

Classic PORSCHE

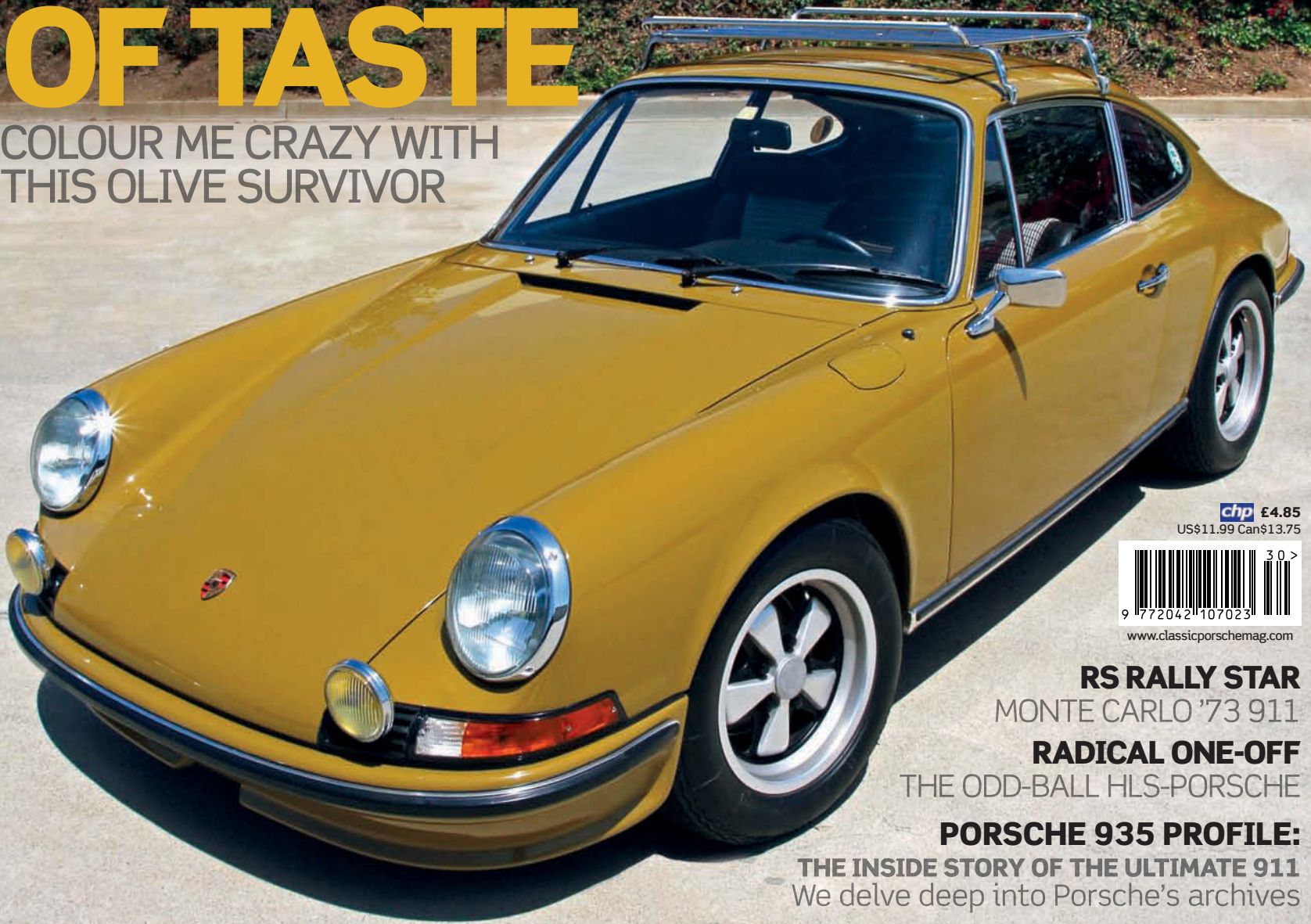
RACE ICON
RESTORED

A Gulf 917 that's perfect!



A MATTER OF TASTE

COLOUR ME CRAZY WITH
THIS OLIVE SURVIVOR



chp £4.85

US\$11.99 Can\$13.75



www.classicporschemag.com

RS RALLY STAR

MONTE CARLO '73 911

RADICAL ONE-OFF

THE ODD-BALL HLS-PORSCHE

PORSCHE 935 PROFILE:

THE INSIDE STORY OF THE ULTIMATE 911

We delve deep into Porsche's archives

TRIPLE TREAT: 911 RSRs ON TRACK

THREE OF THE BEST





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

Classic PORSCHE

Editor: Keith Seume Tel: 01208 871490
classicporsche@chpltd.com

Contributors: Robert Barrie, David Conklin,
Paul Davies, Michael Delaney, Remi Dargegen,
Thomas Fawdry, Antony Fraser,
Delwyn Mallett, Jan-Henrik Müche, David Pell,
Johnny Tipler, Steve Wright

Studio Manager Peter Simpson

Art Editor Joel Mitchell

Group Advertisement Manager
James Stainer Tel: 01883 731150
james.stainer@chpltd.com

Production
Antonella Menhennet Tel: 01883 731150
ant.menhennet@chpltd.com

Accounts: Bev Brown
Administration: Allie Burns, Sandra Househam
Subscriptions: Debi Stuart
debi.stuart@chpltd.com
Tel: 01883 731150 Fax: 01883 740361

