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WELCOME



Every now and then, along comes a car that stops you dead in your tracks. Andy Haas's 911R-inspired hot-rod (above) is just such a car.

I first became aware of it on the Internet, following its build on the DDK-online forum, where it soon became obvious this was far more than just another 'mail-order special'. You see, rather than simply dig out his credit card and order whole loads of parts online, Andy set to and used his skills - or taught himself new ones - to create one of the most inspiring Porsches we've seen.

If you didn't know any better, you could easily be forgiven for

“ Wishing you a Happy New Year! But just tell me: where *did* 2014 go? ”

thinking this was some forgotten factory race or rally car from the 1960s, tucked away in a collection, out of sight, out of mind, for several decades. Instead, it began life as an impact bumper 911S and morphed into a modern interpretation of a 'Sports Purpose' 911 following a decade (yes, you did read that right) of effort by the owner. Go to page 24 to check all the details.

And we must say a welcome to Steve Wright, who joins the team this issue. Steve will be known to many of you through his writings elsewhere, and he'll be keeping us up to date with the latest news on his various projects, which include his fascinating one-off Okrasa Special and his latest toy, a 356A in which he has been competing in historic events. So next year, you know who to cheer on as *Team Classic Porsche* hits the track!

Finally, I would like to take this opportunity to wish all our readers a Happy New Year! But just tell me, where *did* 2014 go?

Keith Seume
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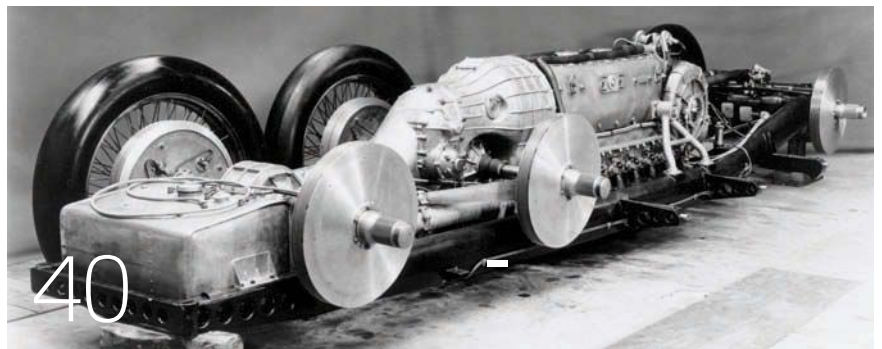
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89



Manufacturers of Classic Porsche 911 Components



Correctly profiled 1965-1970 Camber Plate Bushes manufactured in 80 Shore 'A' NBR identical to Part Number 901.341.965.03
The correct specification supports washer is also available in a BZP finish



RSR Style MFI Pump Brace Kit with Grade 5 Titanium Oil Banjo Bolt and Brace Support Rod.



Rear Trailing Arm Monoball Kits to suit 911s from 1965-1989. Housings manufactured from Grade 5 Titanium for strength and corrosion resistance and supplied with weather seals



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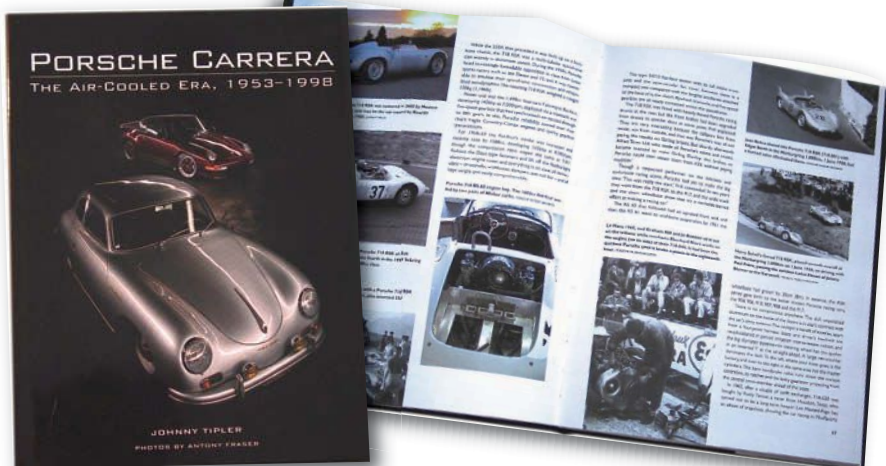
PORSCHE

NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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

PORSCHE CARRERA HISTORY



Covering every Porsche model to bear the name 'Carrera' from 1953 to 1998, *Classic Porsche* contributor Johnny Tipler's latest tome is one of the 'must-have' books which every diehard, or just plain inquisitive, Porsche fan needs to add to his or her library.

Johnny's book is a veritable goldmine of information about the Carrera line-up, with masses of historical and technical information about each model.

However, what really brings this book alive is the fact that Johnny has driven many of the cars featured and can give a first-hand insight into their true character.

In addition, there are several

interviews with famous drivers (Moss, Barth, Herrmann, among others) who recount their experiences with various road and race Carreras over the years.

There are over 400 photos spread throughout the 280 pages of this hardback volume, comprising a mix of archive and specially-commissioned images from another *Classic Porsche* contributor, Antony Fraser.

As you can gather, we like this book – and know you will, too.

It costs £35.00 and is published by The Crowood Press.

The ISBN number is 978 1 84797 699 4
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www.crowood.com

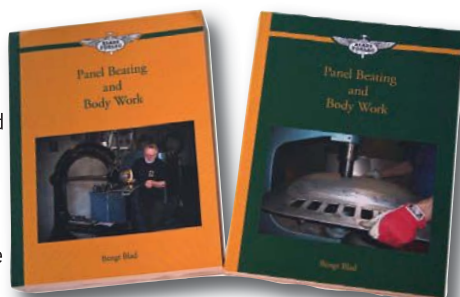
BODY BOOK

How many times have you looked on in awe at the skills exhibited by experienced restorers? Have you ever wondered how they learned their skills, and whether you might one day be able to emulate their feats? Well, now's your chance.

In what must go down in history as the most comprehensive work ever written about car body restoration, Bengt Blad has gone to incredible lengths to explain every aspect of metalworking, from shaping, to welding, to finishing.

Published in two volumes, each of well over 700 pages, and with 1800 illustrations (both photos and artwork – all drawn by Bengt himself), this is a *magnum opus* in every sense. Together, the two volumes weigh a colossal 4.2kg!

The books not only show you how to



work the metal, but also goes into great depth about the correct tools and how to use them.

After reading these volumes – or simply dipping into relevant sections – we're sure you'd feel confident to have a go yourself. We certainly felt inspired. It's priced at £86 for the two volumes and is written in English.

You'll find more information online at:
www.bladsforlag.com/en

NEW HOME, NEW PARTS



Following the recent move to the Golden Lion Pub, 289 Victoria Avenue, Southend-On-Sea, which has now been externally restored, Karmann Connection is delighted to announce a new 'branding' – new logo, new website and... new T-shirts (as modelled by the KK crew, above).

Available in Small, Medium or Large, they cost just £9.95 each plus £2.50 p&p. They're the perfect Christmas (and New Year, Easter, you name it) gift! Hoodies are also available, in Medium or Large at £24.95.

The hot product news is that KK has a new reproduction of the very rare 'Pickle Fork' wiper arms and blades. These are correct for 1956 to 1959 356 Coupés, Cabriolets, Convertible Ds and Speedsters. Created using entirely new tooling, with correct bases and detail. The arms are sold as a pair at £120.00 inc VAT (Speedster wiper arms are shorter, but KK stocks both types).

The matching 'Pickle Fork' wiper blades are, again, a new production, using entirely new tooling and are also correct for the above models. 260mm long, and feature the correct profile rubber, stainless-steel tension insert and stainless end clips. They'll also work with original 'Pickle Fork' arms, and are sold as a pair at £132.60 inc VAT. Postage extra in each case.

www.karmannconnection.com or call 01702 340613



PORSCHE AT RM AUCTIONS



Got some money burning a hole in your pocket? Want to add to your doubtless growing collection of Porsches? Then perhaps you should head along to RM Auctions' Arizona sale, which takes place on 15/16 January 2015.

Leading a trio of supercars is an incredibly well-preserved 1988 Porsche 959 'Komfort', resplendent in Graphite Grey metallic with a

dark grey leather interior with silver inserts. Capable of a blistering 197mph, the 959 was a game-changer in the supercar world, deploying new technology and combining outlandish performance with all-weather, all-seasons drivability, as well as a level of luxury and comfort unique to the supercar class. With just 21,000 kilometres from new, the example on offer has an auction estimate of \$900,000–\$1,100,000.

Alongside the 959 will be a Bugatti EB110 (\$575,000–\$775,000) and a Ferrari F40 (\$1,150,000–\$1,350,000). We know where we'd place our money though...

We'd probably hold on until February when RM holds its auction in Paris, held at the stunning Place Vauban, which is adjacent to the Hôtel National des Invalides and within sight of the Eiffel Tower.

Among the lots is an ex-factory rally 911S,

chassis # 119300932 and engine # 6390010. This car was used extensively in period, appearing at Le Mans, Spa, the Acropolis Rally, Tour de France Auto and at all major venues across Europe, driven by a variety of people, including Henri Toivonen and Jean Claude Lagniez. We can only imagine how much this will go for in the current climate of stratospheric prices...

More info at www.rmauctions.com



PORSCHEPLATZ ART INSTALLATION



Porsche AG is planning to integrate a work of art as a new landmark for visitors, employees and fellow citizens at its headquarters in Stuttgart-Zuffenhausen. The sculpture will be erected on the roundabout in the centre of the intersection controlled by traffic lights on Porscheplatz. The aim is to achieve a visual link with the Porsche Museum by creating an interesting and living scenic impression and so providing an additional upgrade of the northern Stuttgart district.

The work of art is approx. 24m high and measures about 10 metres around its base. It consists of three columns, each of which has a Porsche 911 perched on top. The cars stem from various model years to document the history of the sports car icon, which has rolled off the production lines in Zuffenhausen for the past 50 years. The roundabout, previously covered with white gravel, will be grassed over and the sculpture will then appear to be thrusting upwards from it.

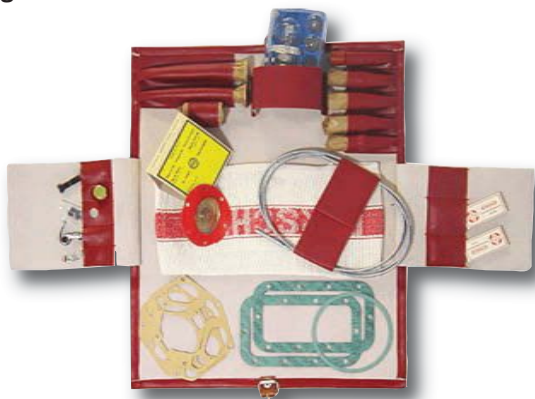
According to Porsche, the position of the work of art does not contravene any existing traffic regulations or disturb the existing infrastructure, you'll be glad to hear. During the building phase, Porsche will co-operate closely with traffic authorities and take measures to allow traffic to flow undisturbed. Work will be performed outside peak traffic times and will therefore take place during the summer holidays in 2015.

Currently, the company is going through the planning process with the City of Stuttgart in the hope that the sculpture can be inaugurated in an official ceremony in autumn 2015. **For more information, log onto www.porsche.de**

356A TRAVEL KIT

How about this concours-quality travel kit for 356As? Not only does it look great, but it's practical, too. Each kit contains a spare 6v bulb kit, a fuse kit, a diaphragm for the fuel pump, spark plug connector, clutch cable, points set, four spark plugs, two exhaust valves, a valve spring, two valve retainers, a valve adjusting screw and a set of engine gaskets. These come in a high-quality, as-original red vinyl bag with leather strap.

Log onto www.sierramadrecollection.com



TURBO THOMAS

One of the big problems with installing a later engine in an early car is that the stock exhaust system will often no longer fit. Usually this is down to the fact that the silencers and accompanying pipework on later cars are bulkier than those of their predecessors.

Richard 'Turbo' Thomas has sent us these photos of a couple of systems he's recently made, the top one showing a silencer that allows the installation of a 3.6-litre engine from a 964-series 911 into an earlier impact bumper car. It features three outlets, the centre two being capped off for quieter running. 'Capped', the 3.6-litre engine on this particular 911 produced 277bhp, but uncapped, it made over 290bhp.

The other system was fitted to a backdated 964, and features twin central tailpipes in the style of the current GT3 models. All systems are custom-made in stainless-steel.

Log onto www.turbothomas.com



CLASSIC PORSCHE AGENTS?

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

We are currently looking throughout the world for people to become specialist stockists – if you think this could be you, please call Bev Brown on +44 (0)1883 731150, or drop her an e-mail at bev.brown@chpltd.com now!

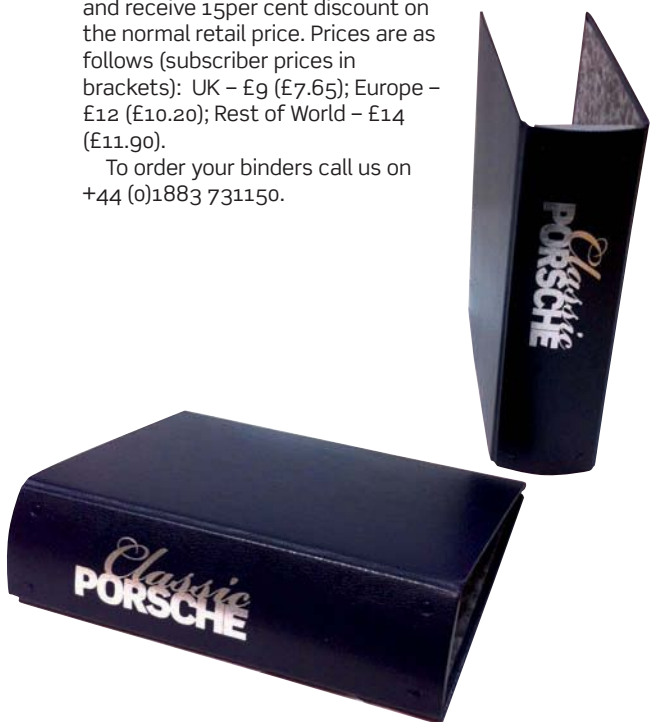
CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 27 issues old you'll be needing a suitable means of storing those back copies. So what better than the official *Classic Porsche* binder?

Available now, the binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices in brackets): UK – £9 (£7.65); Europe – £12 (£10.20); Rest of World – £14 (£11.90).

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CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is 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 16-26. 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

AUTOFARM MFI FUEL PUMP

With the factory Porsche fuel pump for 69MY-75MY fuel-injection Porsche 911s currently unobtainable, independent specialists Autofarm now offers a cost-effective and easy to fit alternative.

Available from stock, Autofarm's fuel pump not only solves the current supply issue but conveniently fits in the same location, needing no modifications to fuel pipes or brackets. The fuel pump has the correct pressure and delivery rates for an MFI (mechanical fuel injection) engine and a useful lower current draw of 3A over the factory unit that has now been unavailable for a couple of months.

Supplied complete with fixings and link lead if required (so the original wiring may stay intact and unmodified), Autofarm's replacement pump costs £360+VAT, approximately £100 less than the original equipment unit.

See www.autofarm.co.uk for details



TOUR AUTO OPTIC 2015

The 24th edition of the Tour Auto Optic 2000 will be held from 20th to 25th April 2015. Organised by Peter Auto, this annual event will bring together no less than 220 historic cars (which participated in the Tour Auto from 1951 to 1979) to celebrate the oldest motor race in the world still in operation. For sure, a major event in the international historical events calendar.



After the traditional rendezvous in Paris at the Grand Palais (April 20th), where the competitors' cars will be displayed for the visitors' viewing pleasure in the majestic setting of glass and steel (theatre of the first Motor Show in 1901 and until 1961), the teams (entered in the Competition or Regularity section) will set off on secondary roads to battle it out on circuits and several road special stages on closed sections, with the finish in Biarritz.

On the journey, run every year since its first edition in 1992, the Tour Auto Optic 2000 will visit the cities of Vichy (April 21st), Clermont-Ferrand (April 22nd), Toulouse (April 23rd), Pau (April 24th) and Biarritz (April 25th), where the result will be decided. See <http://peterauto.peter.fr> for more details

FROM PORSCHE TO F1...

Held every winter on a frozen Swedish lake, Below Zero Ice Driving has earned a market-leading reputation for offering maximum seat time in epic surroundings. Based in Åre, Scandinavia's favourite winter sports resort, customers come from all over the world to study ultimate car control in classic Porsche 911 rally cars with the finest driving instructors.

Below Zero Ice Driving added another F1 driver to its canon of previous participants recently, when a former student at the famous classic Porsche ice driving school was confirmed in a Formula 1 race seat for 2015.

Red Bull junior and now Scuderia Toro Rosso driver, Carlos Sainz Jr, attended Below Zero Ice Driving's first year in Sweden with double World Rally Champion dad, Carlos Snr and uncle Antonio, a respected Porsche racer and rally car builder. The trio enjoyed their two-day experience in a wide range of

rally-winning Porsche 911s.

'Huge congratulations to Carlos on his rise to the pinnacle of motorsport,' offered Tim Scarff, Director of Below Zero Ice Driving. 'After such an impressive start to his racing career and with the 2014 World Series by Renault title under his belt, we have no doubt that Carlos Junior is capable of winning in Formula One. He is welcome to practice his skills with Below Zero Ice Driving anytime!'

www.belowzeroice driving.com





Leaves aren't the only things that drop as winter approaches.

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Below 7°C the rubber compound in summer tyres hardens causing a drop in performance and an increase in braking distances by up to 12%*. Porsche Approved N-rated winter tyres are specifically designed for your Porsche and provide greater safety in cold, wet and snowy conditions.

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For more details contact your local Porsche Centre.



Scan to see winter tyre performance in action

*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C

**Participating Centres only



CLASSIC PORSCHE TYRES



After several weeks of testing during the summer using models such as the 356, early 911 G-Series Carrera and 930 Turbo, Porsche engineers have compiled a new list of approved tyres for all its past models. It can be seen on the Porsche Classic website, and the company claims to be the only carmaker offering such an extensive list for older models – 183 tyre recommendations for summer tyres for Porsches between 1949 and 2005, and 129 for winter tyres.

It's an initiative to ensure that its older models can benefit fully from constantly evolving tyre technology, Porsche pointing out that around two thirds of all its cars ever built are still being driven on the road. 'Porsche cannot abandon owners with regards to the right tyre types, because many owners are still lovingly taking care of and driving their Porsche models that reach back into the Fifties and Sixties,' it says.

'Independent tyre businesses, if faced with a 1963 Porsche 356 and tyre format 185/70 R 15, would for instance probably use those tyre types that are generally available for the remaining VW Beetle population and the various Transporter models.' Porsche also stresses that the benefit of the correct tyres on older models is felt most in the wet.

The tests also highlighted the effect age has on a tyre. After evaluating a 12-year-old tyre on a 1988 930 Turbo, expert tyre tester Dieter Röscheisen concluded, 'This tyre offers very little traction, particularly when wet, with correspondingly weak braking performance, and is therefore extremely tricky to drive, especially in vehicles without ABS, due to the high blocking tendency of the front wheels.'

The cars used in the tests, at Continental Tyres' Contidrom near Hanover in Germany, were 'liberated' from the Porsche Museum, and the testing procedures included brake testing, aquaplaning and steering movement. The tests are updated every two years. For decades, tyres approved for Porsches have carried an 'N' followed by a number on the sidewall – Porsche originally wanted this to be a 'P', but had to bow to international standards of approval.



JAZ IS ON THE MOVE...

Hertfordshire-based Porsche independents, Jaz, are moving to new, larger premises and have invited everyone along to a launch party to celebrate:

'Our new St. Albans venue will be larger, smarter and even more convenient. We've got increased parking facilities, better transport and road links, and an improved working environment for optimum efficiency and quick turnaround times. We are also looking forward to rolling out our brand new state-of-the-art four wheel alignment machine too.'

'With a free shuttle service to St. Albans station every 20 minutes you'll soon be connected to the south east network, with fast trains every 10 minutes into Farringdon and Blackfriars. Alternatively we will arrange a brand new free Smart Car loan for the duration of your vehicle's stay.'

'And to make life even more convenient for you, we'll be running a collection and drop-off service, and we are going to be open for collection and delivery on Saturdays. What could be better than that? How about a Jaz Saturday Breakfast Club on the 1st Saturday of every month with free coffee and buns.'

'This is a really exciting time for Jaz Porsche and to celebrate we'll be throwing a launch party on January 31st at midday onwards. We're really proud of our new workshop and we want to show you around.'

'Spend the afternoon with us, because along with the tour we're going to be showing off all of our current restoration projects, demonstrating our wheel alignment process and if that's not enough there's also going to be some rare Porsches on display.'

Sounds good to us – so if you fancy a free cup of tea and sticky bun, you know where to go! The address is Unit 18, North Orbital Commercial Park, Napsbury Lane, St Albans, Herts AL1 1XB

For full details log onto jazweb.co.uk or call 020 8903 1118

BEST FOOT FORWARD

The Ultimate Driving Shoe is here! After a few years in the wilderness, Piloti are back with a fantastic new line-up of high quality driving shoes. The range uses the highly acclaimed, patented 'roll-control' system, with spherical heel cushions and supports, for comfort and control.

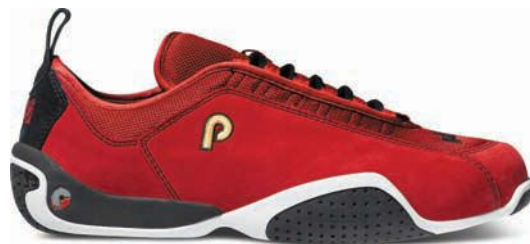
Piloti tell us their shoes feature innovative technology and sleek designs that perform on the track and look great on the street – and who are we to argue?

They feature top-quality suede and leather for superior comfort and a polyurethane/EVA mid-sole for durability and long-lasting comfort. We love the sole tread pattern which is inspired by vintage racing tyres. There's a wide variety of

designs, colours and sizes available, including a new luxury line of premium leather driving shoes crafted in Italy.

The whole range is available now in the UK from Carnoisieur.

carnoisieur.com or call 0845 83 82 636



GETTING READY FOR 2015

If there's one thing you can't accuse Nick and Kevin at Historika of doing, it's sitting around doing nothing when the race season ends. Instead of lying back and relaxing at the end of another successful year's competition, they've already torn down their silver 1964 901-series coupé (as seen at the Goodwood Revival this year – and in our News pages in the last issue) and have stripped it back

to bare metal ready for a full repaint and rebuild ahead of another busy season. We can't wait to

see what they come up with for 2015...

historika.co.uk or call 07717 212911





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Model F green / white

The registration of your sportscar appears above the KMH indicator.

For model green, you have the years „01963“ to „01967“ for selection, and model white, you have the years „01968“ to „01973“ for selection.

Quartz movement from Miyota, Citizen Watch Co.Ltd

135,00 €



Model 240

The registration of your sportscar appears above the KMH indicator.

For this model, you have the years „001978“ to „001983“ for selection.

Quartz movement from Miyota, Citizen Watch Co.Ltd

135,00 €



Model 260

The speedometer from model 260 is from 1984 to 1989 installed.

Quartz and automatic movement from Miyota, Citizen Watch Co.Ltd

Quartz **125,00 €** Automatic **226,00 €**



Model 300

The speedometer from model 300 is from 1989 to 1998 installed.

Quartz and automatic movement from Miyota, Citizen Watch Co.Ltd

Quartz **125,00 €** Automatic **226,00 €**



Model 160 MPH

The speedometer from model 160 MPH is from 1974 to 1989 installed.

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RENN SPOT

RESTORING A PORSCHE? DAVE CONKLIN RECKONS YOU'VE NEVER HAD IT SO GOOD...



David Conklin is a longtime German car fanatic who has 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

If it's not 2015 by the time you read this, the New Year must be pretty close. Are you like me, left wondering where 2014 disappeared to? This should be a pretty good year, though. I'm excited at the prospect of another Rennsport Reunion in October and, on a more personal note, I am pretty confident that my g911 restoration should be reaching completion sometime this year.

What an experience this has been – exciting, frustrating and occasionally downright infuriating. With that said, it is without a doubt easier to restore an old Porsche today than it was even thirty years ago. I'm just old enough to remember what it was like to restore an old car in that generation prior to the Internet. In those days, if the basis of your restoration was missing a lot of pieces, you could be in for an adventure.

Even back in the mid-Eighties, it could be difficult to find replacement parts for a classic Porsche. There were a few reproduction repair panels for 356s, but in many cases they were poorly made and didn't fit so well. This proved to be a challenge because a lot of those cars were already pretty rusty.

