Dan Gurney's All American Racers Team, and was

Installing GT arches really transforms the look of any 914, but when that wide-track styling is backed up by 230bhp, the result is little short of sensational

“ The availability of 400 kits satisfied the homologation requirements set forth by the FIA ”

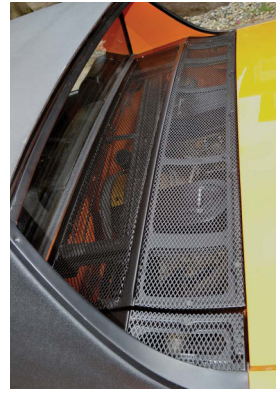
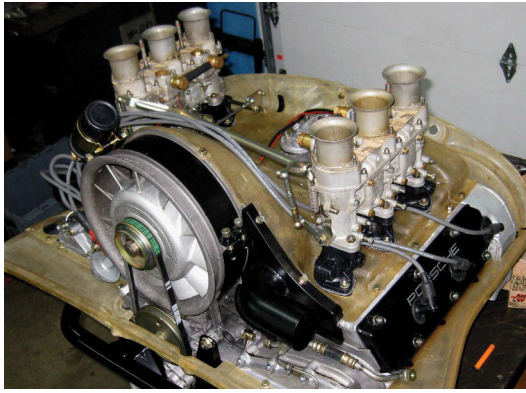
owning either one or both of these coveted Porsches is not financially feasible for most people, with values now escalating at a feverish pace. I did surmise, however, that I could distill the essence of the 914/6 GT and the Carrera RS into a single vehicle at a price point within the realms of possibility. I reasoned that with the proper selection of a good car (ie, one that was structurally sound) and finding the right people, I could meet my goal.

It all happened innocently enough at the annual Porsche event (All Porsche Weekend) held in Los Angeles during late February/early March. I spotted a 914/6 GT clone sporting a 'for sale' sign. I was immediately struck by the visual impact: Signal Orange paint, lowered stance, Minilite wheels, correct GT fender flares, etc.

I peered underneath to inspect the pan and rockers,

instrumental in bringing home championship seasons in IMSA's GTP class (GTP Toyotas with Juan Fangio II and PJ Jones). This was Gary's personal car and his long and esteemed career in race car preparation and engineering was clearly evident. I bought it on the spot and knew that I was already well on my way to creating my ultimate 'fusion machine'.

The Porsche 914/6 GT was a brilliant race car. The factory only produced 11 examples for the 1970 season but supplied 400 kits (consisting of all the special GT parts) to the public that could either be purchased together or à la carte. In typical Porsche 'rule bending', the availability of 400 kits satisfied the homologation requirements as set forth by the FIA, allowing the 914/6 GT to compete in the Group 4 production sports car



category. In its maiden year of competition, 1970, the 914/6 GT took first in class at Le Mans and swept positions 1-2-3 at the Marathon de la Route (a gruelling 86-hour event held at the Nürburgring). The GT convincingly reinforced its reputation for speed and reliability in its initial year of competition.

The 1973 Porsche Carrera RS Lightweight needs no introduction to the readers of *Classic Porsche*. It is referred to by many as the quintessential 911. The RS used the final iteration and evolution of the 911 magnesium engine case, referred to as the '7R', in deference to the internal reference cast into the casing. This case had increased webbing on the inside for strength and used a different oil bypass system. It also marked the first year of Nikasil-coated (nickel-silicon carbide) cylinder barrels.

The single most important reason Nikasil-coated aluminium cylinders were used was that they could be manufactured with a very thin wall thickness (with no loss of strength) which enabled a 90mm piston to be installed. Combined with the 70.4mm stroke this resulted in a displacement of 2.7-litres. This engine, equipped with Bosch mechanical fuel-injection, produced 210bhp.

Porsche offered two versions of the car, the M471-option 'Lightweight' weighing a svelte 2137 pounds. Fewer

than 240 examples of the Lightweight were ever produced and they now reside at the top of the 911 desirability food chain.

After owning my 914/6 for a brief while, I became enamoured with the handling and go-kart like feel of the car. On the other hand, I was disappointed by the straightline performance, or lack thereof. The 110bhp 911T engine just didn't have the horsepower to complement the razor-sharp handling dynamics of the car.