Managing Director: Clive Househam

Printed in England
Garnett Dickinson Print Ltd; tel: 01709 768000

Worldwide retail distribution
For worldwide newsstand
availability queries contact
Phil Sait, CHP Distribution Manager,
Seymour Distribution Ltd.
Tel: 020 7429 4000
Email: phil.sait@seymour.co.uk

chp

Find us on
Facebook

pocketmags

iTunes

twitter
#ClassicPorsche1

Classic Porsche® is published by
CHPublications Ltd,
1 The Alma Building,
Brewerstreet Dairy Business Park,
Brewer Street, Bletchingley,
Surrey RH1 4QP
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

While every effort is made to ensure the accuracy of this
publication CHPublications Ltd. cannot accept
liability for any statement or error contained herein.
All rights reserved. Reproduction in whole or part,
without written permission, is prohibited
© CHPublications Ltd, 2015

WELCOME



I make no apologies for the fact that this issue of the magazine has a heavy 'racing' flavour to it. After all, Porsche's reputation has been built on the race tracks of the world over a period of more than 60 years. As I write this, Porsche is out in force at the Le Mans test day, with a view to showing Audi and Toyota how it should be done at the Le Mans 24 Hours in a few weeks' time. The prospects look good...

Among the cars featured in this issue are four true icons of

“ Racing: it's in Porsche's blood
- and ours... ”

motorsport: the legendary 917, the all-conquering 935 and what is probably one of the greatest all-rounders of our time, the Carrera RSR. Finally, let's not forget the rally Carrera RS.

'Our' 917 is fresh from a complete restoration by Kevin Jeannette's Gunnar Racing and, I think it's fair to say, few cars can match this for quality. Currently on offer by Bruce Canepa, chassis # 917-004/017 (yes, there is a story of dual-identity, which is fascinating) could be yours - at a price.

Bringing three original RSRs together for a photoshoot is not an easy trick, but it happened as you will see. Driving an ex-Monte Carlo Rally Carrera RS isn't an everyday experience, either. As for the 935 element of this issue, Porsche's archives have never been so productive.

Finally, while on the subject of racing, let's congratulate our man Steve Wright on his (and his co-driver Ian's) success at Donington in his 356. Racing: it's in Porsche's blood - and ours.

Keith Seume
Editor, *Classic Porsche*
classicporsche@chpltd.com

www.classicporschemag.com

FEATURES

A LEGEND REBORN

The story behind what is possibly the best restoration of a Gulf Porsche 917

24

ALMIGHTY OLIVE

Changing tastes: look how those funky 1970s colours now look so great!

32

RALLY STAR

A Carrera RS that's seen use on the Monte Carlo Rally - and lived to tell the tale

40

ESSEN EXCESSES

Our annual trip to Techno Classica Essen - we're still recovering...

48

THE ULTIMATE 911?

Paul Davies delves into the Porsche archives in search of 935 history

54

MYSTERY MACHINE

The most talked-about Porsche-based one-off in recent years

64

TRIPLE TREAT

Three original Carrera RSRs in one place at one time - feel the thunder!

72

THE WRIGHT STUFF

Steve Wright races to a class win - and discovers the problem with his 911S

80

KEEPING UP THE PACE

Classic Porsche visits BS Motorsport, Oxfordshire-based Porsche specialist

86

OUR CARS

Catching up with the cars owned, driven and raced by the team at *Classic Porsche*

91





REGULARS

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

SUBSCRIBE TO CLASSIC PORSCHE!
 Don't miss a single issue of the only
 magazine that covers every model of
 classic Porsche. Why not
 subscribe today? You'll save
 money, too! **Just turn to page 90**



01296 663824
WWW.RPMTECHNIK.CO.UK



RACING IN THE 80's



935 K3 RECREATION
Set up at a very conservative
1.3 bar of boost on road
fuel - 633bhp at 6750rpm.
1050kg.
£259,995

TANDLER
GEARED TO WINNING

- High quality Klingelberg crown wheel and pinions
- We can produce special ratios
- Crown wheel and pinions for Porsche 356 (7:31), 901 (7:31) and 915 (8:35) available from stock
- More than 65 years experience in the production of high quality gearing for automotive, aerospace, military and industrial applications

Tandler Precision Limited
29 Ross Road Business Centre
Northampton NN5 5AX
Tel: 01604 588 056 Fax: 01604 588 064
Email: sales@tandler.co.uk
www.tandler.co.uk



We're still selling the original 911. One part at a time.

The range of Porsche Classic Genuine Parts now available is extensive, with our Centres having access to over 35,000 items and more becoming available all of the time.

To guarantee the perfect fit and finish, while preserving the authenticity of your Porsche we recommend using only Genuine Parts. With 70% of all Porsche vehicles ever built still on the road today, we are here to ensure it stays that way.

Discover more at www.porsche.co.uk/classic or visit your local Porsche Centre.



PORSCHE

NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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



DAY OUT AT DUXFORD

'No Axis aircraft' claimed the programme for the Shuttleworth Collection's VE-Day celebrations held on Saturday 2nd May, *writes Delwyn Mallett*. By and large the event upheld that claim, the Messerschmidt 109 being a Spanish-built Hispano-Buchon version and the Fieseler Storch spotter plane being so slow in the air, in fact at one point almost coming to a standstill into the headwind, that it offered no threat to the Allied forces.

Fortunately the 'no Axis' embargo didn't extend to cars, allowing a squadron of Porsche 356s to be 'corralled' at the opposite end of the Old Warden airfield from the WWII vehicle display, making a perfect target for the marauding Spitfire and Mustang as they zoomed overhead.

With heavy rain predicted, the weather for the day lived up to our Bank Holiday expectations but, and proof that 356 owners aren't all fair weather drivers, 23 cars surfed their way to Old Warden close to the Bedfordshire town of Biggleswade – it was notable, however, that no Speedsters (mine included) made the trip this year, the open top brigade being represented by a trio of much more weather resistant Cabriolets.