The same story was true for many trim parts, gaskets and seals. The best options back then were good used or NOS parts and, while these were more plentiful than today, they could be difficult to locate. Remember, thirty years ago your network was limited to swap-meets, club magazines and a handful of retailers who

printed catalogues.

Most everybody had a little black book scribbled with names and addresses, not of girlfriends, but instead like-minded enthusiasts. When you needed a windshield frame for your Speedster or a bumper for your pre-A, you sat down next to the phone and started ringing up your personal network.

How things have changed. You can source every part you need to restore an old car without ever leaving your sofa. Good used parts and NOS parts might be fewer in number, but those that are available are easy to find using the Internet.

Thirty years ago, if there was a rare 356 part somewhere in Czechoslovakia, it was probably going to stay there. How would you find it? Nowadays you can locate that same part, electronically pay for it and have it shipped to you with a few simple clicks on the computer. Try explaining that to the 'you' of 1985. Pretty remarkable when you think about it.

Even more remarkable is what the modern enthusiast can accomplish using reproduction parts. It is now possible to build an early Speedster with almost nothing but reproduction parts. All of the body panels are reproduced... and they fit! Windshield frame, 16-inch steel wheels, trim, emblems – it's all available new. Of course original parts will always command a premium, but that quality divide between NOS and reproduction is progressively narrowing. Meanwhile the distinction between OEM parts and reproduction continues to

blur, with Porsche hiring outside contractors to manufacture new restoration parts sold under the Porsche Classic brand. Need an engine grille, plastic gas tank and thin sheet-metal for your first series '73 Carrera RS? Just ring up your local Porsche Centre and place an order. Are these parts sold by Porsche 'original' or 'reproduction'? Not only is it difficult to say, but I can't decide if it even really matters.

Meanwhile, dozens of cottage manufacturers are reproducing more arcane components in small batches. These small enterprises are often driven more by passion and true enthusiasm than long term profit. Want a perfect reproduction of a leather key purse for your early g11? Someone makes it. Horn grilles for a short wheelbase g11 designed for the rare 'through the grille' fog lights? Yep, you can get those, too. And by all reports they fit perfectly.

Is there a huge market for parts like these? Not really and that is probably why nobody else has made them. But spend some time on the enthusiasts' forums and you might be shocked by the little bits and bobs that are being manufactured in small numbers and often in private workshops and garages after the day-job is complete. The manufacturing process may be small time, but the quality is often better than what you get from the 'pros'.

Is there a downside to our modern international network and plenitude of high quality reproduction parts? I will admit that as

someone who loves to hunt and buy rare factory parts, I have experienced a little frustration when I spend a king's ransom for some rare bit and next week see an authentic reproduction offered for a fraction of the price I just paid. That's a bummer.

And the Internet often introduces me to a rare 'must have' little trinket that I wouldn't have known existed otherwise. That gets costly.

Selfishness aside, I see no downside to the current state of the hobby. Yes, the cars are expensive, but the positive impact of this is that one can more easily justify the cost a proper restoration. And money aside, it has never been easier to get the right parts to rebuild your classic Porsche.

Rebuilding a car is still a tremendous amount of work, and I keep telling my friends that I will never do this to myself again. But for some reason I can't stop thinking about the rough but mostly complete '56 A coupé with numbers-matching engine case stored not far from my home. I've never owned a 356, and an early 356 is a much simpler car than a g11. Hmmm, project for 2016? **CP**

It's never been easier to restore a classic Porsche, says Dave Conklin. In fact, you can buy virtually everything you need with the simple click of a computer mouse. Oh, and a credit card...





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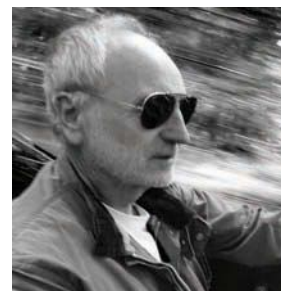
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DELWYN MALLETT

MALLETT'S HAIR MAY HAVE BEEN TURNING GREY, BUT HIS CARS ALWAYS SEEMED TO TURN RED...



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...

I experienced a powerful pang of nostalgia recently when, as reported in the last issue, courtesy of Porsche Cars GB a Targa 4S, gleaming in Guards Red, turned up at my house to provide me with a few days of motoring ecstasy. I was catapulted 45-years back in time and the thrill of bringing home, as a then young man, my first (ten-year-old) Speedster – in Guards Red.

In fact I was so smitten with Guards Red (my mum said that as a child red had always been my favourite colour) I decided that, as my collection of cars expanded, I would have each repainted to match the Speedster. A few years later I had nine red cars!

Not all were Porsches: there was a '32 Ford Tudor street rod, six Abarths, a Golf GTi and a Moto Guzzi Le Mans motorbike. Each had joined my Speedster, already red on arrival, or destined soon to get 'the treatment'.

Professional colour psychologists would, of course, have a field day pronouncing on my motives but, as a recently graduated graphic design student, colour was more than an incidental part of my decision making process.

My first 'repaint', circa 1968, actually preceded acquisition of the Speedster and my 'red period' when, unable to afford a 911, I shocked my chums and had my dark blue everyday driver 356A coupé painted 911 Bahama Yellow.

The psychedelic '70s saw an explosion of vibrancy from Porsche, who courted controversy with their 'in your face' range of 'safety' colours. They still remain my favourite 911 colours and who could not lust after a Viper Green, Signal Orange and Signal Yellow line-up?

The 1970s also saw the

introduction of the anti-colour Porsche Design 'black watch' and, as the Armani-clad decade progressed, black proliferated, becoming *de rigueur* amongst the dedicated followers of fashion. But black Porsches and red Porsches took on a different hue in the yuppie decade of excess that followed and quickly fell out of favour.

Silver became the new black and not just amongst Porsche owners: sometimes it appeared that entire supermarket car parks had turned silver. It seems, though, that white has now officially replaced silver as Britain's most popular new car colour – apparently attributed to the influence of Apple's chic white devices. Perhaps surprisingly, black is back and now second in popularity, with silver slipping to equal fourth alongside blue. Third is grey – but not the grey I favour.

As we know, grey comes in at least '50 Shades Of', and the shades that I favour are most definitely of the Bauhaus-school industrial artefact variety.

The grey trend started amongst those seeking something out of the mainstream with an added dash of panache. For many, grey will always be, well, *grey*, but for those afflicted by the need to seek colour exclusivity it has become a refuge of choice. (OK editor Seume, I can hear you mocking, just 'cos I have a 'primer grey' Audi TT...).

Steve McQueen was a man of impeccable taste (which lapsed briefly when he bought a brown Ferrari Lusso!) and his two 911s were, of course, Slate Grey, which has brought a lot of cred to the grey camp.

Porsche, too, has recognised the exclusivity

of grey. The gorgeous but absurdly-priced limited edition 2009 Porsche Sport Classic came in what the factory termed 'Sport Classic Grey' and the 911 50th Anniversary Edition colour options were restricted to two tones of grey, plus black.

A stroll around any vintage paddock used to leave the impression that Bugattis only ever came in French Racing Blue, Alfás in red and Bentleys in British Racing Green. But just as you could order Henry Ford's 'any colour you like as long as it's black' Model T in a whole spectrum of colours, blue, red or green were not the only colours available for the aforementioned marques, and I'm pleased to see that some subtler shades of what I like to think of as 'industrial' are returning. Even that most famous and iconic of vintage Bentleys, Old Number One, is now resplendent not in green but a lovely shade of grey.

In the days when one could still park and pose outside any pub in Soho, one of the coolest people I knew was graphic designer, fashion photographer and

connoisseur of fine motorcars, Harri Pecinotti. (best known to petrolheads for his early Pirelli calendars). I recall being only one of many dumbstruck mid-pint when he drew up in a brand new VW Beetle convertible which, after considerable effort and many phone calls to Germany, he had managed to persuade Volkswagen to spray in flat military olive drab paint. (Perhaps the only one ever to be finished that way from new – where is it now I wonder?) This was decades before the 'rodders' and 'ratters' had affected flat paint finishes.

Matt-finish has now become fashionable outside the rodding world and I've spotted several matt-silver 356s around and about. Ironically, the car that broke my run of red was my 'second' Speedster which, when I bought it, bore its original badly-oxidised silver paint that no amount of polish and elbow grease would restore.

I decided to keep the car original and repainted it silver. But if I'd saved the money it would now, it seems, be right on the fashion button. Oh well! **CP**

Red alert! Mallett's colour pallet was somewhat restricted in his early days, with his RHD Speedster being just one of a fleet of red cars. Nowadays he favours grey – oh, and by the way, we're not only talking hair colour...



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ROBERT BARRIE

OBSESSIVE COLLECTING AND GOING HISTORIC RACING OCCUPY ROBERT'S MIND THIS MONTH. NO CHANGE THERE, THEN...



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

As our cars become ever more sought-after so does the paraphernalia that goes with them. You start by sourcing the right screwdriver and spanner for the toolkit. Then you find the jack doesn't have the right colour dot.

It would be nice to have an owner's manual and a sales brochure with the correct date, a factory poster and a first edition of the rare book by someone who knew someone else.

I understand all that. Sort of. But it doesn't stop there. It's not long before you have a stacked flat Prototipo, one of Steve McQueen's parking tickets and a Porsche picnic set. Now you are starting to take things too far. It's becoming a little obsessive.

An impressive example of all of this was the Milou collection of Porsche automobilia auctioned a couple of years ago in Germany, and covered in issue 11 of this magazine. No doubt the auction catalogue will become collectable, if it isn't already. Issue 11 of this magazine may or may not become collectable, but have you tried to get hold of issue 1?

I am not sure whether any of this is healthy, or if it makes any of us happy, but it's hard not to get caught up in it. To show willing, I recently bought some copies of *Christophorus* from the mid-1960s.

I thought it would be interesting to follow the period from Porsche's own perspective. However, my personal collection isn't yet complete, so don't go out and do the same please – it's not the next big thing. Yet.

Meanwhile, the early 911 race at the Goodwood Members' Meeting next spring is set to be a keenly-contested affair. I recently hosted a track day at the circuit on a cold winter's day and a good proportion of the grid turned up looking for track time. They must have taken note of the useful tips contained in this column!

The cars have certainly moved on in recent years, as historic racecars do. I've suggested before that it would be odd if decades of out-of-period development didn't lead to a material improvement in performance. The challenge is to police that process. The homologation papers provide guidance, but they aren't always sufficient.

A few years back I asked the relevant FIA committee to rule on limited-slip differentials. A self-appointed expert claimed they weren't allowed on early 911s because the relevant page in the papers had not been over-stamped by the FIA. I wouldn't have minded, but he insisted on telling me at the top of his voice in the pitlane at Spa!

It was resolved in my favour, thankfully, but not before our helpful friend had made a thorough nuisance of himself. Anyway, the practical reality in historic racing, as elsewhere, is that some rules and regulations are more important than others. Goodwood has highlighted those that matter most to it as a race organiser and I hope and expect that it will monitor compliance.

Meanwhile, the things that typically matter most to a driver are weight,

wheels and tyres, and brakes. We all like to think we can give up a few horsepower on the straights as long as we have equal equipment around the corners. That said, the straights at Goodwood are long!

On a similar theme, I met some would-be historic racers the other day to talk about getting started. The usual advice is to choose a series and choose a car that's likely to be competitive within it. I realise that classic Porsche enthusiasts may reverse the logic. It's not a problem – there's plenty of very good pre-66 GT and sports car racing available.

You probably won't win overall in a 356 or an early 911, but you should be competitive in class and, through that, the series or championship.

From a safety point of view, there's also something to be said for a steel-bodied car with a full cage. As well as a car, you'll

need a race licence and some kit. That's the easy bit. It starts to get a bit more complicated when you actually go racing.

It can take a while to get into the rhythm of it all. The normal procedure is to turn up, sign on and get yourself, your car and your kit through scrutineering. You may also have to attend a briefing. Eventually, you find yourself out on track and a car that has been totally reliable in testing fails!

Everyone flies past in a blur of waved flags and waved fists. You probably flicked the fuel pump off or forgot to turn it on, or something equally silly. You start the long reflective journey home. It's Sunday evening, so there are roadworks and a traffic jam. Still up for it?

Don't worry, it's actually very good fun, but it's good to check! I made up the bit about waved fists, by the way. I'm the only one who does that and it's not big and it's not clever. **CP**



Interest in historic racing has never been so high, as Robert's recent trackday at Goodwood proved



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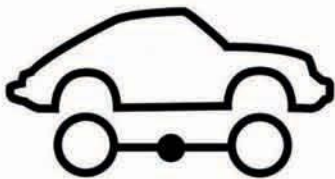
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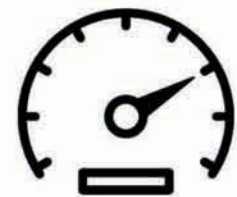
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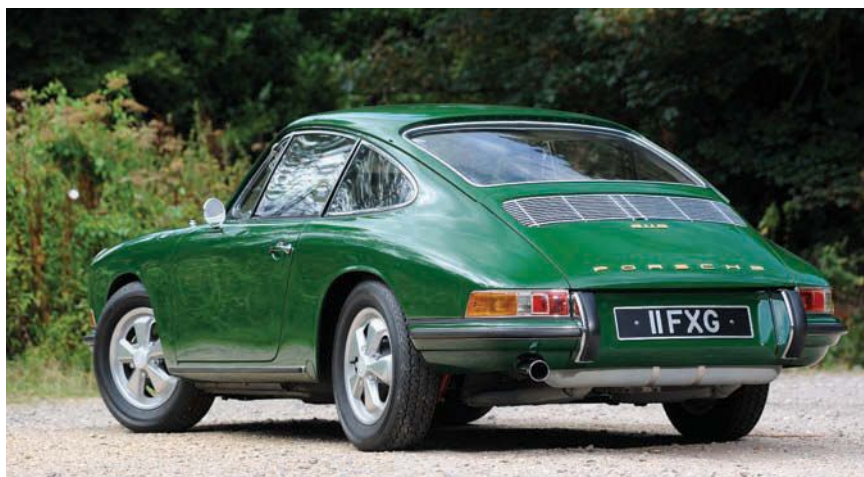
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LETTERS

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KIWI COMMENTS

I just had to write and tell you what a great magazine you have put together. There was so much of personal interest in the latest issue, in particular the lead article on the restored 2.0S, as my own RHD example has just come out of a four-year restoration.

In my case I did not set out to create a concours car but, as far as possible, all is correct with matching chassis, engine and gearbox numbers. It was an interesting insight, however, to another folk's approach to a resto.

The 356C article was another of interest as I am fortunate enough to have a 1963 C Cabrio which was delivered new by AFN but has now been in New Zealand for over 20 years.

I had it restored about 10 years ago and whilst in not quite the state that Mr Rai's car was, work did reveal that at some stage of its UK life it had been on its roof. You wouldn't know it now, though.

Finally, the Lemgoer Museum. A group of us from the Porsche Club New Zealand visited it in 1966 and particularly remembered the fact that we all had to take our

shoes off and wear slippers made out of underfelt in order to have a look around! I note, however, in the photo that Klaus has shoes on so standards have slippe(re)d – pardon the pun!

Ian Knott
Via E-mail

Keith Seume replies:
Thanks for your kind words. Maybe you should send us some photos of your car(s)? Better still, why not get together some of the fellow Kiwis for a group photo?

BARN FIND 911

I'm not sure whether or not this may be of interest but as a devout *Classic Porsche* reader, and of course marque owner (356 and Cayenne), I thought this might give you a smile, or grimace.

I was out on a training ride on my bike about 30 miles from home when I discovered the left-hand crank had started to come loose. In order to tighten the crank I needed a 6mm Allen key and as I passed through a small village I happened to see an open garage door with a person just entering it.

I got off my bike to explain my predicament

and see if he might have the correct Allen key to sort me out. Of course seeing what was residing in the garage just about blew me away. Blimey! I had discovered that rarer than rare thing – 'the barn find 911'!

The tale regarding this poor beast is that the car belongs to the house owner's son and he parked it there after it had a gearbox problem. I'm not sure what but he said it clunked changing into, he thought, second gear. He started to remove the gearbox then decided he wanted to get the car resprayed and have other bits taken care of. Unfortunately a change of job took him to Manchester about two years ago and nothing since has been done.

Obviously I offered to buy the car there and then but it seems so has everybody else who has cast their beady eyes over it, and the son keeps saying that he will do the repairs sometime 'soon'. I was able to take a couple of pictures provided I kept the car's location a secret.

Oh, and the gentleman did have the right Allen key so I made it home OK.

His house is on one of my regular bike training routes, so I will certainly keep an eye out for any future movement.

Graham Kerr
Via E-mail

Keith Seume replies:
So they really do exist, these 'barn find 911s' then?

WELL GRILLED

I am currently restoring a '67 soft-window Targa and am trying to locate a source of the alloy two piece locking cap/acorn/dome nuts that fasten the grille together on '65-'67 models.

They are clearly illustrated in the top centre photo on page 29 of issue 24 in the very interesting article about a 1967 Porsche 911S. Any help I can get locating these detail significant nuts would be greatly appreciated. By the way there are also some press together 'rivets' used in the assembly of the grille. I wouldn't mind finding some of those, too.

Perhaps you could find the time to ask the owner/restorer for assistance on my behalf. Should the grille be a new repro item, I would be delighted to be informed of the supplier. I have seen repros advertised but am unable to find a reference in Australia. With such a model specific feature, quality and fit is paramount as you know.

I thank you sincerely in anticipation of your valued assistance. Excellent article, great mag.

Jim Catts,
Sydney, Australia

Keith Seume replies:
Can any readers help Jim with his quest for the correct parts to restore his grille?

Far left: Ian Knott loved the 911S in the last issue, and has just finished restoring one of his own

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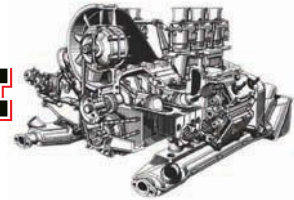


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HOME GROWN!

Looking at Andy Haas's 911, you could easily be forgiven for thinking it's a survivor of the factory Sports Purpose programme. Instead, it's a stunningly-detailed homegrown hot-rod that cries out to be driven far and fast

Words & Photos: Keith Seume



Every now and then, a certain car will light up an Internet forum, the standard of fit and finish, the mechanical specification, the attention to detail, all conspiring to grab your attention and leave you wanting to know more. Andy Haas's hot-rod R-styled 911 is just such a car.

Andy, who hails from Dorset, on England's south coast, first set eyes on his Porsche-to-be when he was a young apprentice some 30 years ago. He'd spotted what turned out to be a Sahara Beige 2.7-litre 1975 911S sitting somewhat neglected at a nearby hotel and, although he wasn't in a position to buy it himself, Andy managed to persuade his boss to strike a deal.

At every opportunity, Andy got to ride in the car, the pair getting up to all manner of high jinks in the poor unsuspecting Porsche, such as jumping humpback bridges, or 'rearranging' freshly mown grass with a spinning 911, the latter exploit resulting in the guilty parties being hauled up in front of the company directors...

Life gradually moved on and the 911 and its owner headed north to Cumbria. Andy, meanwhile, developed a passion for all

manner of cars, ranging from a Lotus Europa and an RS 3.1 Ford Capri, to TVRs and a variety of Volkswagens, both air- and water-cooled. And then, as he says, 'along came kids and a Ford Focus...'

But Andy was a shrewd man and, when he moved with his family to a new, larger house, he struck a deal with Mrs Haas along the lines of 'I'll restore the house if I can buy another classic car project.' The ploy worked, so the search for a new toy began.

Amazingly, it wasn't long before he discovered that his boss's old 911 was still around – albeit sitting unused in a barn. After some negotiation, Andy hitched up a trailer behind a borrowed 4x4 and set off to collect his new project. Oh, by the way, he'd bought it sight-unseen...

The original plan was to simply drive the car and carry out a rolling-restoration, but the car had other ideas. It refused to run and it turned out the fuel metering unit on the CIS injection system had seized. Now, as we shall see, Andy is an extremely talented individual and more than happy to turn his hand to just about anything (except, he says, cooking or disagreeing with the mother-in-law), so it didn't take him long to rebuild the metering unit – but the engine still would not start. In fact, it kept locking solid.

It turns out the oil was contaminated with fuel thanks to the problems with the CIS system and he ended up draining out no less than 25 litres of oil/petrol mix from the sump!

That, though, proved to be the least of his worries for, as is so often the case, closer inspection of what appeared to be a solid car showed that it was badly in need of new sills, B-posts and kidney bowls.

That was in addition to the rather more obvious mechanical ailments, such as a stuck clutch. There was no option: it was time to get down and dirty, stripping the car to the last nut and bolt.





Andy's first thoughts were to carry out a simple backdate on the impact-bumper bodyshell and create another Carrera RS replica. He even went so far as to buy an RS ducktail engine lid and matching front spoiler before having an epiphany following a chance find on the 'Net of pictures of the original 911R which used to belong to the Balckhawk Collection in the USA. He then attended the first Pre-'74 day at Beaulieu where he spotted the editor's 'Black Baboon' '74 Carrera backdate. The two cars were all the inspiration Andy needed to follow another path in his quest to build his perfect 911.

The body was stripped to bare metal the hard way, with heat, scrapers, sanding discs and good old elbow grease. He then ordered a selection of body repair panels from Roger Bray and Berlyn Services, along with new GRP body panels from Club Autosport, and so began the restoration and transformation from 1975 911S to 911R-style outlaw.

One major part of the plan was to remove the sunroof and this was carried out using a replacement roof panel cut from a VW Beetle, of all things, which was then carefully tacked into place before being panel-beaten and filled to achieve the right contour.

The doors were beyond use but the chance discovery of a 911 Targa in a local scrapyards yielded a pair of replacement doors, the remainder of the Targa being sold to help finance the project. Once the body repairs had been

completed, the bare bodyshell was sprayed by a friend, Clive Churchill, in Light Ivory.

During this period, Andy discovered the DDK-online forum and through that met up with Alan Drayson from Canford Classics and Andy Boyle ('Lightweight 911'). Andy (Haas) found himself able to swap his machining talents for parts, which helped his own project along no end. And talented he indeed is, for he fabricated his own 911R-style 'flip-over' engine lid hinges, as well as those trick-looking rear window struts. He also machined his own lightweight door handles, using 1969 parts as a starting point.

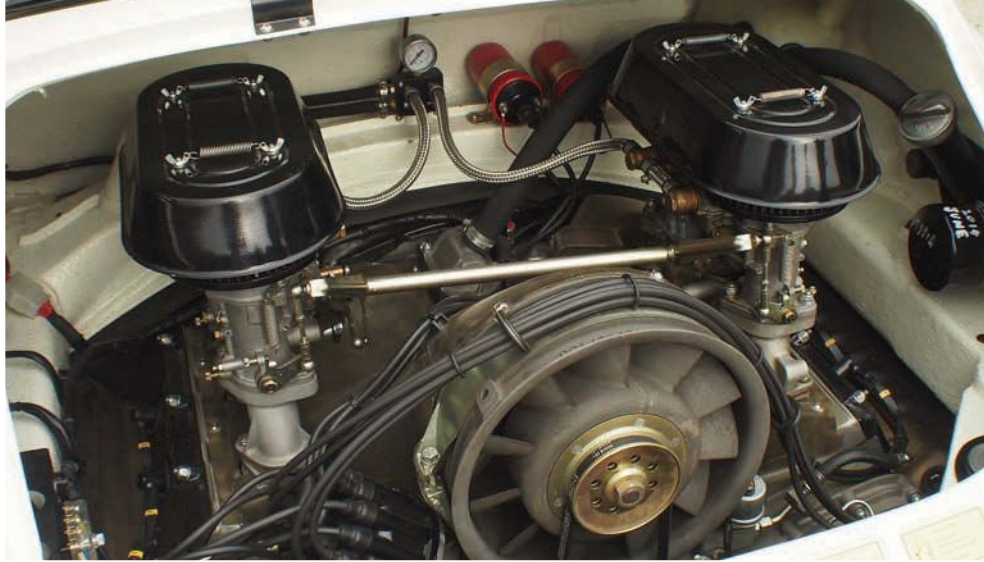
He also turned his skills to working with glassfibre, narrowing and reworking a glass RS rear bumper to suit the narrow body style, while cutting and slotting a GRP front bumper/valance to get extra air to the proposed front-mounted oil cooler.

Turning to the inside, Barry Martin (Martin & Walker) provided a pair of Recaro seat shells which Andy had trimmed in black leather and Alcantara. The door cards are something he made up for himself, too, and they're fitted with Fiat 500 door handles and leather latch pulls in the fashion of factory lightweight 911s.