I was fortunate enough to have already forged a relationship with Bernie Buschen, a Porsche maestro who owns and operates European Autowerke of Fall City, Washington. Buschen has over forty years of experience repairing, rebuilding, modifying, racing and restoring air-cooled Porsches. His humble demeanour is a sharp contrast to his vast and encyclopedic wealth of air-cooled knowledge.

When I told Bernie that I wanted a car that would merge 914/6 GT handling with Carrera RS performance, he came up with multiple options ranging from a short-stroke 2.5 (using my existing 911T block) all the way up to a 2.8 using the Carrera's 7R case. Bernie stated, 'If you want RS performance, start with the same block they used: the 7R.'

I expressed my concern about the 2.7 since it had a

Motivation comes from a 2.8-litre motor with JE pistons, 'Solex' cams and Webers - good enough for 230bhp. Extra oil cooler is front-mounted, with hot air expelled through bottom of front luggage bay (above)

Berni Buschen (left) is the man behind the mechanical rebuild of Bill Nakasone's GT. Bill (right) is all smiles. It doesn't take much to imagine why!





Anybody who drives a 914 for the first time always comments on the amount of space available - it's far more capacious than a 911, despite mid-engine layout

reputation for being problematic. Bernie responded, 'The 2.7 engine in American applications had numerous smog devices (such as an air-pump, coupled with thermal reactors) that added tremendous amounts of heat compared to its European counterpart. The heat created by these smog devices created multiple problems: the case tended to expand both laterally and along the centre axis where the case halves meet, and the difference in thermal expansion between the block and head studs

accommodate .002in clearance with the 92mm piston; Weber 40 IDTP carburettors with transition ports; 'Solex' cams (similar to a 911E grind); front-mounted engine oil cooler; modified engine lid to increase screen area, allowing more airflow; glassfibre engine cover to give that '906 vibe'.

Bernie outlined the performance comparison between his build on the 'Fusion 914/6' versus that of the other cars that we were using as inspiration:

“ The most important foundation for building a quality 911 is correctly preparing the case ”

caused the studs to strip out of the block. You didn't experience these same problems with the European 2.7 since it was devoid of all this smog equipment. In fact, the European 2.7 RS is regarded by many as an exceptional piece of engineering.'

Bernie then commenced with mapping out an engine combination along the following lines: 7R engine case; 2808 cc (70.4mm stroke and 92mm bore); 9:5:1 compression using J&E forged aluminium pistons; use 'period correct' parts of the era (1969-1973); aftermarket parts would only be used if they equalled or exceeded Porsche OEM quality; Nikasil cylinder barrels, bored out to

Model	Displace	CR	BHP	Weight	P:W ratio
Carrera RS	2.7 litres	8.5:1	210	2137lbs	10.7:1
914/6 GT	2.0 litres	10.5:1	220	1980lbs	9.00:1
Fusion	2.8 litres	9.5:1	230	2180lbs	9.47:1

The most important foundation for building a quality 911 engine is correctly preparing the case. This was sent to Ollie's in Arizona for a complete 'blueprint' procedure. First, the case was inspected for any cracks or other deficiency, then the case halves were milled along their mating surfaces to ensure they were completely flat. They also installed shuffle-pins and then line-bored the case

Addition of GT flares and classic Minilite wheels give the 914/6 an aggressive look. The 914s are among the best-handling Porsches ever built





and installed inserts for the Dilavar head studs, used because they match the thermal expansion rate of the case. The heads were sent out for proper valve seating, valve guide installation and setting the deck height (I also had the heads drilled for a twin-plug installation that will take place later). Once back from the machine shop, Bernie began his magic...

The new 2.8-litre engine installation has transformed the car. With 230bhp on tap in a car weighing only 2180 pounds, keep in mind that the car now has over twice the horsepower of the previous 911T engine and three times the horsepower of a 1.7-litre Type IV engine. The personality is purely RennSport Porsche straight out of the early 1970s.

When it first starts up, the engine coughs and spits until it finds equilibrium (reverberating with the same but slightly muffled sounds as those coming out of the Porsche flat-six race cars of the era). Despite its race car vibe, it is amazingly tractable and user-friendly in a street application – the large-displacement 2.8 provides plenty of bottom end torque. Although the car can be driven with restraint, it is forever reminding you that it is more than willing to go faster (*try explaining that to the Highway Patrol! – KS*).