If intentional or not on the part of organiser Fred Hampton, there seems to be a pattern emerging in venues for the annual 356 Day. Last year the cars gathered outside Duxford's 'Battle of Britain' hangar and this year it was a VE-Day celebration. Maybe next year it could be at Bletchley Park, the home of the 'codebreakers' – suggestions please.

NEW CLASSIC DASH COVER



It's back: Porsche Classic is reproducing the dashboard of the classic 911 (model years 1969 to 1975). A sophisticated manufacturing process combines high quality and a design that is true to the original, down to the smallest details. The dashboard consists of a modern substructure and a covering that matches the original. The fluted texture and tactile feel, gloss and degree of black are identical to the factory-fitted part. The new dash can be ordered from any Porsche Centre – to give you an idea of price, in Germany it costs €951.99, including VAT.

To quote Porsche Classic: 'Like the technical equipment, the interiors of classic vehicles are subject to normal wear. Solar radiation, as well as fluctuations in temperature and humidity, attack the surface and older materials. Today's modern materials hold up better so, to preserve the long-term value of Porsche classic cars, Porsche Classic re-engineered the dashboard. Extensive tests conducted to modern standards assure a 100 per cent precision fit and lasting quality, even under harsh climatic conditions.'

Don't forget, as with the original part, the new dashboard (which also includes the loudspeaker cover) can only be installed by the original assembly procedure – which involves removing the windscreen...

Contact your local Porsche Centre, or Porsche Classic Partner, for further details



PORSCHE ART

While perusing Facebook (and don't forget to visit our pages, by the way) we came across some great Porsche art from Laurence B Henry in France.

He works principally in acrylics (see the RSR

image above) but also does some amazing illustrations in ball-point pen – probably the most unforgiving of all media.

We love the vibrancy of his work, and think you will, too. Take a look!

For more details visit laurencehenry.hautefort.com



Porsche Classic Radio Navigation System.

Find your way.

Over 70% of all Porsche models ever built are still on the road today. Now classic Porsche owners can be sure to find their way thanks to the latest technology from Porsche Classic.

The Porsche Classic Radio Navigation System features the best of modern technology, including Bluetooth® connectivity, yet is designed to integrate seamlessly with the interior of your classic Porsche*.

For more information visit your nearest Porsche Centre or Porsche Classic Partner Centre or www.porsche.com/classic

*Classic Porsches up to 993 with a DIN-1 interface



POSITIVE LOCK



These aluminium boot/bonnet struts replace conventional gas-charged struts with a positive mechanical locking mechanism. There is no preload so lightweight panels won't be left proud from the force of a gas strut, and heavy panels won't sag and fall on your head once opened. They also work just fine with stock body panels. Priced at \$75 per unit (plus shipping), more information, and a video of the struts in action, can be found at www.356racing.com

MFI REPAIR MANUAL

The mechanical fuel-injection system used by Porsche on the 911 was only in production from 1969 until 1973. As a result even the last of the pumps produced are now nearly forty years old. Over this time fuel deposits inside the pumps may have hardened and contaminants in the oil might have damaged bearings and seals.

In addition, given that hardly any service garages understand how the system works, this often leads to tampering with the factory settings, or poor repairs being made.

Many owners have pumps that they can't get to run properly and leak oil over their engine, fuel into their engine oil, or both, but find the cost of having their pump restored and calibrated by a specialist prohibitive.

A new, well-illustrated and very comprehensive service manual aims to provide you with the information needed for you to tackle the job yourself, at home. If you own an MFI-equipped 911, you need this book! It costs £25.00 (+ p&p) and is available from: www.911mfi.com

PCGB @ ALTHORP



Porsche Club GB's 2015 national event will take place at Althorp House in Northamptonshire over the weekend of 15/16th August.

All models of Porsche will be welcome at Althorp, in particular the 912 and 924 which celebrate 50 and 40 years respectively. The Club, which boasts 13,000 members, staged two highly successful events at Althorp in 1996 and 1997 which saw marque enthusiasts visit the beautiful home of the Spencer family. And now, some eighteen years later, another Porsche celebration will assume centre stage with

MEMORABILIA AT AUCTION

This is not something you see every day – an auction of memorabilia accrued by an Englishman, Richard England, who worked as a young designer in the Styling Department at Stuttgart from 1970 to 1973.

The lots include styling sketches and detailed drawings of a number of projects that never made it into production, along with a range of parts including engine components for the Porsche 917, wheels and tyres for the same, and even a bottle of Porsche Champagne with

six matching glasses. In addition, there are several photographs, an original wood-rim steering wheel and a number of genuine factory posters (22 in all).

The auction is being held on-line by Onslows on July 9th. A full list of lots will be available to view on the website approximately two weeks ahead of the auction.

For more details, call 01258 488838 or visit: www.onslows.co.uk



thousands of owners expected to attend from all over the world.

A number of activities are planned for the Porsche Club GB Althorp weekend with proceedings scheduled to get underway at around midday on Saturday 15 August. There will be a live arena, anniversary displays, National Concours, exclusive tours of Althorp House and much more. Porsche Cars Great Britain will have a sizeable presence, too.

On Saturday evening, the 'Carrera Party' will take place in Althorp's beautiful stable complex as the Club marks the 60th Anniversary of the Carrera. A hog roast, bar, live music and complimentary coach travel from a local hotel will ensure a memorable night.