'The carpet set is lining carpet from Megavanmats with a set of Perlon overmats,' Andy tells us. 'A new perforated

Rear window braces are neat. Interior is a symphony of detail, from homebrewed pedal box to Recaro-style seats. Everywhere you look, there's more to see...





2.7-litre motor now bored to 2.8. Twin-plug distributor is a home-made conversion, using Jaguar XJS V12 cap. Centre-fill fuel tank was also made by Andy Haas

white headlining was fitted, too. I trimmed the dash top in Alcantara fabric, at the same time deleting the clock and glove box. I wanted a traditional look to the dash so made alloy inserts to blank the original holes for switchgear and installed a set of toggle switches with Dymo labels. Not being able to justify Heuer watches, a pair of cheaper clocks now grace the glove box blank panel, with a map light and pencils as a nod to the rally cars of the time.

Also of note inside the car is the pedal box, Andy choosing to dispense with the original Porsche pedal set-up: 'I made up a pedal box using an OBP unit as a basis to get a dual-cylinder bias-adjustable system, which lined up nicely with the RHD driving position. The clutch still actuates through the original pull crank mechanism, with no spring assist, so it's heavy but not unbearably so. The throttle is a direct cable pull to the original Weber crossbar.'

Andy built his own centre-fill tank using an old standard one as a base and then reused the original filler flap on the wing to house fire extinguisher and battery pulls, protecting them from inquisitive fingers. 'It has twin Facet fuel pumps, a lightweight race battery and a battery isolator. I made and fitted a triangulated Rose-jointed strut brace, which looks good. Who knows, it might even work!' he chuckles.

Turning to the drivetrain and suspension, Andy once again exercised his machining skills, making his own raised-spindle front struts for the original Koni units that came with the car. At the back, Bilsteins are used with aluminium

trailing arms. The brakes also demonstrate Andy Haas's engineer's mind: 'I was given a set of very tired Porsche 944 Turbo four-pot brake calipers by Terry at TT motors and decided to modify these to function with my pedal box and suspension parts.'

'Working with Stuart at Rodwell Motorsport, we designed and made a set of adaptors that make the installation look very factory, albeit tight under the 15-inch rims, gripping discs from a Carrera 3.2. The braking is really predictable and, to date, fade-free...'

The 15-inch wheels Andy speaks of are the Fuchs rims originally fitted to his car, but they've been treated to a touch of Haas magic: 'I really like the RSR finish folks use but wanted something different. I tried painting them metallic grey but they didn't look right. In the end they were shot-blasted to roughen them up, then bead-blasted to take the edges off. I then had them clear anodised to leave a flat grey "out of the die" finish, which I really like.'

Now it was the turn of the engine and gearbox. We'll let Andy take up this part of the tale: 'I wanted a decent motor but as usual I wanted to achieve this as cheaply as possible! The car had 7R cases originally so these were detail cleaned, the case webs were boat-tailed, the piston squirters redone, the by-pass mod carried out, then the two halves were shuffle-pinned, Timeserted and chromated.'

'I used the standard steel head studs with a set of barrels which were bored out to 92mm and re-Nickasil'd at





Langcourt Engineering in Weston-super-Mare. I then fitted high compression JE pistons and S cams, while the crank was balanced and micropolished, and the rods were sized, rebushed and balanced end for end. The pistons were weight-matched, as were the pins. The flywheel is an RSR type from Canford Classics.

'The heads were rebuilt with new guides and the new valves were checked for spec. The heads are now twin-plugged to go with the measured 9.8:1 compression. I designed and again worked with Stuart at Rodwell to make the twin-plug distributor using a Jaguar XJS cap and modified rotor on the stock body. It's got an intermediate bearing to cope with the extra height and uses an Accuspark trigger to fire two CDI units and coils.

'It's much cheaper than a Marelli and works great now we've sorted the phasing and advance. Finally, I installed a set of 1.675-inch headers, and dual 40mm Weber carburetors with chokes bored to 35 mm.'

A pro build of this would cost a fortune, 'Luckily I had the skills to do the engine build at home,' says Andy, 'but I left the gearbox build to Mike Bainbridge. It was rebuilt stock but with a Gripper diff, which is very noisy but works well.'

The car was run on a rolling road at Pete Lander's Sigma Engineering, which showed the still-new engine developed around 240bhp, with the promise of more to come. 'We had a bit of drama when changing the plugs,' says Andy, 'as we spotted a rocker shaft bolt had come loose. Pete kindly gave me the time to whip all the covers off and put that one right and check the others. We also found a distributor phasing issue which was causing cross-firing. I had to relocate the rotor arm relative to the shaft before we ran her up to check AFRs. It needed richening up with some jet changes but we sorted that there and then.

'I'm sure it would make more power but using the smaller-port heads and relatively small carbs and headers has resulted in a really tractable engine which, with an all up weight (including a full tank of fuel and the driver) of 930kgs, it's enough to scare me at times anyway!' laughs the clearly happy owner.

It's taken Andy about 12 years to see the whole project through, but when you take into account the level of detailing, and the fact that he did so

Cookie-cutter inserts in tailpipes look great, Uncapped, the twin-plugged engine sounds amazing. Slotted bumper aids airflow to oil cooler





The more you look, the more you see: check the latch delete and adjustable rubber stops on the rear slam panel. Period Le Mans decal adds to the flavour

much work himself, that's not surprising. When he first got the car on the road, he added decals in the style of the 1969 Guy Larrousse Tour de France entry, but that soon made way for the plain ivory finish you see now. Well, plain, that is, apart from the red nose stripe: 'Ah yes,' says Andy, 'that partially hides a little bonnet crazing from the first time I drove the car and, as I had forgotten to latch the bonnet in my excitement, it flipped right over the roof...' OK, we'll keep that one a secret then, shall we?

Wherever the car goes, it draws attention. From afar, it's easy to mistake it for an original 'Sports Purpose' 911 from the late 1960s, while close up you can't help but spend a lot of time just checking over the details. But what now?

'I still can't drive it properly even after Tim O'Dowd at Marque 21 set up the suspension to specs that Andy Boyle kindly gave me, but at least I know it does handle after some decent drivers have had a go and declared it fit!' says Andy. 'I do worry about its relative value but none of that seems to matter above 4750rpm. That's

best pushed to the back of my mind despite the temptation of what I could buy if it were sold.

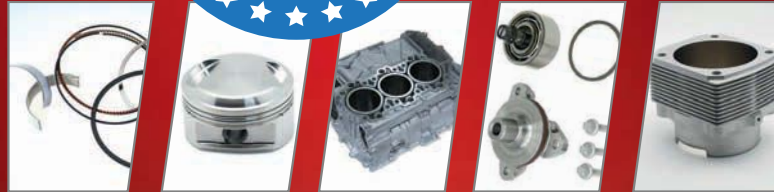
'It's been my pleasure so far to go to Le Mans Classic in a DDK convoy, to do the Silverstone Classic, the raft of Goodwood events, and my local Castle Combe retro and classic events. I love attending various more local shows, and have been lucky enough to be invited by Canford Classics and Marque 21 to be on their stands, which is always a pleasure. I'm always flattered, and a bit embarrassed, by the reception the car gets. The best bit is letting kids (of all ages) sit in it when too many other classic car owners don't allow that sort of access.'

Future plans include the possible fitment of a pair of 7R rims at the rear, along with some new driveshaft flanges to replace the ones Andy fabricated when building the car. There's also talk of adding some Pallas-style lights and improvements to the oil cooler ducting.

But for the most part, Andy's future plans revolve around driving the Porsche as it clearly begs to be driven. You know how that goes: foot to the floor, tacho needle heading for the red line in every gear, diving deep – deeper – into every corner. Simple pleasures, maybe, but oh so satisfying. **CP**



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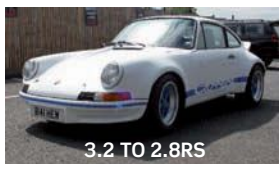


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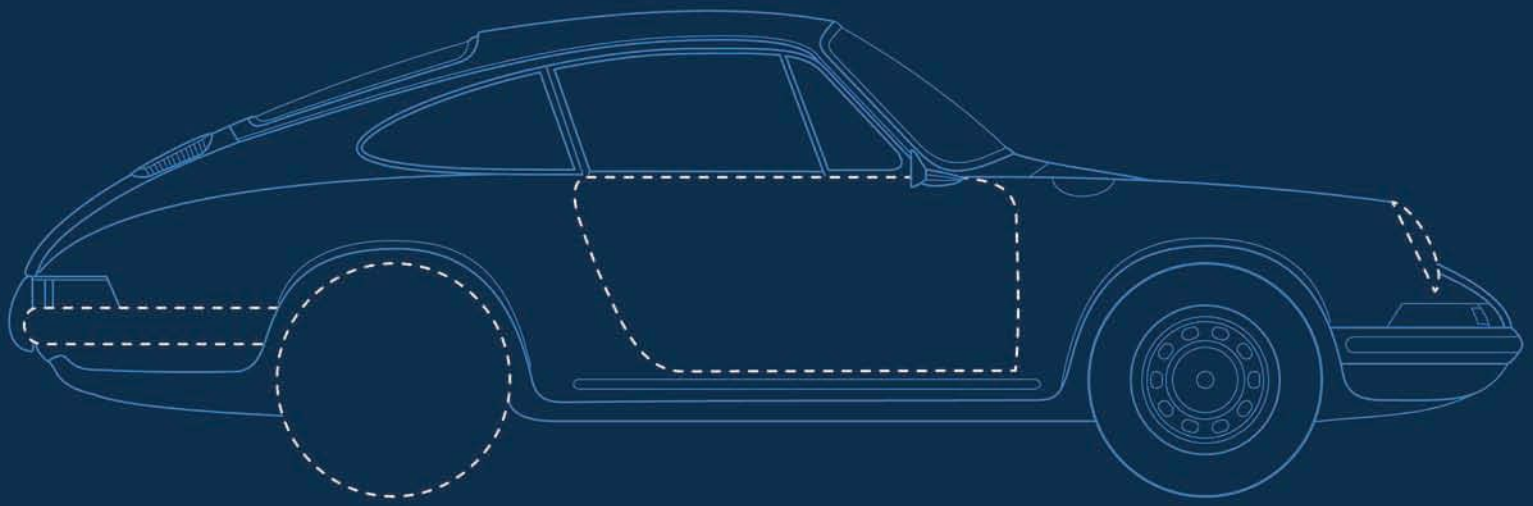
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SPEEDSTAR!

If any car captures the carefree spirit of sun-drenched California in the 1950s, it's the Porsche Speedster. Join Steve Wright as he steps behind the wheel of one of the finest examples of this iconic roadster in the UK...

Words: Steve Wright Photos: Michael Ward



1957 356 SPEEDSTER

Sussex, England in the depth of autumn is a long way from the sunny coast of California, but driving an open-top Porsche 356 when it's clear, crisp and sunny is a joy on any day. When it's a rare Speedster then it doesn't matter what the circumstances or the weather – or the fact that we're thousands of miles from its spiritual home.

You've no doubt allowed your eyes to pore over the photographs and drink in the detail of this car. It's good, isn't it? In fact, in the flesh it's unbelievably good to look at. And perhaps you've allowed yourself the opportunity to dream of owning one. But how many of us get that chance? Not many given Porsche produced them in such small numbers. And given their stratospheric price rise over recent years, that opportunity is getting smaller – not many of us can

afford to spend more than the average house price on a car.

But what are they actually like to drive? Does the experience live up to the looks? And what's it really like to drive a near 60-year-old car on our roads today? We should make this a proper test, not some perfunctory exercise where the engine doesn't even get warm. So a two-hour blast over twisty, hilly B-roads in conditions that aren't ideal, with early 911s snapping at our heels should provide an appropriate challenge, and allow us to extract an insight to the driving experience.

Our journey today is to the hallowed motor racing circuit that is Goodwood, deep in the West Sussex countryside. It's a beautiful spot (famously racing driver Roy Salvadori said 'Give me Goodwood on a sunny day and you can keep the rest of the world') and it's the heart of British (perhaps





world?) historic motor racing. The reason for our visit to Goodwood is to test a 1965 SWB 911, but we'll save that for another day. So what better way to make the journey than in an immaculate and virtually perfect 1957 Speedster?

It's arrived at this condition through a recent and comprehensive restoration in the USA. Chassis #83032 is painted in its original signal red with matching black interior trim and oatmeal carpets. A quick peek reveals its matching stamped '032' hood, doors and engine lid, as well as date-matched wheels and original gearbox – and it's obvious that the car retains most of its factory trim, body, logo'd glass and mechanical components.

It's not the original engine (#64604) – the Kardex reveals that it was purchased new in Germany by military personnel in 1957 but returned to the factory a year later for a

replacement engine. The car is currently fitted with an identical and year-correct engine, #64503. This all means the car somehow exhibits a wholeness that's missing from 'bitsas' restored using different cars as donors and reproduction parts.

It's also obvious that someone who patently knew what they were doing has restored it – panel gap and alignment, the quality of the components and the fit and finish are all perfect. Jim Shoh, the restorer, completed a bare-metal, rotisserie restoration with painstaking and time-consuming attention to detail, and oversaw the sympathetic rebuild of the entire car.

Restoration photos show that the car escaped major rust or accident damage, and it's this, accompanied by its original panels, that really allow the paint to shine. It's also

Speedster interior is an example of minimalism at its best. Who needs anything more than a steering wheel, two seats and a set of pedals?





1957 356 SPEEDSTER

Dashboard and its stylish 'Porsche' badging were unique to the Speedster, as was the waist-level side-trim. Aimed squarely at the US market, it became a hit

nicely finished with its toolkit, jack, date-matching spare, tonneau cover and Speedster side curtains. The car left the factory with rare 'couple' seats that are somewhat uncommon but neither unheard of nor sought after. These have been replaced with original Speedster seats and sliders that look and feel more appropriate to the car.

I slide into the seat with as much aplomb as can be mustered when you leave the hood up and measure over six feet tall – frankly, it's a fairly good impression of human origami. But with the seat back as far as it will go and the slider adjusters wound right down, I've got a decent amount of room. Not quite enough to avoid the 'Speedster hunch' though.

Still, the hood and side screens afford an impressive degree of weather protection and, with the heater knob

screwed all the way in, there's also a lovely blast of heat onto my left leg from the sill outlet that quickly fills the tiny cabin with warmth. It's not a bad place to be for a 60-mile, two-hour cross-country adventure.

Immediate impressions are of a car with virtually no scuttle shake and an impressive sense of being hewn from a single piece of steel. Of course this should be no surprise given it's a Porsche, but it's still impressive given its age and open-top configuration. Speaking of which it must have looked like a UFO back in the early 1950s when these cars first landed on the streets of America.

Today it's no different. Small children stop and point, hassled mums doing the school run are momentarily distracted from their hair-pulling daily grind, and grown men casually afford a long look over the car as they pilot their



modern silver, black and dark blue euroboxes on their commute to the office.

The journey down affords a lovely opportunity to get to know the car. It takes a few miles to get over the fact that it's a significant six-figure car that I'm threading through narrow country roads, but it's tiny in comparison to everything else on the road and blessed with a nimbleness that would shock modern drivers.

This is in large part due to it being exceptionally light, at just over 700kg in homologated factory form, due to Max Hoffmann stipulating a stripped-down cheaper version of the 356 to get sales going in the US. This means single-layer fold-down hood with no insulation, basic side-screens that utilise a peg and hole mechanism for locating them in the top of the doors, and a cut-down front windscreen.

Drum brakes and just 60bhp might seem antiquated and puny but I notice that when I accelerate up a hill, the 1966 911 with an 'S' motor that is accompanying me on the journey has to work hard to keep up. It's not the owner of the 911, as I know he's a keen driver and the car is in fine

fettle. It means that the Speedster is real-world quick, despite a red line of just 4500rpm. Exiting at a T-junction shows up the only flaw, which is significantly reduced visibility because of the side curtains. Otherwise the view out the front and from the rear of the car is magnificent.

We make good progress and I note the fact that the car consumed only a handful of litres of petrol. However the needle is hovering just above empty as we arrive at Goodwood, which will provide some stress on the way home (*Can't you afford a tank of petrol, Steve? – KS*). We park in the paddock with the car shining brightly and proudly amongst the 911s and various other historic race cars.

The return journey is a sharp contrast to our frolic there. It's dark by the time we finish testing the 911 on the circuit and it's started to rain. For some inexplicable reason the sat-nav sends me off in a different direction home and we end up on single-track country lanes barely wide enough for the Speedster, navigating tight, twisty and hilly roads.

The lights work well though, providing enough illumination to drive without the aid of streetlights. How

Type 616/1 engine produces just 60bhp but thanks to the low overall weight (barely 700kg), the Speedster feels quick, even in today's traffic



1957 356 SPEEDSTER

Spare wheel and large fuel tank dominate the under-bonnet space. Rear three-quarter view is arguably the most attractive. Who wouldn't want to own one?

well they would cope on a high-speed run, though, is another matter.

The needle has read empty on the fuel gauge for an age and I hope the reserve tap isn't the exception to everything working as it left the factory. I know it's below the dash and requires a quarter-turn clockwise should the engine cough through fuel starvation, but I'm haunted by the thought of running out of petrol on a deserted and dark country lane.

Some of the lanes are horribly pocketed with potholes and it's difficult to judge their depth because they're full of water – surprisingly the Speedster exhibits a long lost quality completely absent in modern machinery which is suspension travel combined with high profile tyres, so she shrugs off the broken surface effortlessly.

Thirty minutes later we emerge onto a dual-carriageway and make for a petrol station. Once replenished it's a hard charge down the A272 to Paragon, located in Five Ashes, Sussex, who have kindly let us feature the car despite it having been sold the week before. This is a wonderful road when there's no traffic on it and we're blessed with very

little today. There are no heroics but we press on, as the chaps at Paragon should've shut up shop ages ago.

Fast A-roads with plenty of visibility through the corners are this car's best hunting ground and we manage to maintain a lovely turn of speed. The weather has now turned foul with driving rain but the windscreen wipers work and the car remains weather tight which is a real surprise given the side-screens and rudimentary hood.

As we finally pull in and turn everything off, the car sits quietly ticking and clicking from being well exercised. It's a lot dirtier than when I climbed in this morning but I can tell the car has enjoyed itself. I know I have. It's been a titanic drive, certainly more than a gentle amble down California boulevards. I wouldn't recommend driving with the hood up for a round-trip of four hours, but it dispatched the rigours of the journey with ease. I wouldn't hesitate to take it on a road trip to the Mediterranean to find some sunshine... **CP** Thanks to the generous owner for allowing us to drive the car before he did, and to Paragon for making it available for the photos (tel: 01825 830424).





'65 to '68 rear bumper end caps, correct for both 912 and 911, correctly finished stainless steel, includes rivets and molding.



For early 911, '65 to '73, "Square" end muffler tip, manufactured like the original out of brass and with four layer chrome



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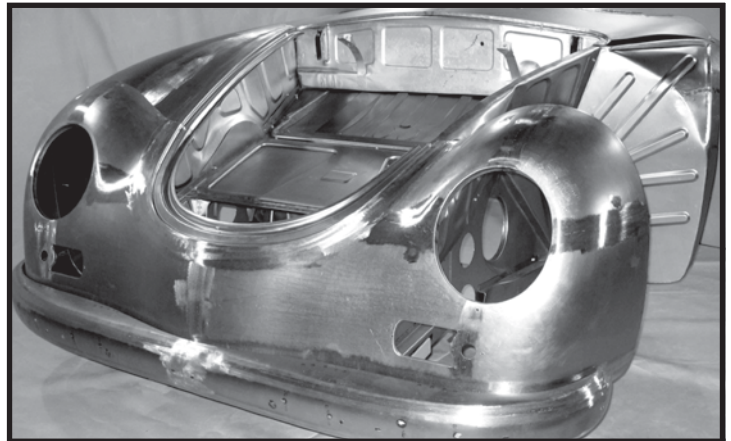
1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct.



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BAHN STORMER!

One of the great automotive might-have-beens is the Porsche-designed Mercedes T80 World Speed Record contender. Constructed in near-secrecy between 1936 and 1939, the outbreak of World War II put paid to its record attempt and it never turned a wheel in anger

Words: Delwyn Mallett
Photos: Porsche Archiv and DM

Mercedes had already set the fastest speed ever achieved on a public highway at 268mph, a record that still stands, but there is little doubt that the T80 would have far exceeded that. Let's go right back to the very beginning...

In early 1925 Hans Stuck, a 6ft 2in, blond, debonair and gregarious gentleman about town, was just setting out on what would become a long and distinguished career as a racing driver, which would earn him fame and acclaim as 'King of the Mountains'.

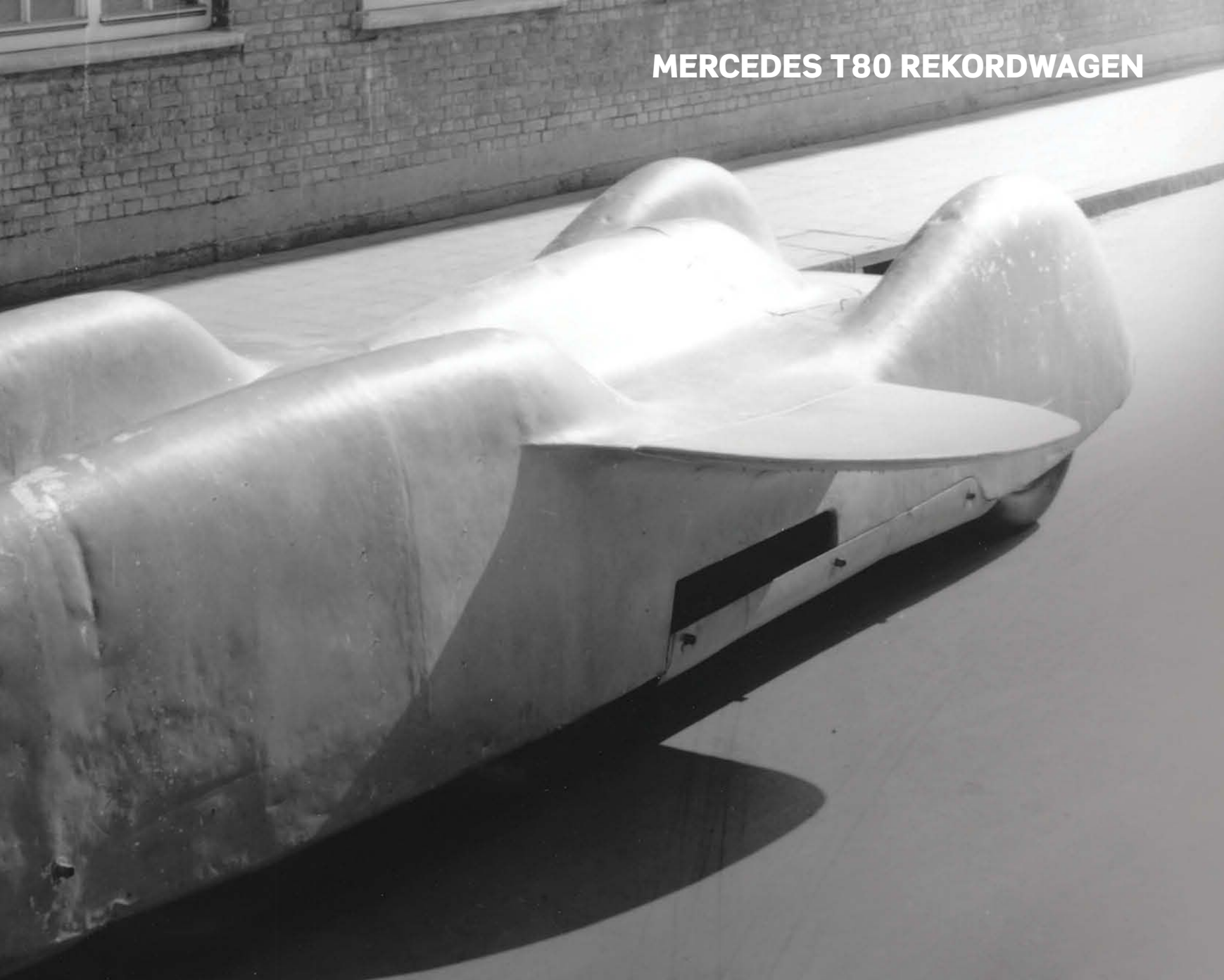
But it was still early days and his days were often spent caring for his country estate and farm, and during his frequent milk delivery runs to Munich he struck up a friendship with Julius Schreck, a chauffeur who shared the same garage he was using. Both keen hunters, Hans was in the habit of inviting Schreck to shoot on his farm. On one

such occasion in May 1925 Schreck arrived and asked if it would be OK if his boss, who was waiting in the car, could join them.