The real magic begins north of 3200rpm when the camshafts hit the 'sweet spot', allowing the engine to pull strongly all the way up to the 7200rpm red line. The sound emanating from the Bernie Buschen-built 2.8 is

intoxicating. The car now has the power befitting its race-inspired suspension.

It does have some idiosyncrasies that define its purpose. The suspension is a bit stiff but that only adds to its competition-inspired character. The exhaust scent is a little rich in the cabin but I find it to be a fine blend of aromatics. The steering is über quick for some, with a quick flick of the wrist effectuating a lane change. However, all these personality traits are what draw me to the driver's seat.

For those of you contemplating the construction of your own 'bespoke' Porsche, I advise you to adhere to five basic principles;

1. Start with a structurally solid car (*structural repairs are expensive*).
2. Be clear in your vision and convey your expectations to your builder.
3. Enlist only the best specialists to perform the critical areas of the build.
4. Use the best quality parts available.
5. Be willing to pay the going rate for competent and experienced technicians. They are selling not only their services but also (and equally important) their experience.

I was fortunate enough to have worked with two great people on this project: Bernie Buschen and Gary Donohoe. All the credit on this Porsche Fusion project belongs to the two of them for creating a car that Porsche should have built, but never did. **CP**

This is most likely the view most other road users would see on a favourite stretch of twisty mountain road. Now, where did Bill leave the keys?



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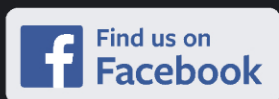


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CHANGING TIMES

Not too long ago Nick Moss was taking Carrera 3.2 and 911SC bodies to pieces to recreate iconic, early Porsches. But the times they are a-changing...

Words and photos: Paul Davies



Who would have thought it? Just a few years ago the favourable mention of an original impact bumper period 911 was sufficient to send a chap to purgatory. You just didn't talk about the post-'73 Porsche if you were a decent type, brought up to believe that truly classic examples of the marque had to have rolled out from the factory prior to the safety regulations that changed our known world.

My how things of changed. At Early 911, Nick Moss used to (carefully, of course) tear apart 1980s Carrera 3.2 and 911SC models to craft them into, mainly, RS replicas. Now he's getting people bringing these same cars along to his workshop for full-on restoration projects. The recent hike in values of the later air-cooled 911 has changed minds and attitudes for ever.

Take a look around the workshop, body shop and

Nick Moss started Early 911 after attracting customers from his 'blog' of a rebuild of a 1974 Carrera 2.7 that became a 3.0RS



Sign of the times - impact bumper mechanism reveals this newly-painted 'shell' is a complete restoration of a once-raced (and 'battered' says our man) 1988 Carrera 3.2 Club Sport

storage barn that comprise Nick's domain in the rolling hills of East Sussex, to the south of London. Yes, he's got a recently completed restoration of a 2.4-litre 911T that's now up for sale (£95k anyone?), but much else that's increasingly occupying the attention of Nick and his team is from the '74-'89 period, most notably Paul Madden's amazing lime green 1974 Carrera (keep an eye out for a detailed feature on this incredible car coming your way



Impact bumper car poking from the workshop is the recently completed restoration of a Carrera 3.2. A few years ago this would have been ideal as a basis for a back-date project, says Nick

arches, tell-tale fuel filler poking from the centre of the front lid, and lightweight interior. He used to find the (relatively) rust-free Carrera 3.2 the ideal base for such a

“ The rise in values means that impact-bumper models are becoming less available as base vehicles ”

US customer sent over this '87 Carrera for back-dating to ST looks, with 3.4-litre motor. The Early 911 paint shop has successfully matched the sage green colour swatches supplied