'Returning to Althorp is very exciting for Porsche Club GB' said Peter Bull, the Club's Chairman and Events Director, 'and I am confident that we will deliver an event which members can be rightfully proud of. Naturally I would like to thank the team at Althorp for agreeing to host us and we are all looking forward to a fabulous celebration.'

For more information about the Althorp weekend and to purchase tickets, please contact Porsche Club GB.

Call 01608 652911 or www.porscheclubgb.com



◆ Dansk® 



Why compromise when you can have the best?

The best products:

Euro Car Parts has been supplying the highest quality parts for Porsche vehicles for 20 years and Dansk OE quality products have always featured in our range.

The best availability:

Euro Car Parts hold huge stocks of Porsche parts and is proud to be the largest stockist of Dansk products in the UK.

The best advice:

Euro Car Parts' Specialist Porsche sales team are on hand to provide the best possible advice to car owners, independent garages, and bodyshops alike.

The best service:

Euro Car Parts offer an order and collect service through over 190 strategically located branches right across the UK.

Call us now for the best Porsche parts buying experience - 0208 782 2486



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!

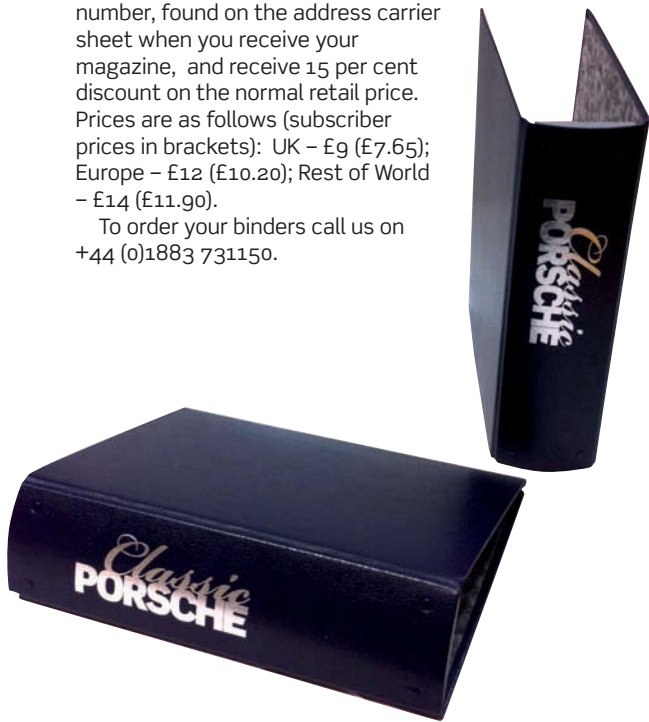
CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 30 issues old you'll be needing a suitable means of storing all 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).

To order your binders call us on +44 (0)1883 731150.



CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16–19. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: chp@chpltd.com

ROGER BRAY OPEN DAY



Based just outside Exeter in Devon, Roger Bray Restorations is one of the UK's leading Porsche 356 specialists, and at the end of April Roger and his crew threw open the doors to the busy workshop to show off their talents.

Bray's been specialising in early Porsches for three decades and has earned himself a reputation for being one of the most knowledgeable people on the subject of what makes the 356 tick. He learnt his skills in the classic car trade many moons ago and has now gathered round him a supremely talented team of metalworkers and body men who can transform even the most hopeless wreck into a concours candidate that's correct in every detail.

Aside from the workshop, there's a huge parts stock, meaning that Roger Bray Restorations can supply just about everything to keep your early Porsche on the road – and here we don't only mean 356s, for they carry a lot of 911 and 912 parts, too. And, as far as the earliest cars are concerned, if parts aren't available, they'll make them in-house – including body panels.

On the slightly overcast April day a wide selection of cars showed up, ranging from 912s and 914s to Pre-A Cabriolets and a genuine Porsche 916, the latter belonging to Crispin Manners of nearby Oak Tree Garage, another well-known name in the local Porsche fraternity. Workshop tours and talks by Roger (plus a superb fresh-cooked buffet!) rounded off a great day out.

Visit the website at www.rogerbrayrestorations.com

SWB TUNNEL MAT

Anyone who's ever restored – or tried to restore – a short-wheelbase 911 will know that, while you can readily buy carpet sets and other interior trim parts, trying to locate new (or good used) rubber tunnel mats has been a problem. Not now, though!

Karmann Kconnection in Southend has just sent details of the latest addition to their extensive range of restoration parts for early Porsches, namely rubber tunnel mats for

SWB Porsches!

They fit both 911s and 912s built from 1965 to 1968 and, being accurate reproductions of the original, are the perfect

finishing touch.

They cost £399.00 (including VAT) and are available right now.

Log onto karmannkconnection.com





1993 PORSCHE 964 3.6 TURBO - RHD

Metallic Midnight. Black full leather interior. One of only 159 RHD cars. Many upgrades including: Alloy wheels polished 18in split-rim, Anti-Theft immobiliser system, Electric steel sunroof. FSH. Super rare. Only 22,300 miles



1996 PORSCHE 993 3.6 TURBO - RHD
Solid Primrose. Black Full leather interior. Upgrades - X50 PACK (Dealer Fit). Four wheel-drive. Only 31,400 miles.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Grey Full leather interior. Many upgrades. Excellent Condition. FSH. Only 44,800 miles.



1995 PORSCHE 993 3.6 TURBO - RHD
Solid Guards Red. Black full leather interior. 18" Hollow spoke alloys. Four wheel-drive. Air conditioning. Only 31,300 miles.



1995 PORSCHE 993 3.6 2DR TURBO GT2 - LHD
Guards Red with Black Full leather interior. Four wheel-drive. Many upgrades. Drives as beautifully as it looks!