The affable Stuck agreed and he was duly introduced to the recently released from prison (after a failed attempt at a *Putsch*) leader of the National Socialist German Workers' Party, Adolf Hitler. Although at the time, as he later recalled, Stuck was not particularly impressed by the notorious political agitator, the brief meeting would pay dividends for him in the future.

The *Führer ohne Führerschein* (a play on words translatable as Leader without a driver's licence), as Hitler was sometimes cynically referred to, was appointed Chancellor of Germany in January 1933 and, although he didn't himself drive, it didn't mean that he was unsympathetic to the automobile. On the contrary, he had indulged in

MERCEDES T80 REKORDWAGEN



Mercedes' finest since the early 1920s and is thought to have covered a million chauffeur-driven miles while on the campaign trail.

Hitler made a point of meeting with the top car designers, such as Hans Ledwinka of Tatra and Professor Ferdinand Porsche, and the automobile was central to his strategy for winning the allegiance of the German Volk as well as a propaganda tool confirming the country's return to the world stage.

Only days after being made Chancellor, Hitler made a speech at the opening of the 1933 Berlin Motor Show outlining his ideas for a programme of 'National Motorisation'. Vehicle tax was to be abolished, the Autobahn system was to be massively extended, the government was to support a national motor racing team and he encouraged a reluctant motor industry to produce a People's car.

Hitler had been introduced to Porsche at the Solitude race meeting in 1926 when the professor was Technical Director of Daimler-Benz but, after an acrimonious split with D-B in 1928 and a brief spell with Steyr, the Professor had started his own design consultancy in 1931, and he now took the opportunity to telegram the Führer congratulating him on his speech and offering his services.

Three months later Porsche, accompanied by Stuck, was granted an audience with Hitler at which they convinced him that splitting the state subsidy for the national racing team, already awarded to Mercedes-Benz, with the newly formed

Auto Union, for whom Porsche had designed a Grand Prix car, would ultimately benefit the state. Stuck would, of course, be Auto Union's lead driver for the opening season in 1934. (1934 was an important year for Porsche, his Type 22 or P-Wagen took to the tracks and Hitler approved his appointment to develop the Volkswagen.)

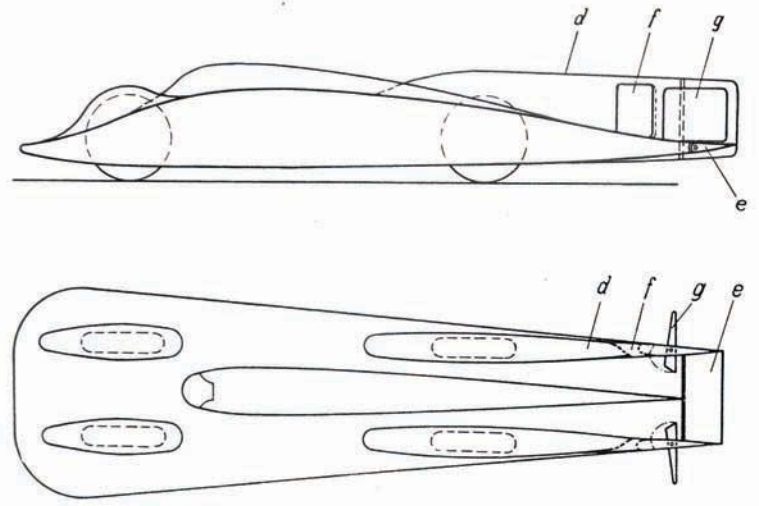
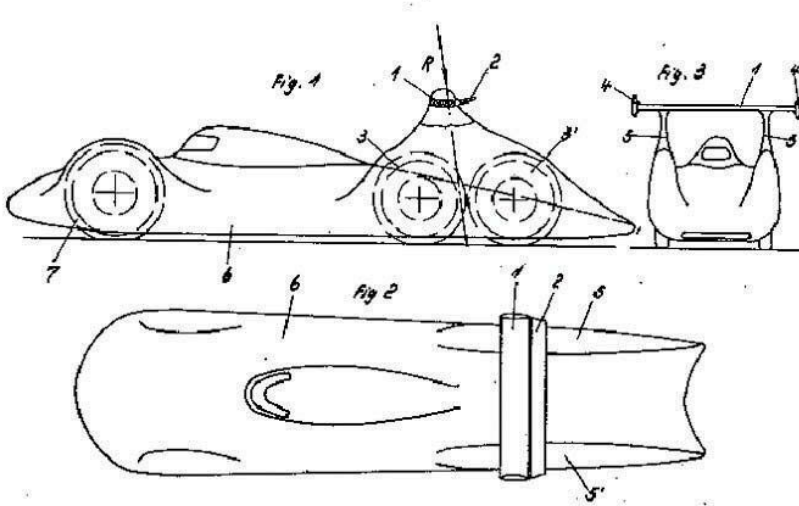
By 1936 Stuck, now 36-years-old (although some speculate that he was actually as much as five to 10 years older than he claimed), was feeling the pressure from his new and phenomenally talented Auto Union teammate, Bernd Rosemeyer.

Record breaking on land, air and water gripped the public imagination between the Wars, generating enormous coverage in the world's press, prestige for the nations involved and adulation of film star dimensions for the men and women risking their lives in pursuit of the title 'Fastest in the World'. Stuck set his mind to becoming the fastest man on earth.

To this end he started to work his network of influential friends. Stuck had been racing Porsche's cars for more than a decade, first with Austro-Daimler, then Daimler-Benz and now Auto Union, and his close friend was immediately on board. He even offered his services for free if the build money could be raised, but also if a suitable German-made engine could be sourced – no easy task.

Malcolm Campbell's 2500bhp Rolls-Royce aero-engined 'Bluebird' had just raised the record to 301.13 mph and

Big, brutal and looking slightly battered-looking, the Mercedes T80 Rekordwagen could have been a world record setting machine, but for the outbreak of World War II



Porsche calculated that to beat it he would need at least that much, but 3000bhp would be preferable. At that time Germany's most powerful aero-engines were producing less than a 1000bhp – but Stuck knew that something was cooking at Daimler-Benz.

Stuck's long time friend and former barnstorming 'mucker' was WWI flying ace Ernst Udet, now in charge of development for the Reich Aviation Ministry, who promised Stuck that he could have the 'loan' of two of the top secret engines under development at Untertürkheim. Initially Stuck was less lucky

plant for a fresh record attempt. The company was already in Standing Start and Distance Record combat with its rivals from Zwickau, who had upstaged them in 1934 when Stuck set a new one-hour record in a streamlined version of their Grand Prix car.

Both companies would devote much time, money and effort in the years leading up to the war, leapfrogging each other to set new Class records. For Daimler-Benz management, who knew that Auto Union had no access to a powerful-enough engine, the thought of upstaging the

Above left: Josef Mickl's patent for a high-mounted wing over the rear wheels, a design which wouldn't be adopted in racing for another 30 years

Above: Mercedes' patent for the T80, showing adjustable stabilisers

“ Ernst Udet promised Stuck that he could have the 'loan' of two of the top secret engines... ”

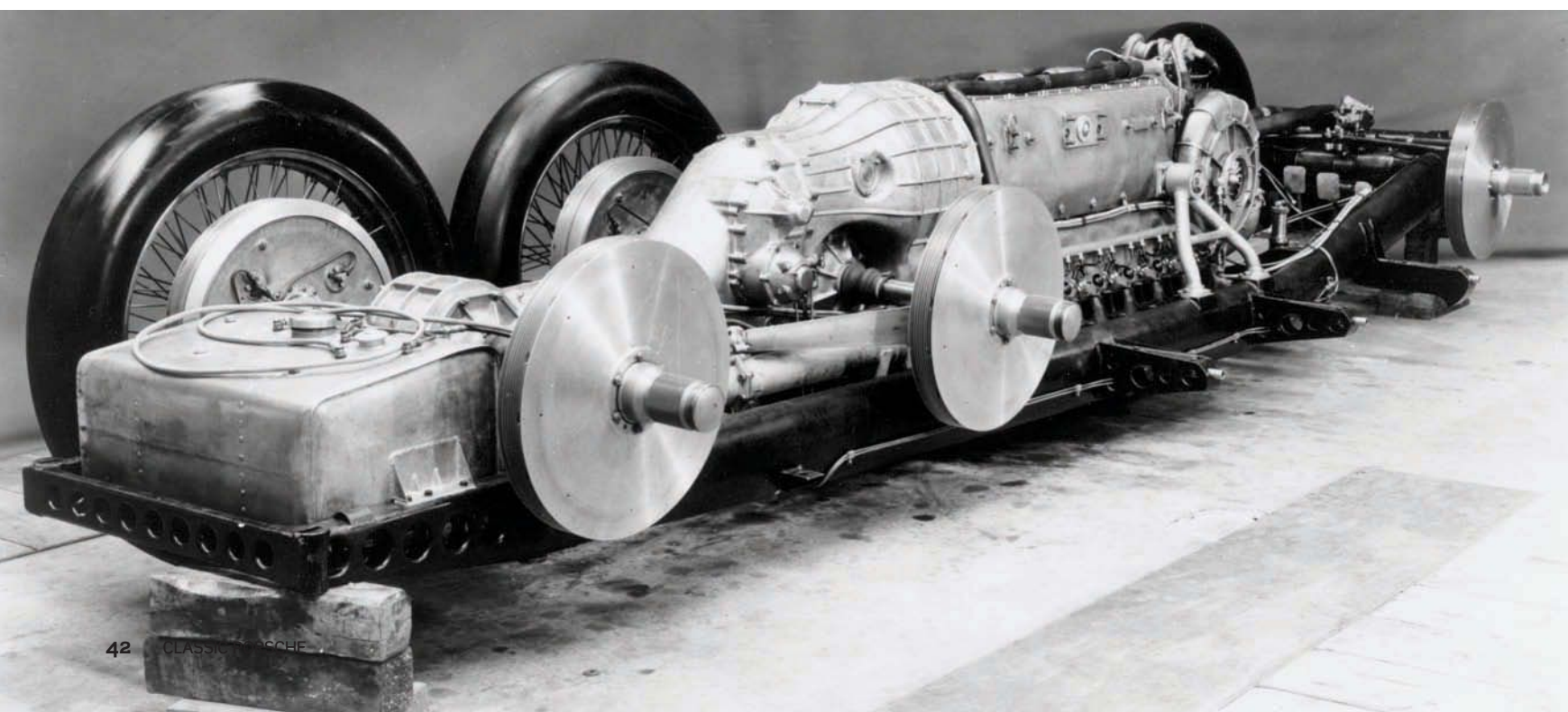
with his efforts to find a company to construct the record contender. His current employer, Auto Union, explained that their racing commitments were already draining the company coffers and a record car project was not on. That left only one other serious option, the company he was racing against – Daimler-Benz.

The request fell on not entirely unsympathetic ears as there was a record-breaking precedent for the company. In 1914 the Blitzen Benz had set the World Record at Britain's Brooklands track and it had been mooted that the company's new aero engine might provide a suitable power

company from Zwickau with the absolute land speed record must have been enticing, and they agreed to build the car to Porsche's design.

All motor sport activity in Germany was conducted under the auspices of the *Oberste Nationale Sportbehörde* (ONS) whose head was the self-proclaimed 'Leader of German Motor Sport' *Korpsführer* Adolf Hühnlein – an arrogant committed Nazi. The record attempt was funded as a propaganda exercise and there was no question that it could take place on anything but German soil – plus it would be too risky to let the top-secret engine out of the country.

Looking more like a railway locomotive than a record-breaking vehicle, the T80 used four driven wheels to gain traction – as well as a simple 'traction-control' system that was far ahead of its time



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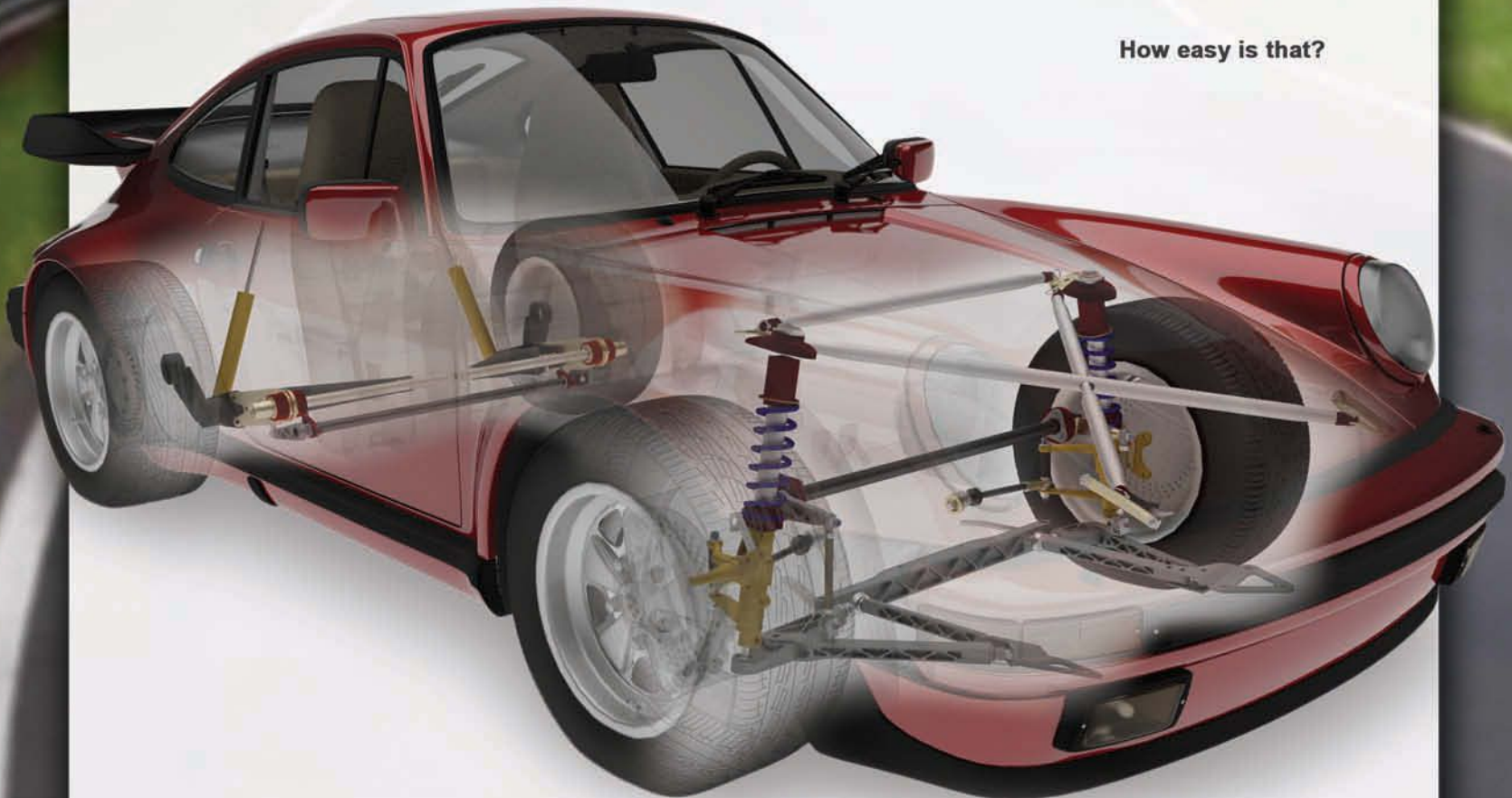
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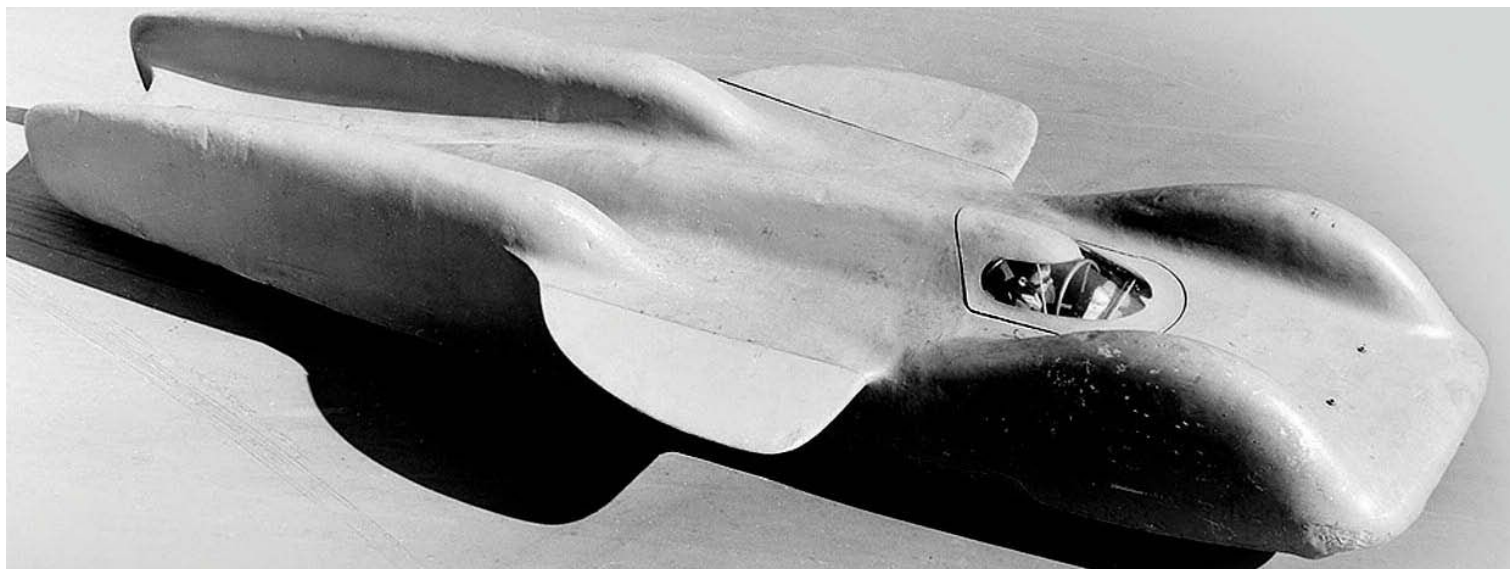
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Mid-mounted winglets were angled down at six degrees to provide much-needed downforce at speed. The increase in drag they would have created was considered a necessary trade-off

This meant that one of the handicaps that the Porsche team had to contend with was the necessity to tackle the record on a public highway rather than the wide-open expanse of the Bonneville salt flats.

The only suitable course for a record attempt within Germany was on a stretch of the new Frankfurt-Darmstadt *Reichsautobahn* where the margin for error on the narrow highway would be zero. (This was tragically confirmed during a record attempt in January 1938 when Grand Prix prodigy and national hero Bernd Rosemeyer's Auto Union was caught by a gust of wind while travelling at close to 270mph, causing him to crash with fatal results.)

Porsche and Mercedes pushed to make the attempt in the USA but Hühnlein was unyielding, announcing that he would simply order the construction of a perfectly level and super smooth 10km ribbon of concrete south of Dessau, near Leipzig, with no central reservation or barrier, providing a carriageway just 25 metres wide. However, given the target speed of 550km/h (343mph), the length was still far short of ideal.

In October 1936, Mercedes supplied Porsche with the specifications of their new engine, designated DB 600 in carburettor form and DB 601 with the experimental fuel-injection system. It was a supercharged, liquid-cooled, inverted V12 displacing 33.9 litres weighing in at 1275lbs and producing 1100bhp. After several months of development, DB reported that the engine's power when pushed to the maximum for use on the ground, where a failure would have

less dramatic consequences than in the air, would be in the region of 2000bhp.

Porsche's initial concept for project Type 80 had envisaged a twin-engine layout then common to most land speed contenders, but with the new information the Professor and his aerodynamic specialist and mathematical wizard, Josef Mickl, reverted to the principal that had resulted in the success of the 16-cylinder Auto Union – big engine in a lightweight car – and drew up plans for a single-engined streamliner.

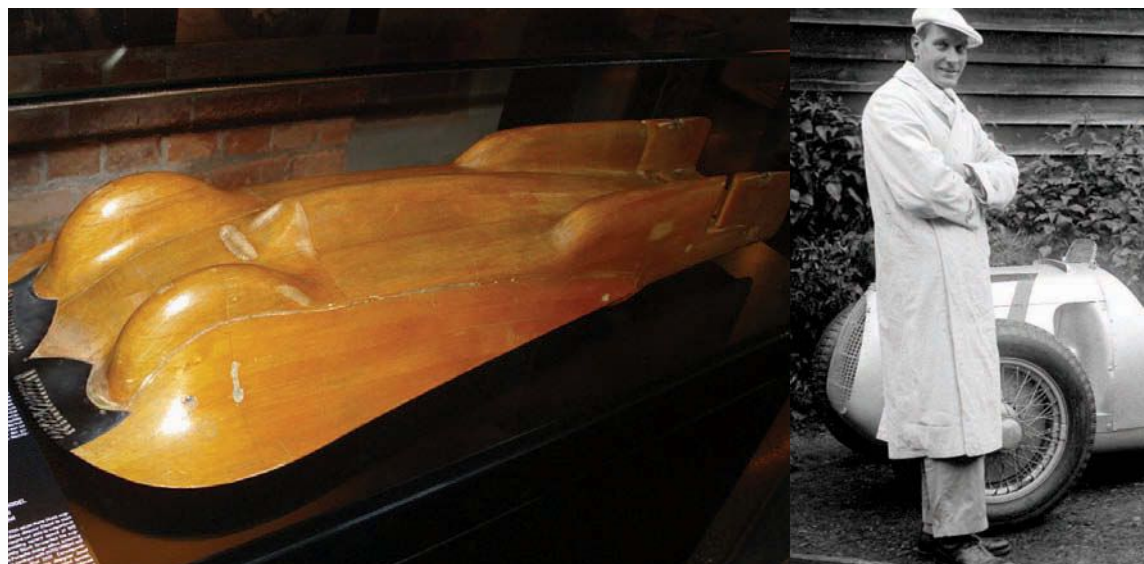
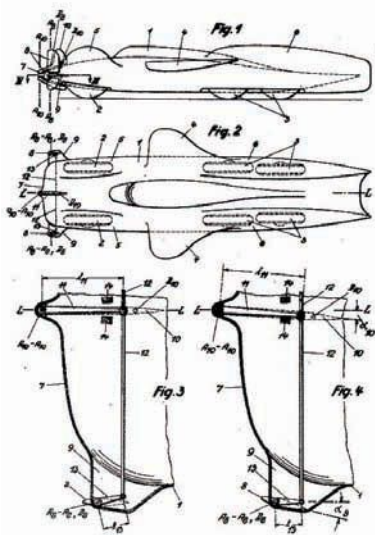
Porsche had calculated that to reach its target speed it would require 2200bhp, but he would be happier with 2500. Porsche obviously felt confident that the D-B engineers could achieve this target. The layout of the T80 was fixed in March 1937.

Meanwhile, in the rest of the world the record breakers were equally busy and Mickl had to resort to some frantic overtime with his slide rule as the record edged upwards.

Britain was as jingoistic as Germany when it came to national prestige, and the honour of being the fastest in the world had become more-or-less an exclusive Brit preserve. Since the Blitzen Benz record (set by an English driver) it had been raised a further 14 times, with only one driver not being from Britain.

Late in 1937, George Eyston pushed the speed up to 311.42mph (501.16km/h), still well within the T80's projected speed, but in August 1938 Eyston fairly flew across the Bonneville salt flats at 345.49mph (556.012km/h). As if this

Below, left to right: another patent drawing from Josef Mickl, detailing the winglets mounted on the nose; Mercedes' wooden wind-tunnel model; Hans Stuck would have been the driver, here posing next to his usual steed, a Porsche-designed Auto Union



MERCEDES T80 REKORDWAGEN

wasn't worrying enough for the Porsche/Daimler-Benz team, less than a month later John Cobb in his Railton posted 350.2mph (563.566km/h), eclipsed by Eyston the next day at 357.5mph (575.314km/h). John Cobb would eventually wind his Railton up to 369.74mph (595.04km/h) in 1939, the last absolute world speed record set before the war. (He added another 24mph to that in 1947.)

Although prospects were looking less favourable for the T80, hopes were revived when M-B revealed that they had a new and even more powerful version of their engine under development. The DB 603 variant displaced an enormous 44.5 litres and was predicted to produce 3000bhp in T80 tune, and was the first and only engine to be fitted to the T80 chassis – although destiny meant that it would never move under its own power.

In many ways the T80 could be viewed as a giant Auto Union Grand Prix car and, at 27 feet long and weighing 2.8 tons, it was big. (Although considerably lighter than Eyston's 7 ton Thunderbolt, it was virtually the same weight as Cobb's Railton, which was powered by two engines.) It seems that the 'big engine, lightweight car' concept had been compromised by the peculiar requirements of running on the autobahn.