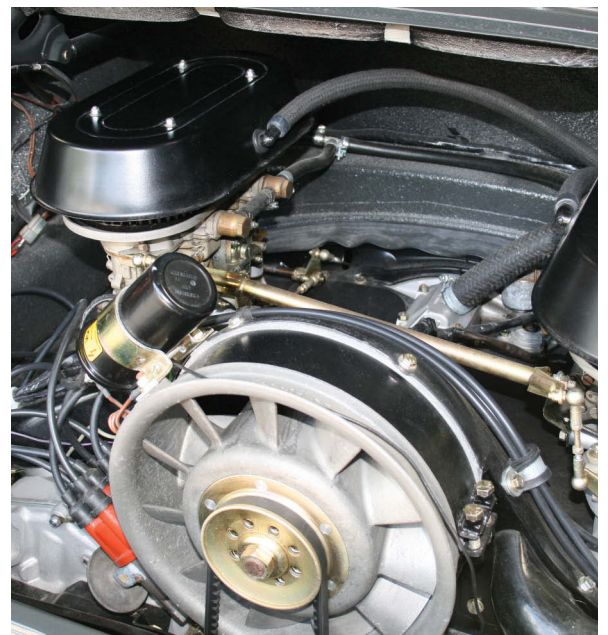
very soon). The demand to maintain impact-bumper cars as Porsche intended is now just as strong as the desire to throw away those heavy bumpers and rubber bellows and take on a purer shape.

That's not to say back-dates are no longer big business, and it's fair to note that Nick Moss was back-dating Porsches long before most. But whereas the ducktail RS was the style everyone wanted, it's now the earlier ST model that's in demand - narrow body, delicately flared

project, now he has to weigh the pros and cons of restoration against identity change.

And the rise in values means impact-bumper models are becoming less available as base vehicles for conversion - it's becoming worthwhile to maintain, repair

Engine of recently completed 911T restoration project has been rebuilt with period parts from an early 2.0-litre unit, including aluminium crankcase, to S specification





Above: One day this will be lovely! Complete and useable body shells are getting scarce, particularly as values of 911SCs and Carreras rise, making restoration of these models a viable option

and restore the cars from this period. Which must really be good news for all concerned?

Also good news for Early 911 and its customers is Porsche's own Classic division, which has ensured that many more spare parts – particularly body panels – are now readily available. A few years back there were obvious gaps in the supply of factory parts – at one stage front wings were hard to get (the right hand side was

unavailable for six months), and the rear parcel shelf, rear bulkhead and 'transmission tunnel' were totally unavailable. Nick is a great believer in using original replacement panels; nothing else fits as well, he says.

You could say Early 911 was born from a website. Nick created the company after he posted details (in effect a blog before blogs became commonplace) of his own '74 Carrera, which eventually morphed into a 3.0RS. People out



The restoration of Paul Madden's 1974 Carrera (left) was a major undertaking, the end result being quite probably the very best example of this rare car in the world

CONTACT

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Website: www.early911.co.uk

Nick's transport of choice is his '86 Carrera that now has a 3.5-litre, twin spark engine running on throttle bodies. Lightweight body has RS front panels and Turbo rear arches

in Porscheworld took notice and wanted him to work on their cars, and (as is often the way in our world) he went into business under the name Early911.co.uk. That was over ten years ago, and business is good.

The company moved into its current premises in 2007. Nick and his two-man team deal with almost all aspects of a restoration, from stripping down, body work (the company has its own jig and body-pulling system) and painting, to re-assembly. The only thing they don't carry out at the Hodore Farm workshops is interior trimming.

“Nick created the company after he posted details (in effect a ‘blog’) of his own 1974 Carrera...”

That's something that requires the touch of a specialised craftsman, says Nick.

Basic engine rebuilds are done in-house, but if a customer wants extra performance – upgrades, capacity increase, twin-plug conversions – Early 911 calls on the undoubted skills of Russell Lewis or Nick Fulljames' Redtek concern. Nick (Moss) also provides an alloy wheel refurbishment service that sees customers coming from far and wide.

He is one of those hands-on chaps. As he says, he pulls

them apart and then puts them back together – personally. He's much involved with the early 911 (if you'll excuse the deliberate paraphrase) scene, and when we called was readying his own 3.5-litre, RS-style take on a Carrera for a trip to Le Mans Classic.

He reckons that most business comes from the recommendation of satisfied customers; recently, he says, he's gone easy on his Internet 'blog' but finds Facebook gets the message over. He's a DDK supporter and is actively involved with the 'Rallying with Group B'

organisation, to the point where he's currently restoring an ex-Monte Carlo Group 2 BMW 2002, with a future Monte Historique entry on the agenda.

But building a non-Porsche rally car is most definitely a part-time, long-term project. At the moment it's got to take a back seat as Nick watches those SC and Carrera 3.2 values rise.