1988 PORSCHE 930 TURBO 3.3 CABRIOLET - RHD
A very rare opportunity - this car has covered a mere 24,200 miles! Metallic Marine. White full leather interior. Upgrades.



1995 PORSCHE 993 GT2 STRASSE - LHD
Metallic Polar. Navy full leather interior. - Upgrades include, hard back sport seats, graduated tinted windscreen. Only 8,750 miles.



1970 PORSCHE 911 S 2.2 - LHD
Black. Upgrades. Matching Numbers. Certificate of Authenticity Excellent condition. Imported vehicle. Only 41,600 miles.



1989 PORSCHE 911 3.3 TURBO - RHD
Metallic Silver. Burgandy full leather interior. Upgrades - G50, Bumpers with impact absorbers. Black roof. Excellent condition.



1983 PORSCHE 911 3.0 SC - RHD
Metallic Bronze. Upgrades include 3.0 SC Cabriolet - Totally restored. White full leather interior. Only 35,150 miles

BESPOKE FINANCE ARRANGED AND PART EXCHANGE WELCOME - WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY. A SIGNIFICANT PROPORTION OF THE CARS WE HAVE SOLD THIS YEAR HAVE BEEN BOUGHT TO ORDER.

IF THERE'S A SPECIFIC PORSCHE YOU REQUIRE THAT'S NOT LISTED ON OUR WEB SITE - PLEASE CALL JONATHAN FRANKLIN: 07522 911 911

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151 | Mob: +44(0)07522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

RENN SPOT

DAVID CONKLIN WEIGHS UP THE HIGH COST OF AN UNTOUCHED SURVIVOR AGAINST THE PRICE OF A FULL RESTORATION



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

If you have been reading my columns for the past few months, you are aware that I am in the midst of a total restoration of my old *g11*. The big news is that after three years it has finally come home from the paint shop...Yay!

Yes, it's back in my garage again, waiting for me to find time to screw it back together, and I am thrilled with the results. I know, however, that it is a restoration and even the nicest restoration can't match the appeal of a low-mileage, original paint, unrestored car.

As we have watched the values of early Porsches climb over the past few years, we've seen staggering prices for original, unmolested cars. Without a doubt, the low-mileage unrestored car is at the pointy end of the market. And even as the market seems like it may be cooling a bit, original cars remain white-hot.

There are many lessons to be gleaned from a project like mine. For example, it will always cost more and take longer than expected – just accept that going in and you will be fine.

However, one eye-opening revelation for me was just how much time and stress is involved; even if someone else is doing the work!

While I did all of the disassembly myself and plan to perform most, if not all, of the reassembly, the bodywork and paint was left entirely to the professionals – and my guys did a great job.

Yet, even though they were doing all of the physical work, it was my responsibility to source

replacements for missing or damaged parts and do all the research on how dozens of little details would have looked on an original car.

It was stressful trying to find arcane little pieces of hardware or bracketry knowing that the project was on hold until I came up with something. It was infuriating to have to buy three front bumpers, two driver's doors and two front hoods before finding ones that were good enough for the project.

Not only were the parts costly to buy, but add to that shipping and the shop time to determine a panel was no good and you end up with a lot of expense.

And then you start worrying about mistakes. Any car will have a niggling detail that isn't quite perfect. On restorations these are 'flaws', but on low mileage, unrestored cars they are 'original'. That tiny run in the paint, well it was put there by Olaf at the factory, so it's OK. It's no wonder I'm losing my hair!

This is the point when the seemingly 'outrageous' prices of original cars start to come a little more in focus. Let's do the maths. A solid and complete 'core' 1973 *g11T* will likely set you back \$30k. Now add the cost of the paint/body, plating, interior, engine and transmission rebuild, chassis and suspension refresh, wheel restoration, new tyres and all the other little bits and pieces that will be needed for a high-quality restoration.

Depending on labour rates in your area and

how much work you take on yourself, \$100,000 is not out of the question. In fact, keeping it below that \$100k threshold will be very difficult (again, this is for a high-quality concurs restoration).

So now you have spent \$130,000, had to endure the time and stress of the restoration process and it will still never have the caché of an original car.

Hmm...\$150k for a perfect original unrestored *g11T*, while still painful, starts to seem more rational.

There are issues with owning one of those high-dollar original and unrestored cars, though. The first is that you need a lot of money at one time to purchase them. With a restored car, you can spread that cost, which makes it easier to hide from the wife...err, I mean easier to budget for.

Also, at the end of the day, you own your restored car, but a low

mileage original car is more likely to own you. Scratch the paint or dent the fender on your restored car – no big deal, it can be fixed.

Do the same to an original paint car and you will likely be suicidal. After all, it's only original once!

Going forward, I expect that the really good original paint/low mileage Porsches are going to command a large premium, even if prices soften a bit.

Unlike some of the muscle cars that are popular in my area, our classic Porsches are neither easy nor inexpensive to restore. Restoration and parts costs will always be a real component of the values of these cars.

Marque specialist Bruce Anderson's most famous advice was to 'buy the best Porsche you can afford' and that is sound advice now more than ever. **CP**



A spectacular original car like this one-owner 26,000-mile Willow Green 914-6 may be expensive, but by the time you add up the stress, time and costs of restoration, it may actually be a bargain (Photo: Dirk Layer)



Authentic. Always.

The original classic steel wheels—pressed from the original German tooling—are back. These new wheels are made in the United States with modern high-strength steel and they are DOT approved. The disc-brake wheels are available in three sizes, including 15x4.5, 15x5.5 and 15x6-inches and they come in concours-quality chrome or silver finishes.