Given the restricted length of the 'track', the T80 had to accelerate up to top speed as quickly as possible before the measured flying kilometre and mile sections

and then very rapidly decelerate to a safe speed to negotiate the curve that followed.

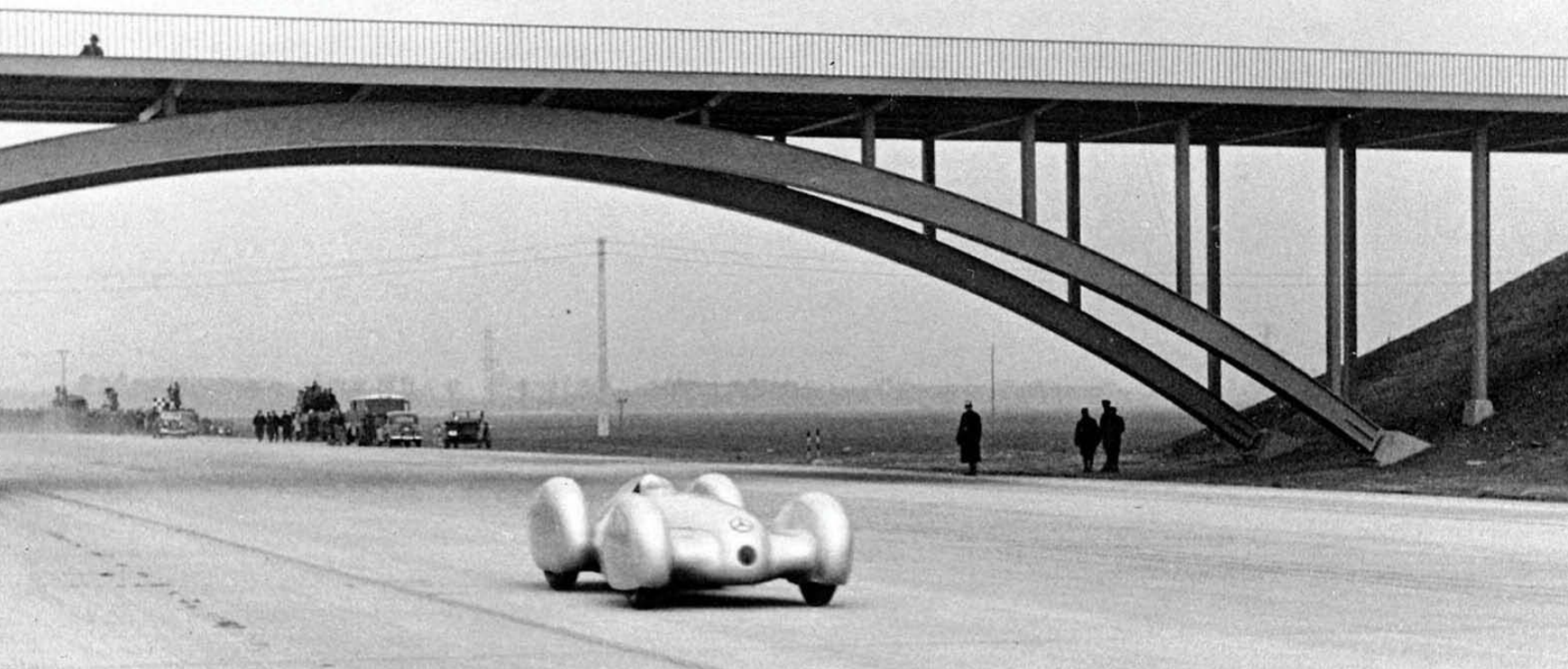
To transmit the power to the road, Porsche and his team opted for four driven wheels at the rear. All six wheels were braked by massive four-leading-shoe 20-inch drums with each shoe activated by its own brake cylinder – 24 in all! Front suspension was by Porsche's patented trailing links and torsion bars and the rear suspension also mimicked that of the Auto Union Grand Prix cars – torsion bars and swing-axles (although there wasn't much swing built into the system as it was designed to run on a billiard-table-smooth surface).

Due to the massive torque of the engine, the Porsche team decided to dispense with a gearbox and to allow controlled clutch-slip to enable the car to gather speed. A specially-designed large-diameter triple-disc hydraulic clutch weighing almost 2cwt operated in an oil mist and progressive engagement was controlled by centrifugal weights. The clutch was designed to lock solid at approximately 100mph, at which point Stuck could put his foot in it without, in theory, experiencing wheel-spin.

Half-a-century before it would find its way on to a Grand Prix grid, Porsche had developed a traction control system. A rear-mounted housing contained gears similar to a rear-axle differential with one gear rotating at the speed of the rear wheels while the other, revolving in the opposite direction, was driven by a flexible cable from a front wheel hub. (For a

John Cobb's Railton Special, seen here at Bonneville salt flats, reset the world land speed record at 369.7mph in 1939. It is debatable whether the Mercedes T80 would have bettered that figure





fuller description of this ingenious device refer to Karl Ludvigsen's *magnum opus* 'Mercedes-Benz. Quicksilver Century'.) A speed difference between front and rear wheels of 500rpm triggered a governor that, via a push-pull linkage, cut the fuel-injection to the engine, reducing the power until front and rear wheels were again synchronised.

If the mechanical side of the T80 was technically innovative, the body was an aerodynamic *tour de force* by Josef Mickl. The Porsche-designed Auto Unions and the Mercedes GP cars had been locked in speed duels since 1934, with the engineers of each company exploring the outer fringes of aerodynamic knowledge, but the T80 looked like a device lifted from the pages of a science fiction magazine.

Apart from attaining the maximum possible speed from the available horsepower, the record car faced two major challenges: staying on the ground and following a straight line. Reducing the frontal area to a slippery minimum was tackled by ensuring the body enclosed the narrow-tracked internals as tightly as possible, resulting in a Cd of 0.18.

Stability was addressed by extending the rear wheel housings into long vertical fins and incorporating two horizontal wings either side of the car at its centre of gravity. Inclined at an angle of six degrees, they would produce vital downforce, albeit at the expense of overall drag. Two features that Mickl patented but which didn't find their way onto the T80 as built were articulated vertical and horizontal fins either side of the nose, intended to counter side winds, and a full-width horizontal wing over the rear wheels mounted on struts well above the airflow over the body, features that would not find their way onto racing cars for another 30 years.

With barely a month to go before the proposed record attempt, Germany invaded Poland and war broke out. Early in 1940, the V12 engine, now required for the war effort, was removed from the T80 and the rolling chassis was parked up.

Miraculously the car survived the bombing and ravages of the war, and was not revealed to the world until after the armistice, when allied inspectors disinterred it and rolled its slightly battered body into the factory yard to be photographed. (Auto Union was less fortunate with nearly all of their Grand Prix and record cars disappearing behind the Iron Curtain, 'liberated' by the Russians.)

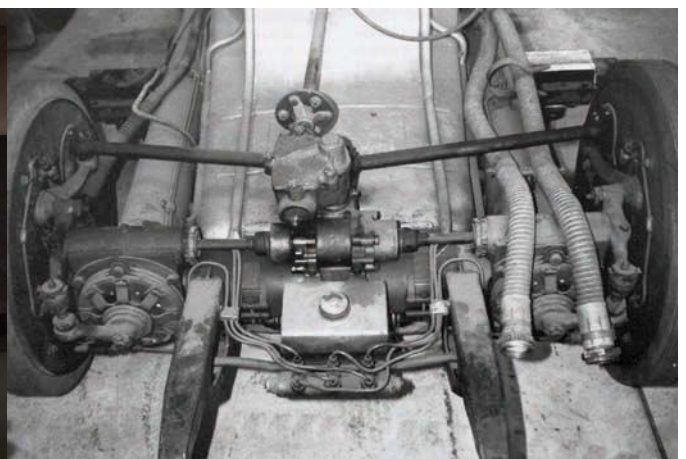
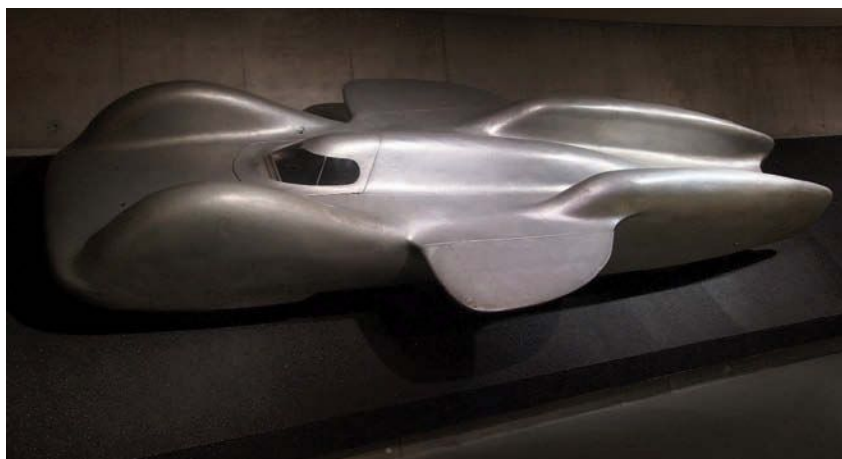
And now, the \$64,000 question. Would it have succeeded? Personally I think not. Not if the authorities had continued to insist on using the *Autobahn*. With the record speed rising rapidly during the design and build process, Professor Porsche and the Mercedes engineers were deeply worried that there was simply not enough room on the Dessau run for safety. On the wide-open spaces of Bonneville, with its long run in and slowing down zones, it might well have achieved its goal but, tantalisingly, we shall never know.

The words of Bernd Rosemeyer, recorded after one of his record attempts, give a vivid picture of the task that would have faced Stuck: 'The most intense concentration is required to hold the car in the middle of the road. The sideblasts of air felt when going through bridges demand instant reactions and after a few minutes the driver's nervous energy is exhausted. The strain of a ten mile attempt is, therefore, greater than that of a Grand Prix, even though it only lasts about two minutes and forty seconds.'

And that was at 225mph. The T80 would have been travelling at speeds approaching twice that! **CP**

Photo shows the Mercedes W154 Rekordwagen driven by Rudolph Caracciola on the same stretch of the Frankfurt-Darmstadt Autobahn at Dessau on which it was proposed to run the T80

The T80 now resides in the magnificent Mercedes-Benz museum in Stuttgart. Sadly it's not possible to examine the engineering details hidden within...



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THE WRIGHT STUFF



We're delighted to welcome on board at *Classic Porsche Steve Wright*, who lists among his collection a 1970 2.2 911S, a 1958 356A race car, a Pre-A project and a fascinating Okrasa-engined 'special'. Watch out for news of his on-track exploits and updates on his garage projects coming your way!

Words: Steve Wright
Photos: Antony Fraser

Porsche 356s, early 911s and vintage Volkswagens have been a part of my life since I got my first car at 15, as my father was into motorbikes and cars from an early age. Basically, I never stood a chance... Over the years I've been fortunate in being able to build a small collection of old Porsches and historic Volkswagens.

Can you have too many cars? Not sure. You can certainly be happy with just one, but in my view it would have to be pretty special to satisfy all those different occasions, opportunities and moods. The collection currently comprises a 1954 Pre-A which is a bare shell and a box of bits, a 356 race car, a 1961 Porsche/VW Special, a 1965 VW Karmann Ghia with detuned drag racing motor, Porsche brakes and five-speed gearbox, a 1966 VW Westfalia camper that is used as the service vehicle for towing the race car, and a RHD 1970 911 2.2s.

It's all housed in an old building that has become a bit of a shrine to old Porsches. Very few people build and race cars alone, and I have forged a tremendous partnership and friendship over the years with Ian Clark at WPS (tel: 07880 311850).

Ian has been tinkering with old VW and Porsche engines since he left school and I reckon what he doesn't know about making an air-cooled flat-four go faster can be written on the back of a postage stamp and still have plenty of space to stick it down!

So to the cars. I spent years agonising over when the right time was to go

racing, and realised that there was never a good time. So in 2005 I started what turned out to be a long, long search for the right car. Gosh, I looked at some rubbish! And some expensive rubbish at that.

My search finally ended with one of the grand old master of US 356 racing, Vic Skirmants. The race cars he owned were too highly developed for FIA-regulated racing, but he did have a customer car that he had built and maintained which was for sale. Happily it fitted the bill perfectly so it meant we got to go racing straight away, but we learned the hard way as we had to develop it at the same time as race it. It meant we learnt double quick what worked and what didn't.

It's a 356A Super originally exported to California on 9 September 1958. She was used as a road car for the first 30 years then prepared for VSCCA racing in 1990 – the VSCCA logbook details exploits at familiar East Coast circuits. Vic rebuilt the car as a Carrera GT, so it includes period correct wire-rolled bodywork (wing and apron edges), aluminium 10-louvre engine lid, Plexiglas side and rear windows, 8000rpm tachometer and VDO gauges, along with a half-loop roll-cage.

Being a Californian car, it was virtually rust-free and retains all of its original numbered panels, and will be returned to its original metallic silver when next rebuilt. We have developed the car extensively over the past three years, in particular getting the bodywork lightened then ballasted in the passenger footwell to meet the



356 is currently undergoing its end-of-season check-over. Alongside it sits the as yet unfinished 'Okrasa Special'. When complete, Steve hopes to take this racing, too. It should be a lot of fun, being so light...

Steve's a happy man when he's behind the wheel of a Porsche, but choosing which car to take out must be a bit of a problem!

homologation weight, which is 780kg.

Ian spent a significant amount of time and effort developing the engine and getting the drum brakes to survive the rigours of endurance racing. And we've also spent a lot of time on the suspension, getting the car to handle as well as the rear-engined layout and primitive swing-axle rear set-up will permit. So to details.

As with any competitive 356 race car, it runs a 912 engine and features a Scat Super-Lite crank, Carrillo rods, Shasta high-compression pistons and barrels to give 1582cc, WPS-ported heads, custom-spec camshaft, Solex 40 P11-4 carbs, a lightened flywheel and competition clutch, and custom front pulley. This is good enough to deliver 176bhp at 7300rpm on the rolling road.

The 741 gearbox has BBAB gears, a 7:31 ring and pinion, and LSD, with a Vic Skirmants Racing camber regulator. Custom-made solid gearbox mounts complete the package. The front suspension includes later (stronger) front spindles and a heavy-duty front sway bar. Braking is by original 60mm GT vented

front drums with competition shoes and 356B GT-vented rears. The car also has a GT centre-fill 80-litre petrol tank.

Old hydraulics, fuel lines and the original birds' nest of a wiring loom were completely replaced... For FIA Appendix K racing a genuine Porsche GT3 Recaro seat, plumbed-in fire extinguisher, Sabelt five-point harness, rain light and electrical cut-off have all been installed.

So why a 356? Well, as some crusty old boy shouted out as we went up to receive the first prize for the Pre-'63 GT RAC Tourist Trophy drum-brake class earlier this year, 'Real men race drum-braked cars!' There's a real satisfaction in making a 356 go fast and we've also learnt that a Carrera GT-specification 356 will outperform a 911 on certain circuits. And why an old Porsche? Well, as Huschke von Hanstein, racing director for Porsche said to Vic Elford on the 1966 Tour of Corsica, when asked 'Where are the spare parts?', he replied: 'We don't have spare parts... Porsches don't break.' Quite.

Let's fast forward to 1970... the year marked a



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WPS-built engine produces 176bhp, thanks to extensive development work by Ian Clark. It features a Scat crank, Carrillo rods and Shasta pistons - and a specially-ground camshaft...

Purchased from Vic Skirmants, the 356A coupé has been extensively lightened and converted to Carrera specification, bar a four-cam engine. Drilled backing plates reduce unsprung weight but, more crucially, aid brake cooling

high point for Porsche – their 917s and 908s dominated world endurance racing and won at Le Mans for the first time. And factory-prepared 911s were the sports car of choice for international rallying and racing.

This was an era when engineers and racers still ruled over marketing men and accountants, and where noise regulations and fuel consumption figures

the increase in stroke the engine's free-revving ability and sound was muted. Sure, the 2.2 required you to stir the cogs more often, but that just meant you got to enjoy the race-derived dogleg gearbox a whole lot more.

My car, chassis 911 030 0948, rolled off the Werks 1 production line at Weissach in March 1970 and was just one of 34 RHD built for the

“This was an era when engineers and racers still ruled over marketing men...”

were as commonplace as truth is when a politician opens his mouth.

The 2.2-litre 911S also firmly established a lineage for Porsche that can be traced through all their road and racing cars: the handling had been tamed without blunting the sharpness, its power-to-weight put the car in the supercar league, reliability was unquestioned and their racing provenance proven.

And, dare I say it, I believe these cars to be better than the later 2.4-litre 911s. Weight went up and with

UK market that year. The car has a continuous and documented history from new, being owned by Adrian Chambers, who was principal and owner of the team that won the British Touring Car Championship in 1972, a BRDC member and chairman of Brands Hatch.

Roger Bray Restorations rebuilt it in 1999, retaining the original silver exterior, black leather interior and matching numbers panels and mechanicals. In 2004, I had the engine rebuilt by Nick Fulljames (Redtek – 01280 841911) who at the

time worked for Autofarm, after it chewed a camshaft. Somewhat fortuitously the next chassis off the production line to mine was a 911ST, chassis 949, which was prepared by Louis Meznarie and driven on the 1971 Tour de France by Jürgen Barth complete with

driven hard all over Europe but will happily do the school run or a posh night out with my beloved. The perfect 911? I think so.

Speaking of my beloved, I forgot to tell my wife I'd bought the Special. There was a lot on at the time, I'd bought a few cars in a short

“ Old Porsches are made to be used, and mine has been driven hard... ”

its psychedelic red and yellow Shell livery.

Nick is a 911 guru and therefore happily rebuilt it to period Group 4 specification, including twin-plug ignition, Carrillo rods, 906-specification fuel-injection, 10.3:1 lightweight pistons and Mahle barrels, and extensive blueprinting and fettling. At 8000rpm it delivers 215bhp and will make the hairs on the back of your neck stand on end!

Now there's a reason you never see old Ferraris anywhere other than in museums or at car shows, they never do any road miles. Old Porsches on the other hand are made to be used, and mine has been

period of time, etc, etc, so it just slipped my mind...

Honestly! We turned up to dinner at a friend's place in another old car and his wife came out to greet us, remarking 'This is beautiful - is this the new car you've bought?'. Of course I'd told my petrolhead friend, who had told his wife, so it was a fairly frosty drive home despite the heater being on!

And so started a long build process with the Okrasa Special, so named because of the brand new TSV-1300 engine. 'Specials' are rare. Ones with Porsche and VW mechanicals even less common. English Specials built using German parts in early post-war

1970 911S was restored in 1999 by Roger Bray and now sports a Nick Fulljames-built twin-plug motor producing 215bhp at 8000rpm - and an exhaust note to die for!





Britain can probably be counted on one hand. But how often do you get to finish the build of a Special (as opposed to restoring one built in period) that was started in the glory era of sports car racing in the late 1950s and that is effectively brand new?

No, I haven't heard of another and so I jumped at the chance when it came up for sale. The car was built between 1958 and May 1961 and was designed and built by accomplished engineer and racer David Small. David owned the Porsche and VW dealership (Barnet & Small) in Farnham, Surrey, and used all new parts from the dealership inventory in building the car.

The car was driven down the old A31 in Alton, in Hampshire, in May 1961 as a bare chassis for shakedown testing, easily seeing 100mph before being pushed into the back of the dealership workshop where it then sat for the next 46 years! Our esteemed editor bought it from David Small years ago, and I purchased it from Keith in 2007. At this point the car had covered just 47 miles!

So a little bit of history on Okrasa. After Volkswagen

had been rescued from the ashes of the Second World War, three individuals began using Volkswagen mechanicals as a basis for hot-rodding and racing. Denzel, a formidable racer himself before the war, built almost 300 potent sports cars, culminating in the outright win of the 1954 Alpine Rally. Dr. Porsche, who immediately post-war clothed VW mechanicals in an aerodynamic body and then obviously went on to bigger and better things, and Gerhard Oettinger who in 1951 formed Okrasa.

His company specialised in performance parts for the VW engine, soon becoming the default engine provider for sports cars built by coachbuilders such as Dannenhauer & Stauss and Rometsch. So good was Okrasa that they even got the blessing from Volkswagen themselves, ultimately being homologated for racing.

I plan to complete what was started all those years ago and then take the car racing. It might not have a huge amount of power, but it's fairly lightweight and should hopefully handle well. I'll update you on progress as we continue the journey! **CP**



Steve Wright (left) with Ian Clark - they share driving duties on Steve's 356 (above, at Castle Combe), with Ian carrying out the mechanical preparation. It's a team that's starting to make its mark... Okrasa-powered Special (right) now awaits its handmade aluminium body. Wooden formers establish shape

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Tangerine Traveller

They say it's a small world and when Tim Barker read the 'Kenyan Memories' feature in issue #22 of *Classic Porsche*, he recognised his very own car from one of the period photographs. Peter Pocket takes up the tale of a 911T/R found 'resting' in Uganda

Words: Peter Pocket

Photos: Di Bowser collection;

Ann Sargeantson collection; Tim Barker



In a previous *Classic Porsche* article ('Kenyan Memories', issue #22), I wrote about the inspiring careers of a pioneering British couple, Gordon And Di Crow, who had resurrected the Porsche dealership in Nairobi, Kenya in the late 1960s.

Through frequent conversations with Di that were necessary to keep the time-line right, I found that by the time I had finished the article, and 'Kenyan Memories' went to press, it was as if I had lived right alongside the Crows, sharing their trials and tribulations – even jubilations – that had ranged from their interactions with iconic Porsche personalities such as Jürgen Barth and Sobieslaw Zasada, to the loss of Gordon's eye and the tenacity that the

staged, and this inaugural event was won by the Kenyan team of Rob Collinge and Anton Levitan. Unlike the original edition, it is staged every other year and continued to attract drivers of the calibre of the late Björn Waldegaard who won the event twice, partnered by his son Mathias.

The famous father and son duo enjoyed a further separate and unique distinction in having been the only non-Kenyans to have won the event twice in its six editions, thereby breaking the stranglehold the Kenyans would otherwise have had. Their most recent victory was in 2011, where, unsurprisingly, but poetically, they drove a Porsche 911.

It is interesting how, looking at the results of both

“Looking at the results of both events, the rally is dominated, in the main, by Kenyan crews...”

In full flight, and still wearing its factory licence plates (left), Peter Sargeantson's 911T/R in its heyday. Today, that same car is undergoing a full restoration (below) under the ownership of Tim Barker in the UK. The car was discovered in Uganda

Crows displayed in dealing with that and many other challenging events along the way.

This is not to mention a host of eclectic folks who shared the Crows' passion for racing, be it on two or four wheels, track, road or through the countries of Kenya and Tanzania that host a diversity of eco- systems ranging from the Mimosa/Acacia plains that are Kenya's Savannah woodland country, to the contrasting domains of rainforest and desert shared by both countries. All of this in a gruelling event which we know as the East Africa Safari Rally.

In 2003, to commemorate the fiftieth anniversary of the original rally, the East African Safari Classic Rally was

modern event and and the classic version, the rally is dominated, in the main, by Kenyan crews. Fair enough, the Kenyans can practice on their doorstep, but it shows, nonetheless, the presence of a very strong multi-ethnic rally culture in the country.

In the context of the timeline of this article and for readers who missed 'Kenyan Memories', it is the victories of the Waldegaard/Helmer combination in the 1969 and 1970 editions of the Monte Carlo Rally that really put things in perspective. It is these victories, along with local Kenyan driver Peter Sargeantson's 64-second lap in his Porsche's debut at Embakasi (Nairobi), and then at Nakuru



with firsts in the 20-lap championship race, the pit-stop race, and the five hour scratch race, that Gordon Crow used to good effect in promoting the Porsche marque in the East African Standard newspaper.

Peter Sargeantson was a British expatriate policeman who had seen service in the Mau Mau, or Kenyan Emergency, rebellion. In 1968 he purchased a Porsche 911T/R that was ordered by Kenyan Porsche agent Gordon Crow, who had secured what would prove to be a highly sought-after car. Peter collected it from Stuttgart in the company of his very supportive and equally enthused, if slightly bemused, wife Ann.

She recalls, with animation and humour, how the receptionist fussed over Peter and placed some documents for his signature at an unusually low level – especially given the top that she was wearing was, shall we say, ‘flattering’. In Ann’s words: “If Sargeantson had been impressed with the reception and everything on display, this was nothing compared to the receptionist...” Noting his perplexed expression the receptionist asked him if he was hot and brought him a cold Coke in a frosted glass – but nothing for Ann!

Not to be outdone, Ann later returned the favour by accepting an invitation from an SKF representative, whom they had that day befriended, to join them for dinner, as his associate was unwell. A delightful evening ended with Ann being serenaded

and presented with a beautiful bouquet of flowers.