And, he says, people are beginning to talk about the Carrera 964 in glowing terms. Could mean even more restoration projects from East Sussex! **CP**



OK, it's not a Porsche. This is an ex-1971 Monte Carlo BMW 2002 that Nick is restoring to Group 2 specification. It's been a long-term project because Porsche works keeps rolling in



Early 911 does not carry out interior trimming (best left to the experts, says Nick Moss) but we thought you'd like to see the inside of this LHD restoration now for sale

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PROJECT 912/6

Part 13: Things are starting to happen! After a period in the doldrums, we're finally reaching a point where we can see light at the end of the tunnel

Words & photos: Keith Seume Artwork: Chris Jury

El Chucho



We're almost there! Well, bar fitting the engine and gearbox, finishing the wiring and plumbing, etc, etc...

Well, here we are again. Can I make a confession? Since the last issue's rather more upbeat instalment, I had strayed back into the depths of despair that have left me wondering if this car is ever going to be finished. I guess anyone who's taken on a longterm project will know the feeling, but it is frustrating being so close yet so far from being able to enjoy *El Chucho*.

OK, let's make one thing clear: this is not the fault of anyone else, but a consequence of my working on three magazines, living an hour from the workshop and, well, not earning as much as a city slicker!

The first of these stumbling blocks is, of course, not really a problem at all except that it does mean that I don't have as much free time as I'd like. The second is a pain in the proverbial, as I don't have a garage/workshop at home – but on the other hand, I am lucky to have use of a fully-equipped workshop courtesy of R-to-RSR, which makes working on the car a lot easier when I can get stuck in. The third stumbling block? Well, few of us have as much disposable income as we'd like, so I mustn't complain!

Right, let's get positive! What's happened since last

time we met? Well, speaking personally, one of the biggest steps forward was being able to install the custom-made roll-cage, and getting the interior looking somewhat closer to how I want it to look.

From the outset, I'd always envisaged seeing this car with a simple roll-over hoop with a pair of bracing bars heading back to the rear wheel arches. I also envisaged this being polished aluminium... This is not, and never was meant to be, a race-ready hot-rod, but a fun car for use on the street, so I wasn't fussed about having an FIA-spec full cage – in fact, having owned street cars in the past that have been fitted with full cages, all I can say is they're a pain in the neck (well, shins and knees, usually).

Also, I loved the 'hot-rod' feel of a chunky aluminium cage – it's thick-walled tubing so will help brace the shell, as well as looking good. I know this 'looking good' bit might upset some with a more purist outlook, but for me part of *El Chucho* is that it (he?) should have plenty of visual appeal, backed up by a reasonable amount of horsepower (hopefully we've achieved that), decent handling (Bilsteins and Weltmeister sway-bars should help) and good brakes

Right: We used lightweight material designed for use in vans and campers to perform our own 'rear-seat delete' carpet set. It's easy to fit and easy on the pocket, too



Far right: With the carpeting done (just the floor mats to fit here) we fitted the seats and harnesses. Still love the Cornish tartan seat inserts and matching Sabelt belts





(we'll come to those in a moment).

The cage was made to fit closely to the headlining so as not to infringe too much on interior space, and angled back so that it approximately matches the slope of the B-pillars. The front mountings had to be welded in position on the car, while the two braces pick up on the rear seat mounts, just like the old factory-made cages. The end result is exactly what I wanted, and totally changes the character of the car.

I had also pondered long and hard about the carpeting. I'd bought a 'rear-seat delete' kit from a well-known supplier in the USA but, to be honest, it came across as a bit of a 'one size fits all' carpet set - except early cars (mine's a '66) aren't quite the same as the later models. So, to put it bluntly, one size *didn't* fit all.

In the end, I went down a completely different route, triggered by a comment from somebody about the super-lightweight carpeting used in Rs and RSRs - I bought a roll of flock 'carpeting', sold for use as a liner for vans and campers! It's the perfect dark grey colour, can be cut

easily with sharp scissors, stretches so that you can form it round contours and doesn't fray at the edges.