Shipping worldwide now from our Ohio facility, European Distribution—Classic Parts +49 (0)681 / 85 15 50 www.classic-parts.com

The Source - Stoddard NLA-LLC

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119



Steel Lug Nut
Fits All Steel Wheels 1950-1976
N-020-112-1
37mm Wheel Stud
As Original
NLA-34-132



Baby Moon Hubcap
Correct for "Normal" 356
1950-1963 Drum Brake
Wheels
NLA-361-002-00



Enamel Crest Hubcap
1964-1965 356, Early 911
Includes Cloisonne® Crest for
Disc Brake Steel Wheels
NLA-361-031-00
Crest Only: 644-559-801-00



7mm Wheel Spacer
1965-1969 911/912
Factory Aluminum Spacer
As Original
901-352-413-00



Small Tire Valve/Retainer Kit
Includes .453" Dia Tire Valve,
Cap and Support SIC-361-413-00
Large Tire Valve/Retainer Kit
Includes .625" Dia Tire Valve,
Cap and Support SIC-361-415-00



Drum Brake Wheel
New USA Production
High Quality, DOT-Tested
Complete with Clips
NLA-361-012-10
15x5.5 Painted Shown

More Authentic parts at: stoddard.com

DELWYN MALLETT

THE JOYS OF OWNING – AND DRIVING – AN OLD PORSCHE ARE OCCASIONALLY LOST ON MALLETT...



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...

Over 43-years of ownership my Speedster has graduated from an everyday driver to maybe-a-once-a-week, to sunny days only, to special occasions, to not as often as I ought to.

As a consequence, in the last year-or-so, I've allowed a whole series of irritating mechanical niggles to accumulate. In the 'old' days of regular use I would attempt to keep on top of things but of late it has become far too easy to put off 'till tomorrow jobs that should be tackled today – or, more accurately in my case, yesterday.

Some of the faults are simply down to a lack of use. I hate to think how many of my precious hours on this planet have been devoted to freeing off sticking or frozen drum brakes – just one of the problems that the Speedster is currently suffering. A condition almost certainly brought on as a result of not having spun a wheel over the winter months.

The recent lack of on-road action was not just down to inertia on my part; it was partly because the Speedster was displaying a classic six-volt fault – a reluctance to start due, I thought, to a lazy starter.

A brand new battery eliminated one potential cause of the lack of starter momentum so it had to be something else. Bypassing the ignition switch by running a wire – with separate starter button – directly to the battery certainly provided a bit more oomph. (I really, really hate fiddling with the 356 starter – just bearable if you have the car on a hoist but a pain in the neck, arms, and shoulders if you

have to crawl underneath with the car on a jack.)

I rather liked the idea of my remote starter button and allowed myself to persevere with this arrangement for some time until, once again, the car simply refused to start despite spinning over with undiminished momentum.

Must be carburetors this time, I reasoned. Air filters off and peering in while pumping the linkage revealed a lack of squirt. Carbs off, jets out, high-pressure air in. Replace. Turn over. No joy. Repeat three times. Get bored.

Well, not bored, just extremely frustrated and, above all, puzzled. The car would start within yards when towed but just refused to fire on the starter button.

Strangely, my old standby of squirting fuel into the carbs while spinning the engine over (the royal 'we' has to engage the services of the specially trained and ever-patient 'consort' for this exercise) still failed to get it running. Give up.

Check spark at distributor. There is one but is it a good one? I've never been quite sure what a 'good' spark actually looks like. To me a spark is just that – a spark. Either you have one or you don't. Anyway, let's be sure and get a new coil.

This does in fact produce what even I recognise as a brighter flash of light at the points. It even seemed to produce an encouraging cough from the cylinders. We, as in the royal 'we', might be getting somewhere...

The next day, without too much hope of success, I thought I'd have yet another attempt at starting. Pump, pump,

pump of the accelerator pedal – push button – cough, splutter, cough. Car running. I had to sit at the wheel for some time trying to absorb the good news and analyse what I had done differently. Conclusion? Nothing.

I'm still mystified. I can't say that the Speedster is eager to start but it does continue to start without too much churning.

One problem down – sort of. Now I have a car that runs all I need is a car that stops. The aforementioned 'sticky brake' problem remains.

One front brake was dragging slightly so a strip-down seemed in order. With the drum off it was apparent that a piston was sticking in the cylinder. Without the co-operation of my assistant (I can't push my luck too far) removal of the piston required a bit of a Heath Robinson arrangement of G-clamps so that I could use hydraulic pressure to fire out the sticky piston before removing the cylinder for a clean up.

The naked internals also revealed that the brake shoes are very near the minimum, so a new set will be fitted before too long.

Brakes reassembled, a short spin around the block reveals that all is still not well in the brake department. Blast! The brake pedal is not fully returning.

Floorboards out (another one of those horrible contortionist jobs requiring a bit of potholing under the dash) for the first time in I don't know how long – could it be 43-years I wonder? – reveals a gungy accumulation of gravel impregnated muck mixed with bits of flaky rust.

Speedsters leak, remember, and it really could be the first time in several decades that this particular corner of my car has seen daylight. A blast with the airline and a liberal application of WD-40 sanitises the area but the pedal is still not springing fully back.

The question remains, is the pedal binding on its shaft or is the piston in the master cylinder sticking? I've bought a new cylinder just in case so it looks like more subterranean manoeuvring beckons.

I hope in the meantime the failure to start syndrome will not return. Watch this space for an update. **CP**



Making his Speedster start was just the beginning. Now Mallett has the problem of how to make it stop. And they say that classic Porsche ownership is supposed to be fun...