One interesting ‘secret’ shared by Ann: not a person, including the car’s new owner, knew that before the Porsche was shipped to Mombasa, it had been ‘blooded’ at no fewer than six UK venues in barely as many weeks! These would include Harewood, Mallory Park (twice), Crystal Palace, Thruxton, Brands Hatch and Elvington.

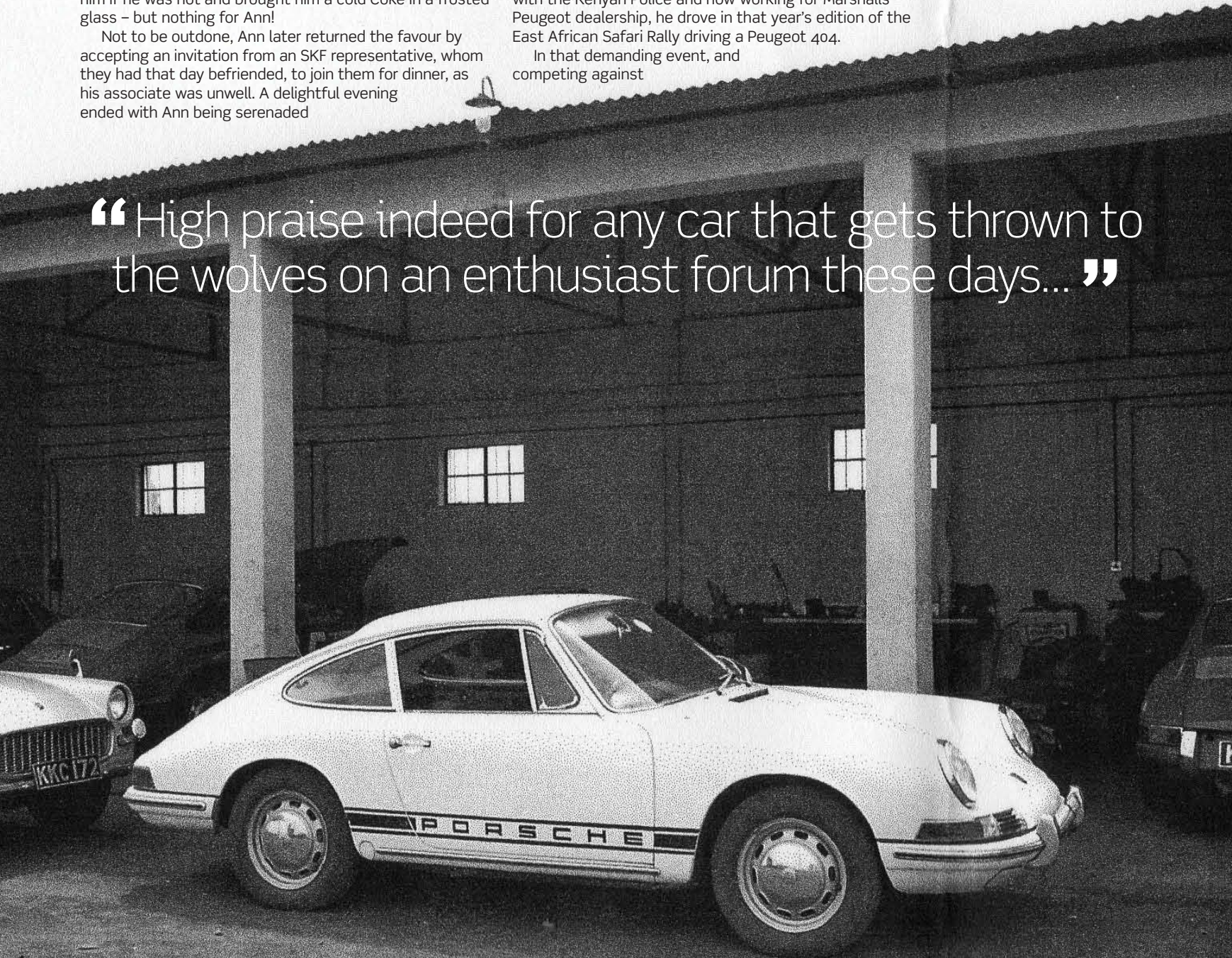
These earliest outings included sprints, hillclimbs, and circuit races. The only venue where the car was found to be wanting was Thruxton. Here, the high speed nature and tightness of the course didn’t suit the gearbox ratios, which were better suited to courses like Harewood (hillclimb) and Elvington (sprint), along with the tighter race circuits.

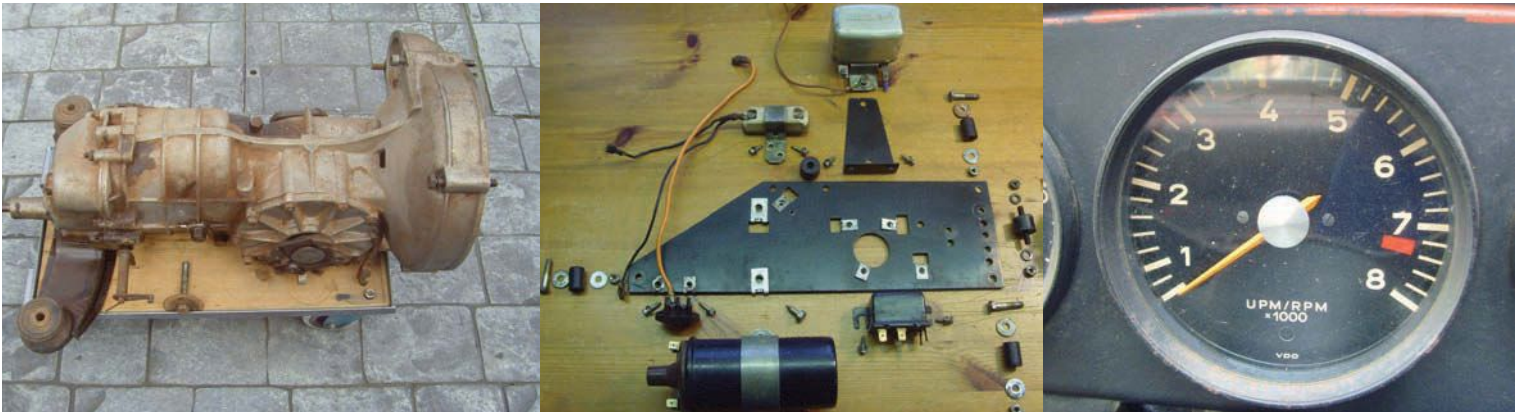
Prior to taking factory delivery of his tangerine Porsche, Peter had raced at the two Kenyan circuits of Nakuru and Embakasi with great success. This was at the wheel of MGAs (‘breathed on’ and supplied by MG’s Competition Department man, Marcus Chambers) and an HWM Alta-Jaguar. In 1964, having completed his contract with the Kenyan Police and now working for Marshalls Peugeot dealership, he drove in that year’s edition of the East African Safari Rally driving a Peugeot 404.

In that demanding event, and competing against

It was this photograph that made Tim Barker sit up and take notice. The 911 on the right, with its distinctive twin-megaphone exhaust system, is the very same car he had purchased some years earlier

“High praise indeed for any car that gets thrown to the wolves on an enthusiast forum these days...”





the likes of Eric Carlsson and Vic Elford, he earned a second in class in a field of 94 starters, of which only twenty one drivers finished. It was an astonishingly low survival rate of just 21 per cent, but perhaps not surprising given the gruelling conditions! Ann Sargeantson relates how Peter's performance in that rally would win Peugeot the team prize. Accordingly, company head Roland Peugeot would present each Peugeot team member with a Jaeger-LeCoultre watch in recognition of this fine achievement.

Lucy Cardwell, the lady who had raced the Crows' 550 Spyder prior to Di Crow, was a member, together with team mate Gerry Davies, of the 1968 East Africa Safari Rally's illustrious 'Magnificent Seven' finishers, completing the rally where 86 entrants did not even finish. On that occasion we are looking at a survival rate of just seven per cent!

Di Crow remembers Peter and his wife, Ann, well – after all, Peter and Gordon had shared driving in a past Nakuru 10-lap race. They would also camp overnight at the two venues, allowing them two full days to indulge in their racing. Di's description of Peter as being 'larger than life' is appropriate given his propensity to live life, like Gordon, to the full.

That largesse even extended to flying where, having qualified as a PPL in a Piper Colt, he spent many hours together with Ann in a Tiger Moth called 'Miss Kenya'. Today 'Miss Kenya' lives on at the Shuttleworth collection in Bedfordshire.

Sadly, as does happen to many a friendship, people split up to go in different directions, and once the Crows had relinquished their tenure on the Porsche dealership (following the merger with VW), they headed back to England along with their venerable 550. With them went

their memories of the Sargeantsons.

When Porsche itself lost all records of the cars dispatched to Kenya, that further compounded the challenge of anyone ever following up on Kenyan memories, tracing the Sargeantsons, or that tangerine Porsche, which bore the original Zoll registration 428Z-3914 – or KGT 345 in its later years.

I genuinely believed that I had hit the wall as far as Kenyan Porsches went; but the serendipity that had laced my writing, starting with a chance meeting with Di Bowser in 2012, would prevail. Issue #22 of the magazine was not yet on the streets when I received a congratulatory mail from a UK-based reader, Tim Barker.

Being a subscriber, Tim, who lives in Cheshire, had received his copy early and was spellbound to see that the car sporting its factory-fitted dual megaphones bearing Kenyan registration number KGT345 (see photo opposite, to the right of Sobieslaw Zasada's own rally-prepared 911) was none other than his own car purchased some years ago! It's currently undergoing a hands-on sympathetic restoration that will bring KGT 345 back to the spirited example that it was when first it competed in Kenya in 1968. To Tim's delight, Di Crow confirmed the car in the photo as indeed being Peter Sargeantson's original car.

Subsequent conversations with Tim revealed that he has a healthily focused fascination with the history of both his car and its previous owners, and has gone to lengths that range from active participation in the Early 911 Registry forum to networking with relevant clubs, such as the Sables Motor Club in Zimbabwe, among whose ranks is Conrad Rautenbach, a past winner of the EASR (in 2007, with Peter Marsh in a Subaru Impreza).

Tim Barker is keen to carry out a very sympathetic restoration and has begun to strip the car down, discovering along the way that it still retains many of its original components

The T/R, in the hands of Peter Sargeantson, was a very successful race and rally car in its day. Gordon Crow used it extensively in his advertising copy, helping to promote his Porsche dealership

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GET AHEAD WITH A PORSCHE
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Peter Sargeantson (above) was an experienced driver, competing not only in his 911T/R, but previously also in an HWM Alta-Jaguar and an MGA roadster

It's a classic example of enjoying the journey as much as the destination, which, in the case of the restoration of Tangerine KGT345, is still a long way on the horizon.

Through corresponding with Di, Tim feels that there is a lot more of his car's history still to be unearthed in Kenya itself and remains convinced that there is something awaiting him 'gathering dust in someone's attic'. In the absence of any further input from Porsche – something which Tim finds extremely disappointing – that feature in issue #22 provided him with a vital link to Di Bowser, who assisted him in establishing an even stronger provenance for his car.

As the relatively new owner of the tangerine Porsche, Tim Barker, having worked on projects prior to this, is no stranger to the enticingly rewarding world of Porsche restoration, and, in his quest to find a new challenge, he found the 1968 911T/R – one only 35 such models believed to have been built – in Uganda. The owner of the car, an expatriate Englishman who, by the strangest of coincidences, hailed from the same Yorkshire town as Tim, was planning to ship the car home for restoration; he had initially invited Tim to have a look in on the restoration process but ended up selling the car to him!

In terms of provenance and character, the tangerine car was just what Tim was looking for, and he had acquired the car for the right reasons. He had no intention of restoring the car to sell on, and this had put many specialist restorers and dealers out of contention for the purchase of KGT345.

From his detailed posts, of which there are many, on

the Early 911 Registry forum, it is clear his approach has been fastidious. He won't compromise on his plans for the car's restoration; work such as the refurbishment of instruments and the gearbox rebuild is undertaken by selected specialists, but wherever he can leave his own signature, he will.

His succinct thread on the Registry, where he says it will not be a case of, 'passed to specialist, phone me when it's ready', is fine testament to that. He admits though, that his contribution to the car's restoration, apart from a substantial financial one, is more on the detail side of the undertaking, an aspect with which he is very familiar.

Looking at the work Tim has done himself, the image of a wonderful combination of balance and respect for his car's history, while ensuring that the car can be safely raced at any time, emerges. And that also goes along with TV showman and celebrity Jay Leno's definition of a sympathetic restoration: 'Make the car safe and usable without full restoration.'

Sometimes though, bare-metal bodywork needs to be undertaken, and in this case that will be done, as some years ago the Tangerine Traveller's hips were widened to accommodate wider tyres. This can be evidenced in the photos. The work Tim does, or has done on the car, is dependent on time and available funds and he feels that, although the car should be on the road a year or two before then, he will take part in the Harewood hillclimb in June 2018 to celebrate the fiftieth anniversary of his car's very first competitive outing, at the very same venue – and in the capable hands of one Peter Sargeantson. **CP**

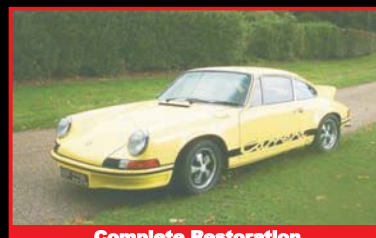
It's Tim Barker's aim to restore the car to its former tangerine glory. At some point in the past, the rear fenders were widened to accommodate fatter wheels and tyres, but these will be returned to stock, as seen here



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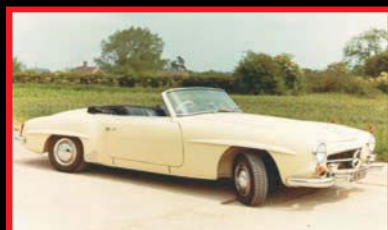


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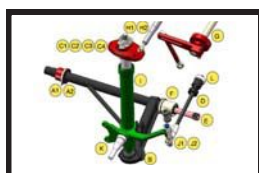
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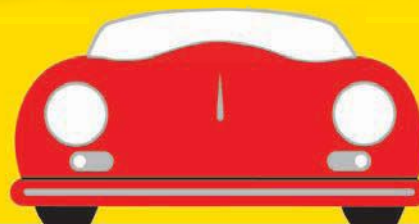
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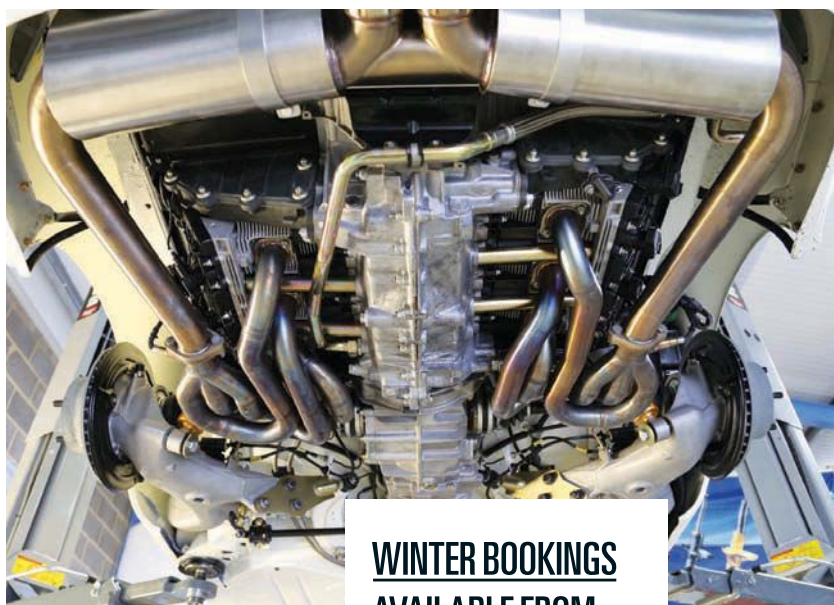
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CANADIAN EXPRESS

After falling in love with Porsches at an early age, one Canadian enthusiast owned a succession of later 911s before finally deciding to build his own dream machine...

Words & photos: Stephan Szantai



I guess you could say I was a child of the '70s', concedes the car's owner, who wishes to remain anonymous. The hero of our tale, born in 1969, remembers sticking a poster of a white 930 Turbo on his bedroom wall as a teenager – the same wall featured the requisite pictures of Farrah Fawcett and Bo Derek, too. But growing up in a small Canadian town two hours from Alaska, supercars and supermodels seemed pure fantasy, in a world of hard-working people and pickup trucks...

A rather unusual encounter later had a profound influence on our Vancouver resident, as he explains: 'One day, as I was riding my bicycle, I came across a bright red Porsche SC gassing up at the lone gas station in my part of town. I immediately went over to engage with the owner, only to discover that he was some kind of James Dean character who had driven his car all the way up the

coast from Southern California. And to top it off, in the passenger seat was a decidedly non-mountain woman with flowing blonde hair. I was in love with everything – the car, the woman, the adventure. I decided then and there that one day I would have all three...'

For his 30th birthday, our man purchased a Forest Green 1993 964 Cabriolet with tan interior, which the previous owner had lowered and equipped with a sport exhaust. 'It was perfect, it was exhilarating', he comments. An Arctic Silver 1997 993 Cab (with Ruf accessories) and a 2011 triple-black 997 followed over the next 15 years. The few in-between periods without owning a 911 were simply filled with a constant longing to own one again.

In early 2012, he finally set on building his own 'ultimate' car, which had to abide to specific requirements, as he clarifies: 'It had to be a daily driver, not a garage





“The best local talents would team up to build an idealised 911, with all the best features...”



queen. I also wanted the aesthetic of the early '70s models, the mechanical reliability of the late '80s and the performance of the modern day cars.'

He found the perfect donor, in the shape of a low-mileage Guards Red 1989 3.2-litre Carrera, imported from Tokyo by a highly-regarded expert in air-cooled Porsches, Alex Trittenbass of Eurosport Imports Ltd. (North Vancouver). In fact, Alex had grown attached to the coupé, keeping it as his personal vehicle instead of listing it for immediate sale.

Paint and bodywork ace Barry Guscott of Werke 1 Ltd teamed up with Scan Automotive, to make the new owner's vision a reality. Scan Automotive began restoring and servicing VWs, 356s and 911s about 25 years ago, although Porsches represent the bulk of the business today, under the watchful eyes of James Daniels and Andy Haglund. Ultimately, these two gentlemen and their crew handled the disassembly, reassembly and mechanicals of this ambitious project car.

'The owner of the '89 Carrera has been a Scan customer for years and even sold me one of his 993s a while back', remembers James. 'About three years ago, he called and asked about building a hot-rod 911, as he didn't find the modern offerings involving enough. I had already been contemplating these types of projects and a plan quickly came together. The best local talents would team

up to build an idealised 911, with the best features of the 1970-1989 cars.'

Although far from being a replica, the vehicle was loosely inspired by Steve McQueen's 1970 911S, made famous by his movie 'Le Mans', starting with the choice of colour. The deception went a step further by replacing some of the 1989 tin with new, original Porsche panels, necessary to properly back-date the coupé. These components offer the best fit and finish, thereby making this involved 'long-nose' conversion easier.

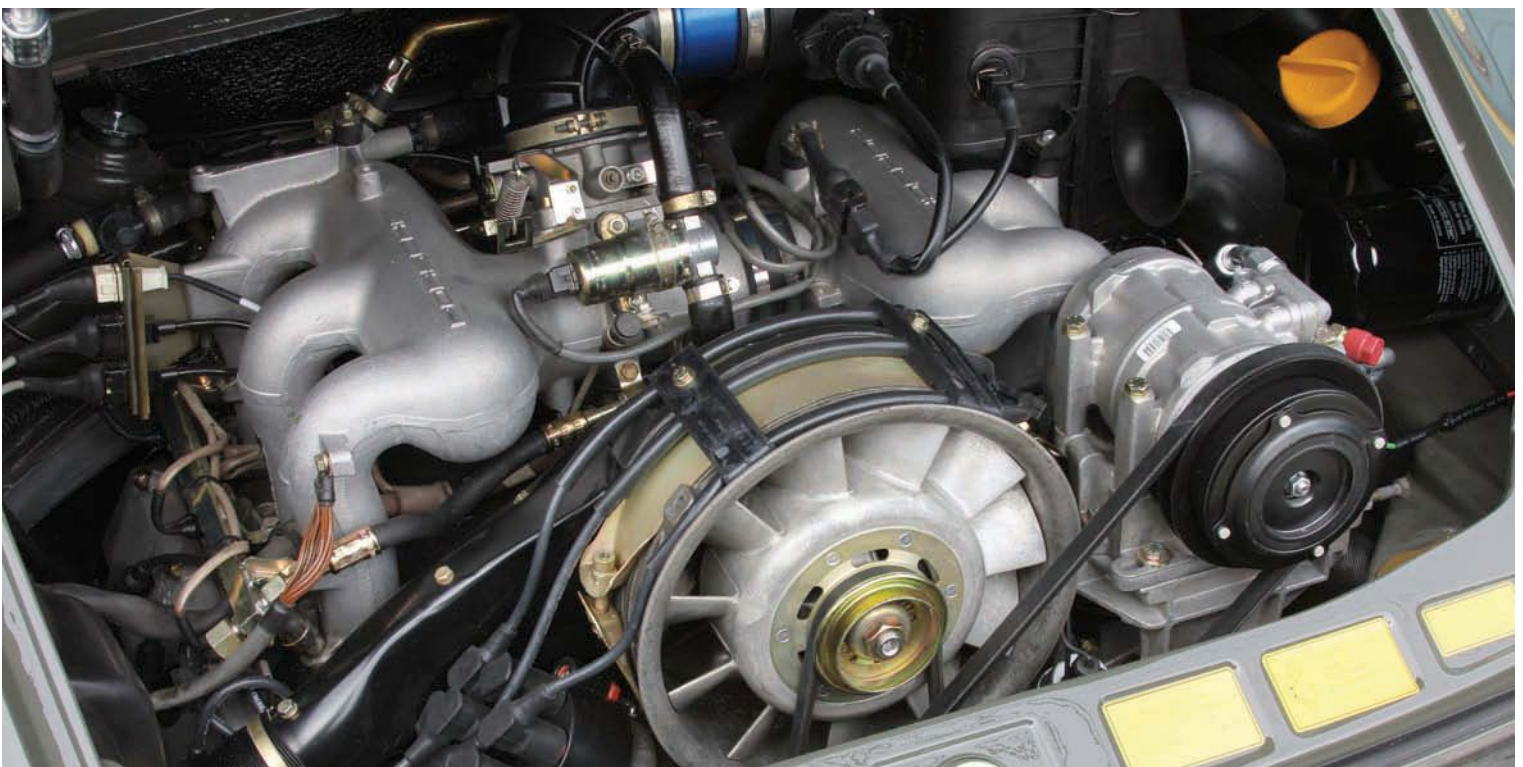
Barry Guscott did marvels with the bodywork; after all, he knows a thing or two about the trade, having restored concours winners at Pebble Beach and Villa d'Este. Barry and his customer worked together on choosing the best custom-mixed colour, close to McQueen's beloved Slate Grey. Note that the trim was replaced with brand new parts where possible.

The chassis received plenty of attention as well. Walnut blasting revealed an undercarriage in good shape, making the restoration easier. Thorough detailing, paint and cad-plated parts brought the unit to the next level - things started to look really good! With the idea of improving the handling, Scan went to work by correcting the bump steer, plus fitting four Bilstein shocks, reinforced sway bar mounts and Jerry Woods sway bars.

Efficiently stopping the vehicle relies on Porsche 930

Pacific Auto Trim stitched the houndstooth Recaro sports seats. A Moto-Lita steering wheel adds a period touch. Underbonnet detailing is exemplary

Carrera 3.2-litre engine is largely stock, but runs g64-spec camshafts, along with FVD mass-sensor, SSI heat exchangers and a Dansk sport muffler





Fikse wheels measure up at 7J and 9Jx17 - these Fuchs-style rims are similar to those used on the bespoke Singer 911. Attention to detail is enough to put a smile on anyone's face...

brakes at all corners, used in conjunction with Brembo rotors and custom hats up front, while the installation required modifying the calipers in the back. The 'Fuchs-style' Fikse rims might seem familiar to some of you, as they also equip the well-known Singer Porsches. Measuring 7Jx17 and 9Jx17, they run 205/55 and 255/40 Michelin Pilot Sport A/S 3 radials.