Starting with nothing more than an idea in my mind, some tailor's chalk, a modelling knife and suitably sharp scissors, I attacked the interior with renewed enthusiasm. Using the glue supplied with the material (I bought it off eBay), I managed to complete the interior in two days, working off and on. The only 'pro' parts are the floor carpets, which I had stitched up by a local trimmer to patterns I'd made. Total cost all in? Well under £100...

I was so impressed with the material that I also redid the top of the smoothed-off dashboard to match! It looks like the flocked dashes on old race cars and will cut down on glare. It'll probably fade, but I'll worry about that when or if it happens.

The other change of direction in the interior is that I have decided against using the Nardi steering wheel and acquired a barely-used Momo Prototipo on eBay (yes, I am a sucker for on-line auctions...). I'd fought against using a Prototipo on the grounds that everyone has one, but in

Above left: The complete system from Richard 'Turbo' Thomas - the custom-built stainless-steel exhaust is a work of art

Top: That's a lot of work right there! Spring-loaded slip-joints allow for expansion and contraction of the headers, meaning less chance of fatigue cracks with age

Above: Clamp-on heater boxes fit round the headers. They may not be as efficient as factory heaters, but they're far better than no heat at all!

Far left: Roll cage was custom-made in thick-wall aluminium tubing for R-to-RSR, and it fits a treat. Chunky looks match overall hot-rod theme



Left: As a throw-away detail, we had Turbo Thomas incorporate 'cookie cutter' inserts in the tailpipes. It's all about the details, right?



Above: Billet four-pot calipers from R-to-RSR is part of a kit to upgrade brakes on a SWB car. Six-pot fronts will be fitted next

Top right: 911R-style rear quarter windows always look good, especially with fully-functional louvres and drip trays

Above right: Viewed through the yet-to-be-fitted rear window, the interior is really starting to take shape

Right: Finally gave in and fitted a Momo Prototipo steering wheel! Even the plain old Momo horn push matches the rest of the interior, so it might stay...

Far right: Top of smoothed-off dashboard was covered with the lightweight flock-like material. Don't worry, it's not quite as rough-textured in real life as it looks here!

the end I accepted that's because they're so nice!

The exhaust system arrived from Richard 'Turbo' Thomas and all I can say is Wow! The workmanship is second to none. Richard had added a couple of 'extras' at my request, one being a pair of bosses to allow Lambda sensors to be fitted for tuning the ECU, the other being the 'cookie cutter' inserts in the large-bore tailpipes.

You could argue that they serve no real purpose on a street car with a muffler, but add that certain something to help the car stand out. I love it – and I am sure I'll love the clever bolt-on heater boxes that Richard supplied, too. These clamp round the headers and should provide a little heat on those early-morning blasts.

Finally, the rear brakes are now mounted and plumbed in. And boy do the four-pot calipers look good! These billet-aluminium calipers are a straight bolt on and grab vented discs from a Porsche 944. Next week, I'll be fitting the matching six-pot front calipers from R-to-RSR. Now they will look impressive. **CP**

R-to-RSR: www.r-to-rsr.com

Turbo Thomas exhausts: www.turbothomas.com

Web Cam camshafts: www.webcamshafts.com

ARP fasteners: www.arp-bolts.com

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THE WAITING GAME

Gijs van Lennep sits patiently behind the wheel of his works-entered Porsche RSR before the start of the 1974 1000km at Paul Ricard on 8th August 1974. Forty years later, we capture him in the same pose at Le Mans Classic 2014...

Words & Photos: Keith Seume



August 1974, van Lennep sits on the grid at Paul Ricard, looking the very picture of relaxation...

Some drivers are clearly nervous before a race start, talking incessantly to mechanics, hopping from one foot to another or fiddling with switches, constantly checking that they all work as they are intended. But others sit there impassively, the very picture of composure, as if at peace with the world. Gijs van Lennep clearly falls into the latter category...

The main image here is of van Lennep awaiting the start of the 1000km event at Paul Ricard (Le Castellet) in August 1974. His car is chassis number 199 460 9102 R13, one of 39 starters. Partnered with Herbert Müller, van Lennep drove the RSR to a worthy 7th overall, a not inconsiderable 17 laps behind the winning Matra of Beltoise and Jarier.

No fewer than 15 Porsches started the event, of which two were 908/03s. The remainder were 911 RSRs, but all bar the #14 van Lennep/Müller entry were normally-aspirated. A further four RSRs had also been entered but were 'no shows' on the day.