Porsche Classics At The Castle

SUNDAY 6 SEPTEMBER 2015



COYS, a long term leader in the sale of historic Porsche motor cars are delighted to announce the expansion of 'The Excellence of Porsche'. The series will now feature an exclusive sale of pre-1974 Porsche in the spectacular grounds of Hedingham Castle, during Classics at the Castle, one of the most important events on the classic Porsche calendar.

ENTRIES ARE INVITED



For further information or a free market valuation, please contact:

COYS AUCTION DEPARTMENT

Guy Newton
Manor Court
Lower Mortlake Road
Richmond TW9 2LL
United Kingdom
Tel: +44 (0) 20 8614 7888
Fax: +44 (0) 20 8614 7889
guy.newton@coys.co.uk
www.coys.co.uk

COYS EUROPE

Michael Haag
Elisabethstr. 4
D-68165 Mannheim
Germany
Tel: +49 (0) 621 412004
Fax: +49 (0) 621 415551
coyseurope@web.de

COYS ITALIA

Giuliano Fazi
Tel: +39 335 148 8303
giuliano.fazi@coys.co.uk

COYS

SPECIALISTS IN FINE HISTORIC AUTOMOBILES
VALUERS AND AUCTIONEERS

ROBERT BARRIE

OWNING PROJECTS WHICH STALL SEEMS TO BE A MALAISE WITH WHICH MOST CLASSIC PORSCHE WRITERS ARE AFFLICTED...



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

It's odd that this magazine appears on time (*cheek! - KS*), because very little else in the classic Porsche world does. We routinely ask each other how long a task – or a project – might take in the full knowledge that the answer you receive is almost certain to be too optimistic.

And sometimes it's not just a bit too optimistic, but way too optimistic. It's out by a factor. The parts don't arrive or the work isn't done, or both. The delays start as days, become weeks and months and, *in extremis*, turn into years.

Folk from the real world are baffled by how we carry on like this. They have a point, but maybe we're not as hopeless as we look. Have you heard about 'signalling in the presence of asymmetric information'? It's Nobel-prize winning stuff. Quite literally.

In our context, the problem is that it's hard for high-quality workshops and suppliers to signal how good they really are. They can talk a good game and charge a bit more, but so can anyone else, so that doesn't really work.

The more credible thing is to be far too busy, and seriously disorganised. If your customers put up with the resulting delays it shows that you must be brilliant. There can be no other explanation.

So you get busier, more disorganised, the delays get longer and you look even better! On it goes. Eventually, nothing actually gets done. Hmm. Maybe that's not the explanation after all.

Maybe it's simply that it's as much fun to travel as to arrive and more fun to be optimistic than realistic. I do, however, feel better for

having got it off my chest.

The above is a long-winded way of reintroducing my intermittently-stalled Porsche 356 Pre-A race car project. It is underway again and I should be clear that the delays are entirely my responsibility. The case for the defence runs as follows:

First, it took me a while to source the right components for the engine. Then I had a conversation with a race organiser who said what I was proposing – and what everyone else was doing – might not be acceptable. So I had to get to the bottom of that. Meanwhile, he left the organisation and I started again with his successor, who has now left, too!

Then a complete engine became available through Andy Prill. There was another lengthy interlude while someone else said they wanted it and subsequently decided they didn't. It has been a frustrating stop-start journey all along.

The thing that has kept me going – as it has from the beginning – is that the car is absolutely stunning (*I can vouch for that - KS*). My optimism remains undimmed! It's an early 1953 car that initially went to Sonauto in Paris.

It came to the UK some five or so years ago having been in the US before that. Roger Bray Restorations in Devon did a comprehensive – and excellent – bodywork restoration for a previous owner, leaving me to do the running gear, and paint and trim the car.

As discussed, we're fitting an almost full-on race engine and a short ratio gearbox. We have GT brakes on the front.

Roger has painted the car in its original Silverfish grey and fitted a stripped-out interior with half cage. We've

currently got Speedster-type seats trimmed in black and brown. However, without wishing to get too political or partisan, I am already starting to hanker after some tartan.

More updates when we get out on the road and track. No, I am not going to forecast exactly when that might be!

My Pre-A is lovely, but not completely original. In some ways it was a relief that it had already lost its engine and gearbox when it came to me because it saved the agonising that would otherwise have taken place. I imagine, like others, I would have ended up putting them on a shelf and running something newer, stronger and less valuable. The car as I used it would have been less original anyway.

On a similar theme, I have been looking at old motorbikes. There's the same design, technology and innovation that we

appreciate in old cars, particularly classic Porsches, but in most cases it seems to be a little less precious.

Modifications of one sort or another seem to be accepted and even encouraged – possibly because, for now, the values are slightly lower, or possibly because, for now, it's a younger, less conformist crowd.

But we have seen this movie before. Older, more studious types like me move in and make it like everything else. It's like old cars were twenty years ago. It's the gentrification of a London borough.

The bikes I've bought are all low mileage, low owners, matching numbers examples and I am already wondering if they are too good to ride. I'm only kidding – I'll make sure I use them.

And, having followed Steve Wright in his 356A on track recently, I'll also make sure I race the Pre-A. As some of my new motorbiking friends rightly say: 'doing something is more fun than just owning something'. **CP**



Robert's Pre-A race car project has stalled of late (a familiar story, it seems!) Once finished, though, it will be a true credit to all parties involved



PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



- Change Oil

- Get Tech Info at PelicanParts.com

- Replace Clutch

- Upgrade Brakes

EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! PelicanParts.com/Promos or call (888) 280-7799



LETTERS

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



934 CORRECTION

First of all, my compliments on the article about the 934 written by Paul Davies in your issue #29.