The 3.2-litre engine remains mostly stock for now, although Scan's Andy Haglund made a handful of changes, starting with the 964-grind camshafts. Other alterations include an FVD mass-sensor conversion, SSI heat exchangers and back-dated heater piping, used in conjunction with a modified Dansk sport muffler. The crew beautifully detailed the engine and installed NOS parts when possible. Ponies travel through the meticulously redone 1989 G50 gearbox, fitted with new axles and a Quaife ATB differential. Upgrading to a 3.6-litre powerplant might happen in the near future, too.

A view of the cockpit reveals a layout inspired by the early '70s 911s, thanks in part to the houndstooth upholstery stitched by Pacific Auto Trim. It covers rare original Recaro single-locking seats (which James scored through an Internet ad), restored and modified to fit the

Carrera pan. The aforementioned shop additionally handled the custom door panels dressed with leather. More of the same material wraps around the dash, fitted with instruments modified by Hollywood Speedometer - note the 'Heuer' clock to the right.

Other interior amenities include a Moto-Lita steering wheel and the original headliner, still in excellent shape. It remains one of the few original parts left on the car! All along, components which did not appear fresh were either replaced with new or NOS equivalents. Yes, you can say that Scan's grey 911 looks like it rolled off the assembly line yesterday.

Ultimately, the result is a vehicle combining a 'Deluxe' trim with a 'sports purpose' feel. James adds: 'Over a 30-month period, we went through many direction, style and concept changes, but they led to a better "ultimate" 911. The car actually drives impeccably and looks far better than it ever would have from the factory.'

The owner of the beast agrees, praising both James and Andy in particular: 'For months on end, Andy was exclusively committed to the build, ensuring every detail was perfect. Thanks to the team at Scan Automotive, my ultimate Porsche had been born!' **CP**

Inspired by Steve McQueen's famous Slate Grey 911S, this backdated 1989 Carrera features what the owner believes to be the best of all worlds: early looks with later reliability...



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SHE STOOPS TO CONQUER

Privateer Richard 'Dickie' Stoop took delivery of his 904 Carrera GTS in March 1964. Paul Davies takes a close look at this, the first 904 in the UK, while Andy Prill tells us what it's like to drive Porsche's last real road-racer

Words: Paul Davies
Photos: Michael Ward



We can thank the regulations. With a required production run of at least 100 cars to qualify for classification by the FIA, international motor sport's governing body, as a 2.0-litre GT, Porsche took the step to make the 904 into a customer race car that could be road-legal. The result, officially known as the Carrera GTS, was a complete machine; beautiful, competitive, and roadworthy.

Perhaps it wasn't a 'shopping' car, but second place on the 1965 Monte Carlo Rally demonstrated it could be used on public roads, and many private customers took the decision to register their car for road use. When James Richard 'Dickie' Stoop collected his 904 from UK Porsche importers, AFN Ltd, it carried the same 'YOU 4' identity previously displayed on his also road and race 356 Carrera GS/GT coupé.

I don't know if Dickie ever went shopping in this dark

green 904 (Irish Green to Porsche, but always British Racing Green to any UK enthusiast) but he certainly went racing, the enthusiastic and successful amateur competing in nine races and hillclimbs before transferring the registration to a newer Porsche – his 911S.

We can thank RM Auctions for bringing, via Paris and its new owner, YOU 4 back to England, and helping to unravel its history. Also we are indebted to Porsche expert Jürgen Barth for his investigations into the car on behalf of RM, also to Andy Prill, for allowing us access to the machine whilst in his technical charge at Maxted-Page and Prill.

The 904 development story was recounted in the previous issue of this publication, but for new readers (and welcome to you!) here's the briefest of re-caps. Manufactured for the 1964 model year – and making its race debut in February as a prototype at the Sebring 12



SPECIFICATION

Porsche 904 GTS
Chassis No: 904-045
Engine No: 99-034

Chassis: Sheet metal tub with outer longitudinal boxes and cross-bracing

Body: Two-seat coupé, glassfibre moulding by Heinkel bonded and bolted to chassis

Engine: Mid-mounted Type 587/3. Aluminium, air-cooled four-cylinder '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 46 IDM carburettors. Bore/stroke: 92mm x 74mm. Capacity: 1966cc.

Power: 180bhp at 7800rpm

Transmission: Porsche Type 904 five-speed gearbox mounted at rear. ZF multi-disc clutch and limited-slip differential

Suspension: Front - unequal length wishbones, tubular shock absorbers with concentric springs and anti-roll bar; Rear - twin forward-facing radius rods, upper and lower wishbones, tubular shock absorbers with concentric springs and anti-roll bar

Steering: Rack and pinion

Brakes: Dual circuit with all-wheel ATE-Dunlop disc brakes, 274mm (10.8ins) diameter front; 280mm (11.3ins) diameter rear
Wheelbase: 230cms (90.6ins). Weight: 650kgs (1430lbs)

Hours, where it attained a class win, following this a month later as an homologated GT with outright victory on the Targa Florio - the 904 Carrera GTS was the replacement for the highly successful 550, 550A and 718 Spyder series of purpose-built customer/factory racers.

Like the Spydres, the 904 placed the engine amidships, driving through a new five-speed gearbox with limited-slip differential. The power unit was a further development of the four-cylinder, four-cam, Type 771 engine of the last of the Spydres, the RS61. Suspension was wishbone all round with coil-over dampers, and the brakes a development of the four-wheel discs of the 356C.

The 904's big change from its predecessors was the adoption of a glassfibre moulded body (instead of aluminium) and a simple steel chassis, instead of a complex space-frame. The 904 was light, strong, well-balanced, and - as I've said many times - aesthetically beautiful. The 904 reigned for two years, to be replaced in 1966 by the Carrera 6 (aka 906).

Dickie Stoop's 904 seen here in all its splendour is

Svelte styling of the 904 belied its abilities on the track. Ex-Stoop car is now resplendent once more in its original Irish Green, and wears its 'YOU 4' licence plate with pride





RACING THE 904

Andy Prill has not (yet) taken to the track with the ex-Stoop car, but he's raced several other Porsche 904s. Here's his report from behind the wheel:

'There is an architectural phrase that states that form follows function, and in the case of the Porsche 904 it is definitely true of a car, too. Arguably the best-looking Porsche ever designed, Butzi Porsche's masterpiece drives as good as it looks. There is no doubt in my mind that the power of the 356 Carrera 2 GT engine and the handling of the first 904s must have had an influence on the design objectives that Porsche achieved in the beloved 911. The 904 combines cutting-edge design with the most advanced technology available at the time.

'Like all of the Porsche racing cars preceding it, the 904 is a diminutive and lightweight package coupled to a relatively small engine, but in a very aerodynamic body; the driving position is excellent, but the low roofline

means the car is not comfortable for tall drivers. Stable and predictable in all conditions, the car encourages the driver to push hard in the confidence that it will behave impeccably when taken to the limit.

'There are no surprises, and it's equally at home at high speed as it is balanced in the corners, with stopping power to match. It's a delight to drive. Maybe the 904's high handling limit is why so many cars were crashed in period because finding that limit can catch out even the best drivers.

'I have been lucky enough to race both the four- and six-cylinder versions, and the performance is very similar because, while the four-cylinder car is slightly less powerful than the six, it is lighter and a little nimbler. I would be hard pushed to say which I preferred.

'Just how right the 904 drives, is that the car is the last purpose-built racing Porsche that is almost as equally at home on the road as it is on the track - and that sums it up perfectly.'

chassis number 904-045, and reportedly the first of six cars to enter the UK new. In fact AFN's records (as quoted in Denis Jenkinson's excellent book 'From Chain Drive to Turbocharger') show that an earlier car, 904-025, was purchased by Stirling Moss, but it seems this light green car did not come to the UK until sometime later.

Other notable customers listed by Jenks include Mike d'Udy - who would later drive a Carrera 6 for the importers - and, intriguingly, one 'R Hoare', otherwise known as Col. Ronnie Hoare, better known for his connections with Ferrari

before a trio of Porsche 356 Carreras came along.

His first 356 Carrera carried the YOU 4 registration. After this car was written off in a race accident, he transferred the registration to a new Carrera, but was also to buy another which had the plate 5 HOT. When the 904 arrived it took on the YOU 4 tag.

Dickie's debut race in the 904 was the Silverstone International of May 1964 where he finished 12th overall. Records show that a month later he was placed 15th overall at the Rossfeld Hill Climb in Germany - which was in fact a

“Stoop's acquisition of 904-045 was a natural progression in his connection with AFN Ltd...”

agents, Maranello Concessionaires.

Stoop's acquisition of 904-045 was a natural progression in his connection with AFN Ltd, which had been the manufacturer of Frazer Nash sports cars since 1930. A former WW2 RAF pilot and later test pilot, he raced a Frazer Nash/BMW 328 in 1949, and then purchased a Mille Miglia which he entered for the 1950 Le Mans 24 Hours; he went on to compete in the French classic 10 times, winning his class in 1950 and '58. He subsequently owned and raced both Le Mans Replica and Sebring Frazer Nash models,

round of that year's World Sports Car Championship - following this with an eighth place at Brands Hatch in July.

The green 904's competition highlight came eight days later, at the Scott-Brown Memorial race at Snetterton, where Stoop piloted the car to first in class and fifth overall. Success continued with a fourth place at the DARM GT at the Nürburgring, and second (ahead of Mike d'Udy's similar car) in the support race to the Goodwood Tourist Trophy. Stoop's first season in the 904 concluded in September, at Snetterton, where he finished sixth. Chassis 904-045 was

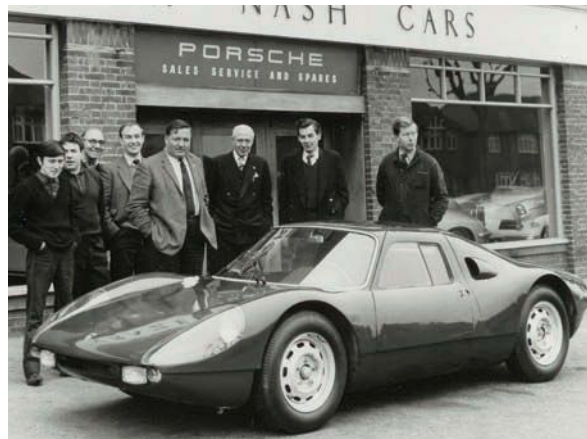
Stoop leads the Lotus Elan of Mike Spence during the early stages of the Two-Litre GT race at Goodwood in 1964. Spence passed Stoop on lap five, Mike d'Udy was third in his 904

Goodwood again. In all Dickie entered the 904 in ten races, but did not contest the last, at Silverstone in 1965

The colour's changed, but this is YOU 4 during its Australian period. The car was sold in 1997



Stoop (fifth from left) takes delivery of his 904 at AFN Ltd, Isleworth, in March 1964. On his immediate left are managing director, W H (Bill) Aldington, and Lawrence Hardwicke, workshop manager



Bit grainy this one, I'm afraid, but here's Dickie with BMW tow-car outside the Christophorus restaurant in Stuttgart. We assume this was on one of his European hillclimb trips



entered by Stoop for one more race, the Senior Service GT at Silverstone in March of the following year, but it seems the car did not take its place on the grid.

When Dickie took delivery of one of the first 911Ss to reach the UK, the YOU 4 registration was transferred from the 904. In May 1968, at age 47, he died after a heart attack whilst racing the 911 at Croft aerodrome circuit in north east England. The 904, like all Dickie's cars, became part of his will and estate.

Clamshell rear bodywork gives good access to the four-cam engine. Wheels comprise steel centres with lighter aluminium rims

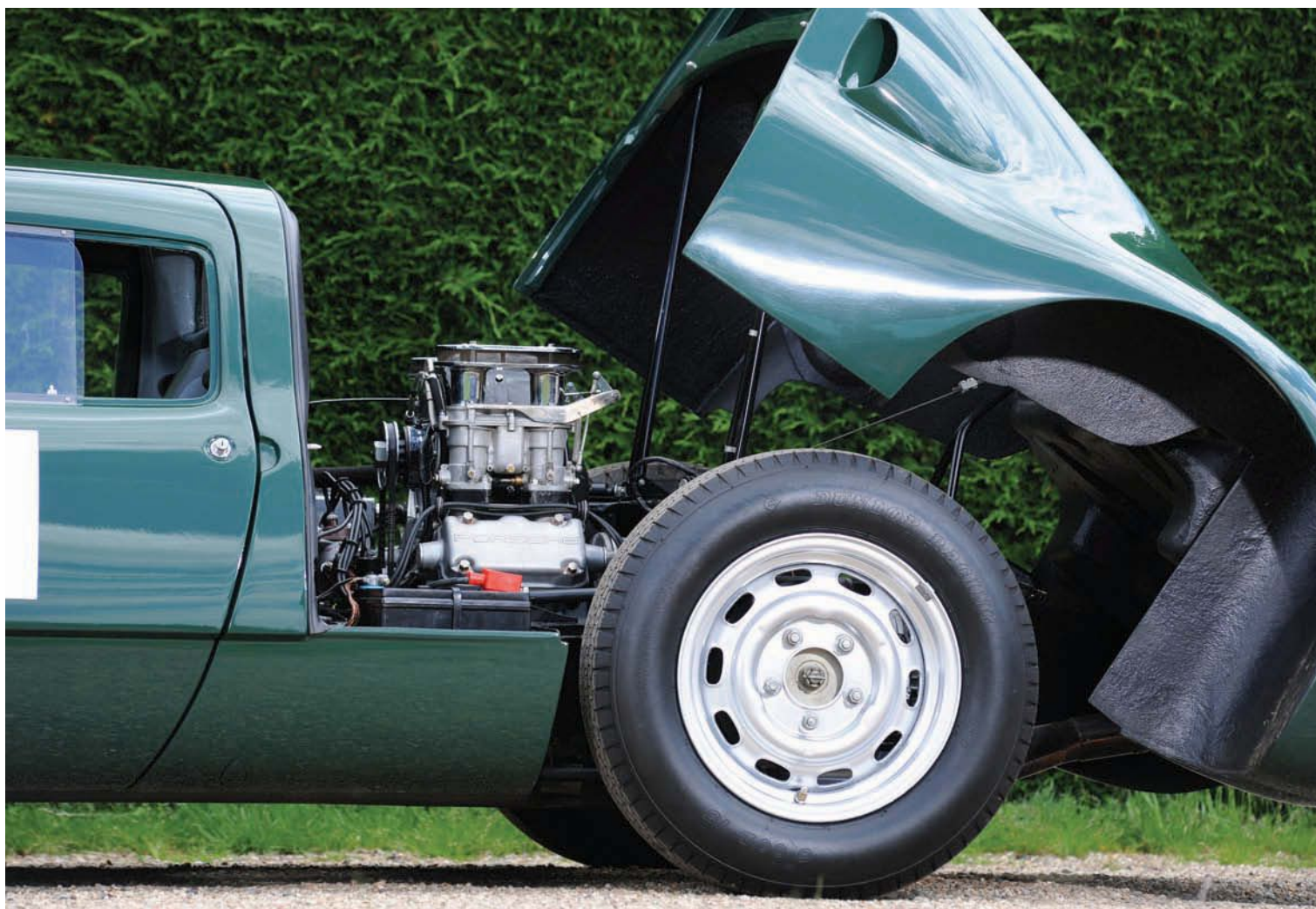
Like so many significant Porsches of the period, the 904 crossed the Atlantic to a new owner, John Wean, where it joined other cars – including a 911ST, 908 Spyder and a 911 RSR – in his extensive collection in Pennsylvania.

From then on the records get a bit cloudy. It seems that a Stateside Porsche expert, Dale Miller, brokered the sale of

the car to Australia. It's mentioned on a website of 904 chassis numbers as 'with its 3rd owner, here in Australia, the home of Stoop's mate Gaze (Tony Gaze, who served with Stoop in the RAF – PD) and about five miles from where a young boy called Hawkins used to man the petrol bowsers whilst dreaming of racing cars in Europe'.

That third owner, it seems, was Australian collector and racing driver, Peter Harburg, who bought the car from specialist dealers Oldtimer Australia in 1997. We don't categorically know that the car passed direct from Wean (via Miller) to Oldtimer, or if an interim owner existed. Jurgen Barth thinks it possible; RM Auctions and Andy Prill think not.

During its sojourn down-under YOU 4 went through an identity change, the BRG paint being swapped for white along with some racy black 'Porsche' side-stripes. Harburg is



said to have rallied the car but there seems to be no record of any entries or results. Later in life, the car was re-painted in its original green, and the engine was rebuilt by acclaimed four-cam specialist Bill Doyle, of Rennwagen Motor Company, Costa Mesa, California.

Bill Doyle remembers fettling the engine: 'The rebuild was completed in February of 2012 for a customer in

mainly the vee-drive and ignition system, and then have the engine installed in the chassis.'

The Harburg collection (which also included the Group C Rothmans Porsche 956 that was third at Le Mans in 1982, and a 917/30 built for the 1973 North American Can-Am series but never raced) came to RM Auctions' Paris sale in February 2014, and the ex-Stoop Carrera GTS passed to its

“ Later in life, the car was repainted in its original green, and the engine rebuilt by Bill Doyle... ”

Australia. However, it was missing some important pieces. I rebuilt what was sent to me, ran it using my pieces to replace the parts that were not included but were supposed to be in Australia. When I shipped the engine back to the owner, he was to have his own people install those parts,

latest owner for 1.28m Euros (£1.08m).

So now it's full-circle. The British Racing Green (okay, Irish Green) 904 Carrera GTS is back in England under new ownership, and to pay tribute to Richard 'Dickie' Stoop, that YOU 4 registration plate is also back where it belongs. **CP**

Back where it spiritually belongs: in the UK and with its original distinctive registration. Dickie Stoop would be proud...



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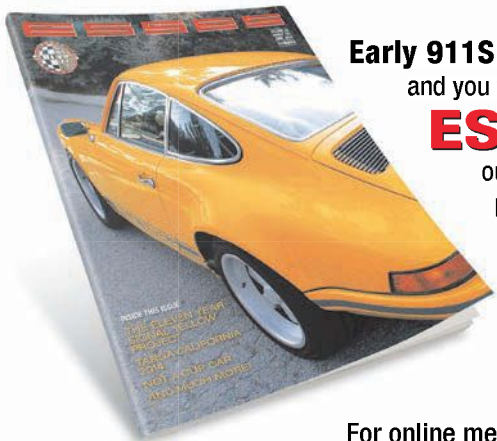
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MADE TO MEASURE

Paul Stephens has been doing wonderful things with the air-cooled 911 for well over a decade. Now, like all the best Porsches, the company is evolving into the world of creating modern 'classics' to suit every taste

Words and photos: Paul Davies



Back in the days when you needed to look really smart and wanted a jacket that matched the trousers, you would trot along to a tailor, where a man with greasy hair and a slight smell of tobacco would whip out his measuring tape and notepad. The result was a nice-fitting suit, to the style, colour and fine details you had requested. Now Paul Stephens is doing the same thing for Porsche owners by tailoring a car to suit their precise requirements.

It seems the bespoke classic Porsche is well on its way to being the next big thing. What started as a quality, re-engineered, range of cars has evolved to the point where now the buyer can sit down and plan his own version, right down to the smallest detail.

You'll most likely have seen the name before in these

and other pages. Often it's been a rather tasty take on a retro-style 911 (sometimes referred to as backdates, but that description seems to be off-trend these days) that has passed through the workshops of this Essex-based concern and come out with a distinctive 'PS' badge on the nose. And the Porsche writers have always had nice things to say about them, too.

(At this point readers may well ask the question, 'what is it with the UK county of Essex and Porsches?' If anyone knows, please tell me.)

Paul Stephens buys, sells, restores, repairs and maintains Porsches, from the earliest to the latest, but with an emphasis on the 911 up to around 1997 when, as we all know, the world ended and the air-cooled motor was banished from the production line. The company holds a

356B in for service, 993 on ramp is having a transmission rebuild - something expert George says he's seeing more of as these cars tank up the mileage

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stock of around 30 of these classics at any one time and shifts over three times that number every year. What, however, Paul is probably best known for are his PS Autoart creations; modern takes on classic Porsches based on either the 964 model or the earlier 911SC/Carrera 3.2 series.

The PS Autoart 'Classic' and 'Retro' models were launched at Brands Hatch in 2005 (just behind the Paddock Hill Bend stands, I remember) and were instantly accepted by Porsche Club GB members and the wider audience at the circuit that weekend. Since then quite a few projects have passed through that Essex workshop and, as we've hinted, things have evolved.

Paul had been doing things with Porsches since he bought his first 911E ('because I couldn't afford a newer impact bumper model' – oh, how times change) when he was 21, but it was some two decades ago he left his day job

In fact, although Paul is plainly head over heels in love with the cars bearing the Stuttgart badge, there's still something of a *menage à trois* going on involving him, Porsche and Ginetta. Why the kit car that claimed fame in the Sixties, and has enjoyed somewhat of a resurgence in the last 10 years, is part of this triangle you'll discover before long.

After five years getting the business up and running, Paul Stephens Specialist Cars moved into a modern unit, albeit still at the farm, and relocation to the present premises came in 2009, after the PS Autoart brand had been launched.

Before Autoart, Paul had 'done a few RS replicas and trackday machines' based on the SC and Carrera 3.2, but the breakthrough came when customers in to look at, say, a 'modern' 996 would gaze enviously at an early 911 and ask if they could drive one every day.



Paul Stephens saw a ready market for the classic-look Porsche you can happily drive every day

“He started with a mobile phone, and a bank loan, from a room in his parents' Suffolk farmhouse...”

with a main dealer to go it alone, buying, fixing and selling sports cars. He started with a mobile phone, and a bank loan, from a room in his parents' Suffolk farmhouse, with a few cars on the drive outside. Then it was all sorts. Porsches, yes, but a mixture of what he calls 'British' as well.

At more or less the same time he was enjoying himself, racing and promoting his new business. He was Porsche 924 champion in 1995 (driving the car the late Richard Lloyd had used to win the same series) and also successfully pedalled a diverse selection of British cars including Marcos, Chevron, Caterham and Ginetta, as well as various Porsches. He still has the occasional outing, although concedes that family life and business prevent a full-time campaign.

At that point the most unloved 911 was the 964, despite the power-steering, ABS, air-con and smooth, unburstable, engine. So why not, reasoned our man, take one and turn it into something that looked pure 911, but had all the best of the later car under the skin? Much of the same – deleting the creature comforts – could also be applied to the, also daily driveable, 911SC and Carrera 3.2.

The result would not be an under-engineered Carrera RS lookalike but a clean-looking, fun Porsche that could be used all the time.

To work out the practicalities Paul turned to assistance from some old friends, the Walklett brothers who had been behind the Ginetta cars that still occupied a corner of his heart. Collectively they arrived at a 'package' that

Now here's a dilemma. Would you go for the numbers-matching '73 Carrera RS in yellow at £400k-plus and be afraid to use it, or the black PS-built, FIA papers, replica at £100k?



Retro 964 for Monaco is amazingly bespoke, even down to the customer specifying that all plastic knobs and switches be replaced with aluminium

Porsche 911SC base was used here to demonstrate the RS-Teknik glassfibre parts kit



would turn a 964 or SC/3.2 into a new 'product'. An essential element of Paul's vision was that PS Autoart was to be a brand with its own identity, living a parallel life to mainstream Porsches.

Part of this hard look at the engineering side of the

admits this did not allow for a full rebuild as they were still testing this new market. After eight cars were produced the decision was taken to go to 'another level', completely stripping and rebuilding into, what was to all effect, a new car that could be sold with a three year or 60,000 miles

“Paul's vision was that PS Autoart was to be a brand with its own identity...”

964 Retro Touring Targa was the number three build for PS Autoart. Now it's back at the manufacturer's Essex base after years of daily use and 100,000 miles on the clock!

project resulted in PS developing its own way to create the pre-impact bumper look from newer cars. In Porsche-speak, making the front end of a G-Series (commencing August 1973), or later, into an F-Series or earlier.

The PS Autoart range comprises 'Classic' versions based on the SC/3.2 models, and 'Retro' cars utilising 964 chassis and mechanicals. Back in '05, a price of under £50,000 was put on a complete PS240 model, but Paul

warranty. Needless to say the base price of a complete PS Autoart creation doubled.

Price, it seems, is not a problem. In a world where a pristine early 911 – highly collectable but definitely not a daily driver – can be priced well in excess of £100k, the PS Autoart Classic or Retro models have found a steady market. PS has now produced over 30 complete cars, and has customers prepared to go much further: witness the





New product: PS has developed these alloy spacers to allow Boxster discs and four-pot calipers to be fitted to the 911. At the rear the calipers sit at 12 o'clock on the disc

PS Autoart take on the Fuchs wheel is available in 15- to 22-inch diameter and has split rims (screws inboard) that allow widths from 6- to 13.5in. Available in Classic and Retro styles

vehicle for a buyer from the Principality of Monaco who has specified mainly 993RS mechanicals on a 964 base, along with an almost endless list of bespoke items that includes quilted leather trim and all switches and knobs in aluminium, inside a very special paint job.