Turning the clock forward by 40 years and we found Gijs van Lennep sitting in 'his' 911 RSR in the pits at Le Mans Classic, waiting patiently as his mechanics dealt with a technical problem. The pose was the same: hands in his lap, right hand resting on top of the left, eyes looking straight ahead. No nervous fiddling with switches, no shouting commands at the mechanics – simply relaxing, letting others get on with their job while he waited to do his. Some things never change... **CP**



Above: Le Mans Classic 2014 – Gijs van Lennep patiently awaits his turn out on the famous circuit





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ADVERT INDEX

356 Panels	56	Hexagon Modern Classics	15	Restoration Design	55
911 944 Ltd	12	Historika	99	Restoreporsche.com	73
Aase Sales	6	Jaz Siat Porsche	22	RH Classic Insurance	81
Adrian Flux Insurance	87	Karmann Konnection	30	Roger Bray Restoration	56
Auto Foreign Services	38,73	Lakewell Porsche Interiors	72	Rose Passion	17
Autofarm	73	LN Engineering /		RPM Technik	48
Brands Hatch Festival of Porsche	12	Fast Forward Automotive	56	RS 911	97
Canford Classics	21	Longstone Tyres	65	Scart Sport Exhausts	86
Carole Nash Insurance	91	Maxted-Page	100	South Coast Classic Car Storage	73
Classic and Sports Finance	6	Millers Oils	38	Specialist Cars of Malton	80
Classics At The Castle	13	Norton Insurance	86	Sportwagen Eckert	31
Club Autosport	38	Parr Garage	30	Stoddard Parts	43
CoCo Mats	49	Patrick Motorsports	91	Tandler Precision	64
D'esper	22	Paul Stephens	72	Tech 9	19
Design 911	23	Pelican Parts	47	Twinspark Racing & Engineering	72
Elephant Racing	37	Performance Direct Insurance	97	Vintage Auto Posters	22
Engine Builder's Supply	39	Porsche AG	11	Yorkshire Classic Porsche	12
FVD	2	Porsche Cars GB (Aftersales)	7		
Gantspeed	57	Porscheshop	64	CLASSIFIEDS	94 – 95
Gmund Cars	48	Porsport	98	Classic FX	
Group 4 Wheels	80	R-to-RSR	91,97	PR Services	
Guard Transmission	30	Reap Automotive Design	72	Revival Cars	

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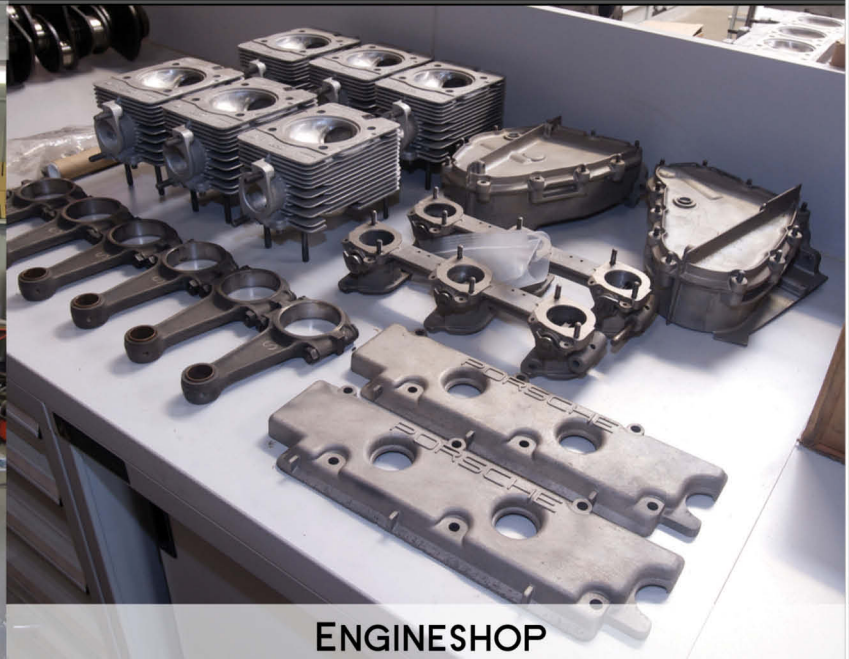
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