The upmarket move has resulted in the introduction of the RS-Teknik range: in essence a complete kit of glass-fibre panels (unlike the current PS range that use steel and aluminium) to give an impact-bumper 911 the F-Series look, complete with extended luggage lid to fit a retained G-Series 'slam panel' and fillets that allow the front wings of the newer model to be retained and fit the new lid line. With typical careful thinking the rear, RS-style bumper moulding is made a little deeper than the original to allow it to fit over the cross-ways main silencer box of an SC or Carrera 3.2. If you must, a duck-tail engine lid is an option.

Designed for owner-fitment – or something you can take to your friendly local body shop and ask them to fit – the basic kit costs £3995.

Today the business offers a complete service for all

things Porsche. A conducted tour of the premises, and a conversation with Paul, reveals not only the extent of the PS facilities – the workshop, which includes a dedicated engine/transmission build area, is as large as the showroom – but also the commitment to the brand. PS Autoart cars come with bespoke lid badges, embossed door kick plates, PS wheel centres – they also have their own split-rim twist on the timeless Fuchs – PAS embossed fascia and custom instruments. Then there's even the 'go1' watch for the man who has everything, car-wise.

Paul Stephens is a clever chap. He realised it was not enough to just produce a 'modern classic' Porsche. There are other specialists out there with the necessary engineering skills who could make a similar car, but he's gone three steps further and created a brand that is both desirable and, in today's silly-price world, affordable.

There's a market out there for the quality, bespoke, classic Porsche complete with a name you can trust. And, as far as I know, it's all been achieved without measuring one inside leg. **CP**

Detail engineering: PS front end revision allows the later G-Series slam panel to be used along with an extended luggage lid to give F-Series lines

Dedicated engineering bay has George working on a 993 transmission. Lewis (background) is primarily an engine man, but it looks like he's attending to a front strut here!



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EST 1994

Words and Photos: Hendrik Moulds and David Williams

10th INTERNATIONAL PORSCHE 356 PRE-A MEETING



The annual gathering of Porsche 356 'Pre-A' devotees took place from 25th to 28th September 2014 near Reggio Emilia in Italy with participants from Sweden, France, Switzerland, Germany, Holland, UK and the host nation. This event is a small gathering of around 20 pre-1955 cars which takes place in a different European country in September of each year.

Always a friendly meeting with a warm atmosphere, this year's Porsche 356 Pre-A meeting exceeded expectations. It took place over fabulous undulating roads, with spectacular scenery in an area famous for its food and wine from which our hosts provided the finest examples of local cuisine. That combined with the fun-filled company of like minded Porsche enthusiasts, technical chatter and occasionally light hearted banter added to the event's charm. Thanks go to the careful planning and work of our hosts, Reinhold Plank and Andrea Coriani.

I was accompanied by fellow 356 enthusiast David Williams. We met up at my home on Tuesday afternoon to start our epic journey from Yorkshire, catching the overnight ferry from Hull to Zeebrugge. Eight days of top down, trouble-free motoring in my trusty 1953 Cabriolet; even the engine oil level stayed constant for the 1900-mile journey!

Time was tight, so leaving from Zeebrugge docks on Wednesday morning we spent most of the day on motorways, travelling through Belgium, Luxembourg and France to end up at our overnight stop in Colmar, just south of Strasbourg. During the day I had been in contact with my friend Bernard Moix from Switzerland who was attending his first meeting.

The following day we were passing near his home in southern Switzerland so we decided to meet and drive the rest of the way together. This meant that we had a very

It may not have been a Pre-A 356, but everyone was pleased to see this 550 Spyder (below left) join the occasion; a fantastic selection of Pre-As turned up for the meeting, helping to make this a truly memorable trip



Right: meeting up with friends old and new high up in the Alps. Split-window coupé (far right) rests in the shadow of the spectacular Danté's Rock



early start on the Thursday morning in order to reach the rendezvous in Martigny, Switzerland. The journey to Martigny was again on motorways, but this time included the beautiful Swiss scenery.

We met up at the approach to the St Bernard Pass, which is a lovely winding road through the dramatic Swiss Alps. Time constraints forced us to take the tunnel rather than going over the pass itself, as on the Italian side of the pass we still had over 200 miles to drive.

This section of the trip included driving around Milan, but luckily we were blessed with moderate traffic and as a result we were able to arrive at the hotel Matilda di Canossa in Reggio Emilia for the meeting, with just time for a quick shower before the official start. Smiles and a huge sense of relief, we'd made it. A sixty-year-old car, a twelve hour drive, complete reliability and a hero's welcome from our friends. It was time for a beer!

The meeting began in the courtyard of the hotel where, surrounded by our cars, we listened to a short welcome speech, after which a few additional programming details were confirmed followed by a welcoming toast. Afterwards we had our first taste of real Italian food with a meal at the hotel.

After a hearty breakfast we set off the next morning at gam for a run of approximately 60 miles over quiet, twisty roads, perfect for the nimble handling of our 356s. By mid morning we had reached the impressive rock formation, Pietra di Bismantova, which is described in Dante's Purgatory and under which we enjoyed drinks and snacks while surveying the landscape.

Then it was onwards to the Ristorante La Baita D'Oro for an exceptional lunch of five courses each including Porcini mushroom dishes from the region, and the speciality of the restaurant. The meal was accompanied by the local red and white sparkling Lambrusco wine. This is a light, dry wine, made to be drunk within the year and should not be

compared with the export Amabile Lambrusco which is sweeter and has a lower alcohol content.

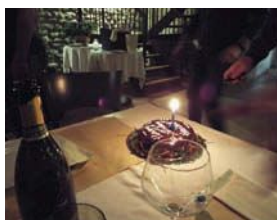
After this sumptuous meal, we returned to the Medici Ermete vineyard which, as well as producing its own Lambrusco, specialised in the preparation of very fine balsamic vinegar. This unbelievably long process involved aging in small wooden barrels: the initial maturation takes place over five years with the liquid being transferred annually to graduated smaller barrels as evaporation takes place. The aging continues for anything up to 50 years! This process produced a liquid full of flavour, the like of which I have never tasted before. It was an essential purchase to take home.

We had a couple of hours to relax and talk about Pre-As before we drove our cars to Ristorante il Bianello for our evening meal. This was made extra special for me as it was my birthday and my Pre-A friends sang me 'Happy Birthday' and even produced a cake with candles. My shocked face was a picture, so they tell me!

Saturday began again at gam with a 40-mile drive over local switchback roads to the remains of the castle belonging to Contessa Matilda. She was an extremely powerful woman in Italy, owning around a third of the country during the 11th and 12th centuries. There we were given a guided tour of the ruins as well as an insight into this remarkable woman by the curator of the castle and museum.

Then it was onwards to our lunch stop at the fish restaurant Ristorante da Mario where we had the longest and most impressive lunch I have ever come across. I am not sure but I think there were 10 courses of various fish and seafood delicacies, once again accompanied with local red and white Lambrusco wine. The feast was finished off with a delightful sorbet. It is a tribute to the cuisine that we didn't feel overfull; but it was difficult to get moving again...

Below, from left to right: Sampling the local wines was a 'must do' part of the gathering; as it was Hendrik's birthday, fellow attendees arranged for a cake to be presented to him; St Gothard Pass; high in the Vosages mountains





Hendrik's Cabriolet rests among the grape vines, before heading up the old road to the St Gotthard Pass

For the evening we were taken by coach into the town of Reggio Emilia to view the private art gallery of Achille Maramotti of the Max Mara fashion house. This consisted of many modern works of art exhibited in the old clothing factory, vacated when the company had moved to new facilities. After our guided tour there was another short coach journey further into the centre of town where we were entertained to a gala meal at the restaurant Ristorante il Pozzo. At the end of the meal our hosts were thanked for what had been a truly spectacular meeting.

Monday entailed a longer 350-mile drive to Metz in France. Despite this we were able to, again, detour off the motorway and drive up the old cobbled road over the 2100 metre high St Gotthard Pass. Described as a 'must do' route by one of my Pre-A friends, the steep climb, with sharp hairpin bends, proved to be a fitting highlight to close what had been a week that will stick in the memory for years to come.

Once over the pass and into France we were again able to detour off the motorway and take the much gentler Col

“ Next year’s meeting will take place once again in England, this time in the New Forest area... ”

The beer and wine flowed late into the evening as many of us enjoyed our last night together.

Sunday morning was the end of the meeting and it was time to say farewells before we went our separate ways. David and I departed mid-morning as we only had to drive 170 miles to our overnight stop in Locarno on Lake Maggiore in Switzerland. This meant that once we were north of Milan we were able to leave the motorway and take minor roads by the side of the lake. The lake looked so attractive we just had to stop for a break; ice cream and coffee in the sun, overlooking the sparkling water, revived us enough for the push to our overnight hotel.

de la Schlucht pass (a mere 1100 metres) over the Vosges mountains of the Alsace to reach our destination.

After another pleasant evening it was time to drive back on the motorways through France, Luxembourg and Belgium for the ferry at Zeebrugge. The week spent travelling, and at the meeting, can only be described as one of the most enjoyable events this year. It will prove difficult to beat.

For 2015 the meeting will take place once again in England, this time in the New Forest area, and from the initial itinerary promises to be an amazing event. You can count on it: I for one will be there! **CP**

*Below left: Cars gathered in the courtyard of the hotel Matilda di Canossa in Reggio Emilia before the off
Below: Pre-A Speedster joined in the fun; Hendrik dressed for the cold(!); rock formations seen from the walls of ruined castle*



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Words & Photos: Alain Sauquet

3RD VW PORSCHE CLASSIC 2014, SION, SWITZERLAND

With several great cars showing up at the first two VW-Porsche Classic events held at Sion, in Switzerland, we looked forward to another quality show this year. Once again we were not disappointed, as the event was well attended and featured some great examples of our favourite marque.

However, in order to keep up the 'suspense', and to ease the load on the organisers and volunteers who run the event, this is the last time it will be held annually, for the next show will not be until 2016. Hopefully this will give participants something to look forward to, as well. And in the words of one participant, slightly tongue in cheek, 'This will give me extra time to prepare even more great cars for the show!'

Sion itself sits at an elevation of 500m (1640 feet) above sea level, and has a population of almost 33,000. Located in the south west of Switzerland, it sits in the canton of Valais, a region popular for its wine. It is a beautiful area, surrounded by mountains and forests – the perfect setting for a family-oriented car show, in fact.

With a limit of just 250 vehicles, the VW Porsche Classic has managed to maintain a convivial atmosphere, with a mix of both well-to-do collectors and 'amateur' enthusiasts, all united with a common love of old Porsches and VWs. Many are regulars, but there were also a lot of newcomers, who had heard great things about the event.

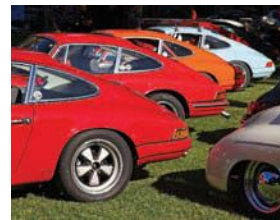
A team of about sixty volunteers keeps the show going, working under an organising committee of just three. The organisation is precise, meticulous and welcoming, with each participant receiving a bottle of wine from the Valais region and an apple as a sign of local hospitality!

Once they've registered, each entrant could take his or her car to a specified area which is determined only by the vehicle age and type, rather than condition. Among the entries were several which fell into the 'rat look' category, but they were equally as welcome as any show-quality car.

On Saturday, there was a programme of driving runs, with a choice of routes according to the driver's preference – and the car's capabilities! A mountain route was perfect for those who preferred to drive in a more sporting fashion,

Porsches of every hue, age and model showed up, from a 550 Spyder to 356 Speedsters, stock 911s to outlaws. There was something for everyone!





How about that for scenery? If these photos aren't enough to make you reach for your diary and atlas, then what is? Why not make a date for 2016?

while a less challenging route offered others the chance to enjoy the scenery without having to push their cars (or their driving abilities) too hard – others chose to combine the best of both routes for a full day's driving. The organising team of Eddy Crettenand, Joe Esteve and Bernard Moix, oversaw the route planning.

Paris in his 912 with his printing materials, artist Antoine Gaslais created some lithographs with Porsches as the main subject.

The main raffle prize this year was a Paul Picot watch, worth some 3000 Euros, courtesy of Jeker Jewelry, with runner-up prizes of a spa weekend at Ovronnaz Bains, a Warson Motors leather jacket and, of course, local wine!

The lines of 356s were impressive, with examples of almost every model on show. Of course, if it all got too much, you could always relax with a bottle of wine...

Because so many were out on the road on Saturday, it was difficult to estimate the number of cars and people who had shown up. Sunday, though, saw the participants assemble on the beautiful grounds of Les Iles, on the banks of the river Rhône, giving us the opportunity to count the cars – as it turned out, there was an equal number of Volkswagens and Porsches in attendance this year, in excess of 100 in each case.

There is no doubt that waiting two years until the next Sion VW Porsche Classic will be hard, but it will also certainly give people more time to get their cars ready, as well as allowing the organisers to relax a little – putting on a meeting of this size can be pretty demanding.

There were several trade stands on site, the official Porsche booth featuring the new Macan SUV (not yet a classic!), while the insurance company Generali offered a miniature children's Porsche as a raffle prize. Warson Motors showed a range of vintage clothing, which has become highly sought after, and travelling all the way from

It may well be a while until the fourth edition of the event comes around, but the wait will be worth it, for already there are promises of some new and rare Porsches scheduled to attend. If you like the idea of taking a trip to Switzerland in your classic Porsche, the next show will be in September 2016. Just be prepared to pack your shorts and sunscreen – Switzerland isn't all about snow and skiing, you know... **CP**





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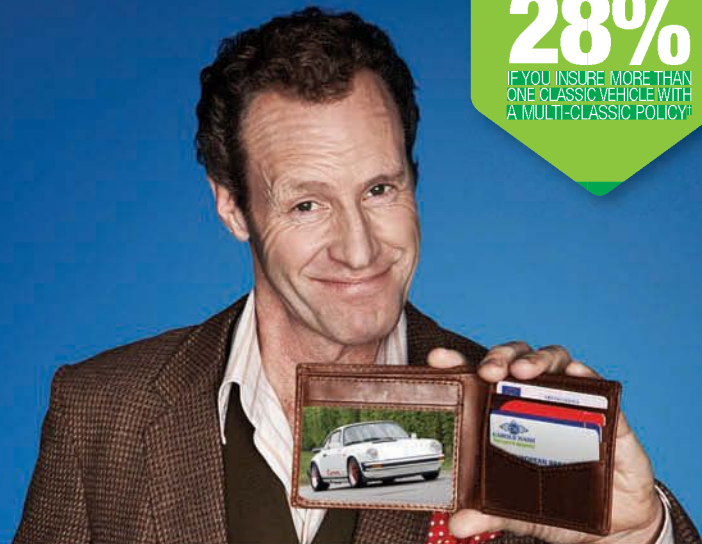
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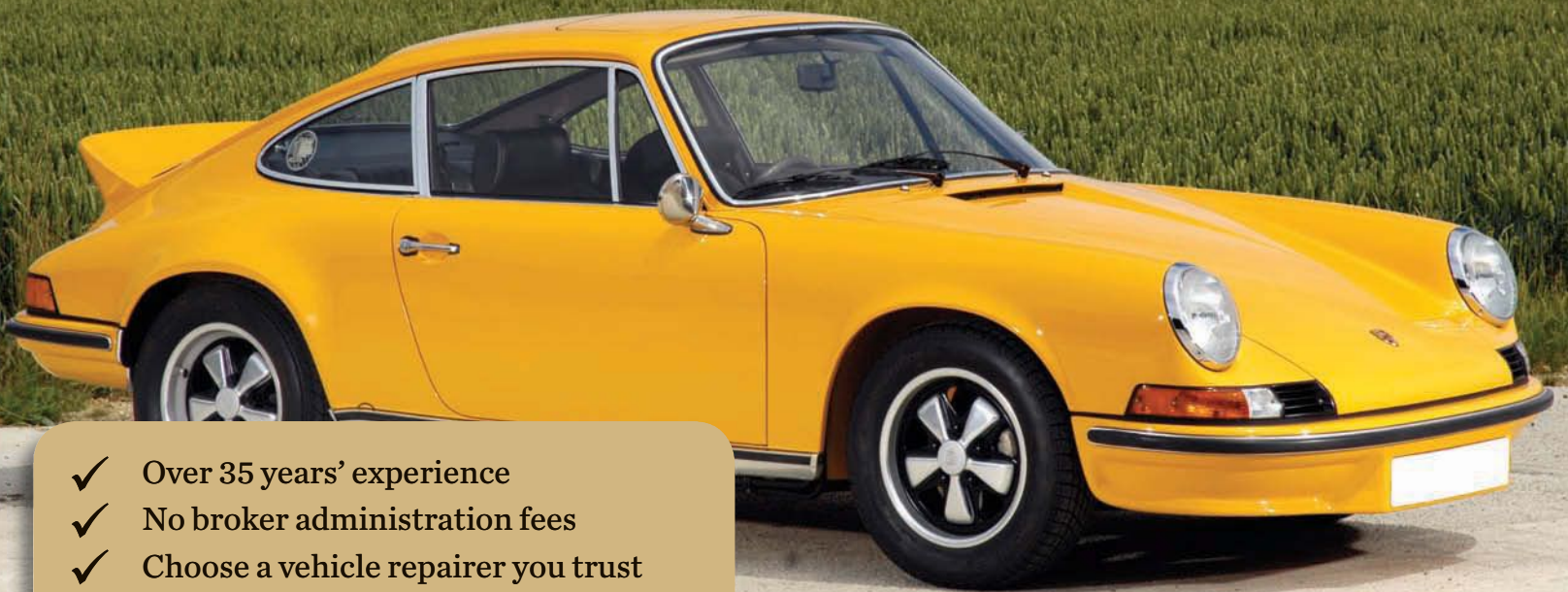
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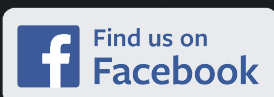
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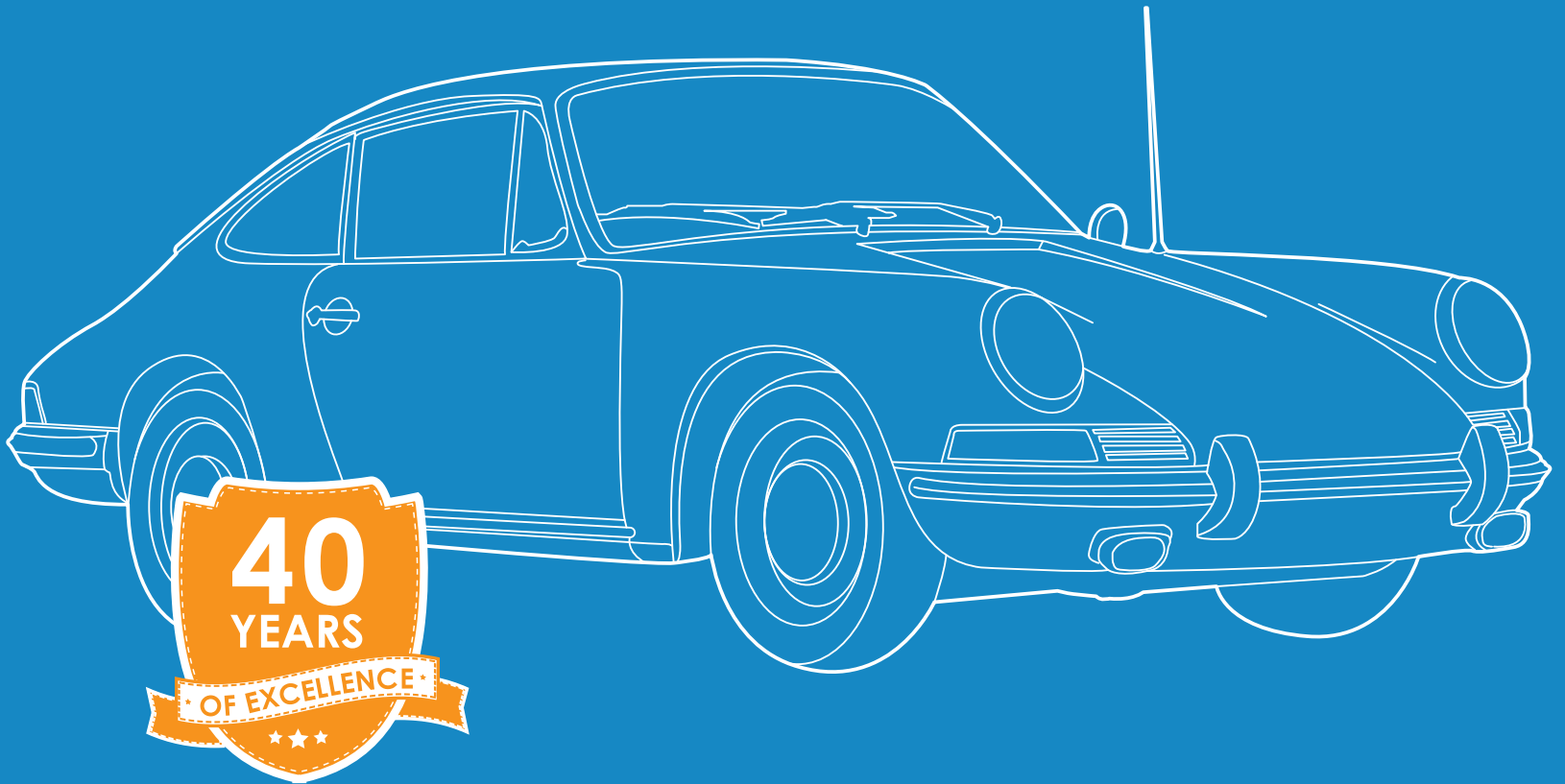
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1968 Swedish Rally 912

This 1968 912 Coupe was campaigned in Rally events in Sweden when new by the original owner, Albin Griberg. One of just a few 912s that were used in competition in period. Imported from Sweden to the USA in 2012.

The 912 has since been restored back to how it originally rallied in 1968 including: Halda Speedpilot and Tripmaster, skid plate, Leitz roof rack, period German steel studded snow tires, Porsche mud flaps and tow hook, Helios spotlight, navigator's map light, Bosch rally lights, Repa safety harnesses and factory steel 100-liter fuel tank. Mechanically sorted with proper European spec engine with Euro heating system. Beautiful, original European marker lights and perfect H 1 headlights. Very straight body with great paint, fully restored window trim, and working rally 128 lights. Great interior with a rallied blacked out dash cord inserts on the seats.

Perfect period livery. Lots of cool little details. Great opportunity to own a piece of Porsche Rally History. POA.

Also available:

1993 Carrera RS America - 2,485 miles

1985 German specification 930 Turbo Coupe - 13,000 miles

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FINE HISTORIC PORSCHE



1968 Porsche 911 T/R | Chassis # 118 2 0884

'The ex-Paddy McNally - Right hand drive'

One of only four right hand drive Porsche 911 T/Rs built by the factory from a total of twenty-eight T/Rs produced - all to Group 3 race specification - during 1967-68.

Ordered new by Paddy McNally in November 1967, finished in Silver Metallic and equipped with factory race options: Rallye Kit, Roll bar, Limited-slip diff., 100 ltr. fuel-tank and a 2.0-litre Type 901/02 engine which was immediately upgraded to Carrera 6 twin-plug specification for McNally and Digby Martland to race in the 1968/69 Winter Springbok Series, which they won.

In 1969 the car was then sold to Paul Vestey, who raced with Peter Sadler at Villa Real, Mugello 500kms and at Monthéry in the Paris 1000kms. At the 1970 Targa Florio, Alain de Cadenet and Mike Ogier finished 2nd in class, before going on to race with Ogier and David Wier at the 1970 Mugello 500kms, Villa Real and Nürburgring 1000kms. It was entered for Le Mans in 1971 by Paul Watson Racing for John Chatham, Bill Tuckett and Mike Coombe, by which time it was fitted with a 2.2-litre engine and was listed as a 911 S, although it actually qualified 51st fastest, an accident avoiding Siffert's 917 during practice meant they did not qualify.

During the 1980s the car diversified into rallying in the hands of the Powley brothers and went on to record multiple successes and class-wins at the Circuit of Ireland, Donegal, Ulster and many other rallies. Restored by Maxted-Page & Prill Ltd in 2012, the car has since been in a prominent collection and recently returned from loan to the Porsche Museum in Stuttgart where it has been on display during 2014. An opportunity to purchase an immensely rare and significant Porsche 911 T/R.

This highly important and fully-documented racing Porsche also retains its original, numbered engine and gearbox units (although not currently fitted), which could potentially be rebuilt and re-installed into the car. UK registered, F.I.A. HTP, etc.

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