Just one small addition. The engine of the 934 model was originally fitted with the new K-Jetronic injection system, as this was the one fitted on the current road-going Porsches (Carrera 2.7 apart, which in 1976 was still fitted with the old faithful mechanical unit).

But this injection system was not so well suited for racing use, giving an even more problematic power delivery to the already difficult single-turbo set-up of the 934.

In a personal interview with the great Hans Mezger, the legendary Porsche engineer, he told me that the problems with this system were never solved, so shortly thereafter it was offered (and homologated) for 934 customers as a 'Factory kit' that relied on the Bosch mechanical injection once again.

Many teams adopted this, even though the cost of the conversion was quite high, but the advantages in tractability and power increase were evident (and I can confirm

this, having raced the 934 in both configurations).

This mechanical system was also fitted to the 'American' 934.5 models, which sometime later also gained full air-to-air intercoolers and twin wastegates (one for each side) while maintaining the single turbo configuration.

The K-Jetronic injection was not used on the 935s – they were fitted only with Bosch or Kugelfischer mechanical injection.

Mauro Borella
Italy

911 EMPATHY

I read Steve Wright's 'Frustration' article with some interest, as the symptoms he'd been experiencing with his 911 are similar in nature to those on mine.

Until I have the time (and funds) to buy all new injectors, as I think I have one or two that are weak (they're 43-years-old after all...), I tried new plugs: NGK BPR7EIX Iridium.

I still have a 'spit' or light 'bang' about 45 seconds after an overnight start, but the plugs are great, and have eliminated other symptoms I seem to have been suffering from.

Vic Rola, PCA
via E-mail

Keith Seume replies: As you will see from this issue, Steve eventually traced his woes to faulty ignition wiring

THAT JACKET

I enjoyed Delwyn Mallet's column in issue #28 of *Classic Porsche*. His faux Sainsbury's 'Belstaff' style motorcycle jacket is indeed convincing, and a snip at £45.

The following sartorial confession made for very amusing reading as Delwyn wrestled with the idea of being a 'Sainsbury's man,' and reconciling himself to the fact that he was, and always will be a man to whom brand values matters. Like many other readers of this magazine I should think.

I did, however, almost spray coffee all over my keyboard, when Delwyn admitted to 'upgrading' his 'faux Belstaff' by sewing a Porsche logo on it. Not because it looked naff – far from it from the pic – but because it reminded me of my own 'faux Belstaff' jacket experience.

First I must 'fess up to an allegiance here as editor of *CP's* sister mag, *g11 & Porsche World*. In this position I have received all manner of Porsche branded goods from wash bags to shoe cleaning kits (seriously) and many items

of clothing. These are usually handed out at new model launches, not to buy us off, as many might think, but purely as a gift. If the car is rubbish, Porsche will get it in the neck regardless of the 'blag', as it's known.

Back in 2009, when Porsche launched the Generation 2 997 Turbo at Estoril (I know, it's a tough life), the 'blag' was Porsche's own take on a Bellstaff wax motorcycle jacket, and jolly smart it was too, with its brass poppers and authentic checked lining.

Being rather fashion conservative I would probably never have gone out and bought one, and besides the Porsche version would probably have cost as much as the real thing. However, being gifted one was a very different matter.

The only problem was, though, the Porsche branding. Yes, it was relatively discreet, but embroidered above the right hand breast pocket it read 'Porsche 911 Turbo.'

Now I haven't got a Porsche 911 Turbo, and I'm never likely to, and even if I did I wouldn't wear a jacket alluding to the fact. In my neck of the woods, branded clothing usually comes with John Deere or Claas emblazoned on it.

Still, it seemed a waste of a good jacket, so I got my other half to 'downgrade' my new jacket by painstakingly unpicking the embroidered logos. Result! It became my favourite jacket for many years and has since been much admired.

Not sure what all this says about me, but I thought I'd share anyway!

Steve Bennett
Hoxne, Suffolk

WRITE TO THE EDITOR,
CLASSIC PORSCHE,
1 THE ALMA BUILDING,
BRWERSTREET DAIRY
BUSINESS PARK,
BREWER STREET,
BLETCHINGLEY,
SURREY RH1 4QP.
E-MAIL
CLASSICPORSCHE@CHPLTD.COM
PLEASE INCLUDE YOUR
NAME AND FULL POSTAL
ADDRESS

Far left: Mauro Borella throws some light on the injection system used on Porsche's 934

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

- LIGHTING & RUBBER SEALS
- SERVICE PARTS
- AIR COOLED ENGINE PARTS
- WHEEL & TYRES
- REPAIR & RESTORATION PARTS
- GEARBOX & DRIVE TRAIN PARTS
- SUSPENSION & EXHAUST
- PARTS DEPARTMENT
- WORLDWIDE SHIPPING



WAYS
TO BUY



DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911T 1973 Coupe 2.4L MFI Engine
5 Gear Manual LHD, Sepia Brown with
a dark brown interior.



Porsche 911T 1972 Targa 2.4T MFI Engine
5 Speed Gear Manual LHD, 58442 miles.
Tangerine Orange with black interior.



Porsche 911 1974 Coupe 2.7L Engine
Manual Gearbox LHD, 95524 miles. Ice
Green Metallic with Black Interior



Porsche (911) 930 1982 Turbo 3.3L 300hp
Coupe, Manual 4 Speed LHD, 59000 miles,
Pewter Metallic with Black Leatherette
interior.



Porsche 911SC 1982 Targa 3.0L Engine
Manual Gearbox LHD, Arrow Blue with
black interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Official UK Distributor - Dansk
Dansk

UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems
- Elephant racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com



The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

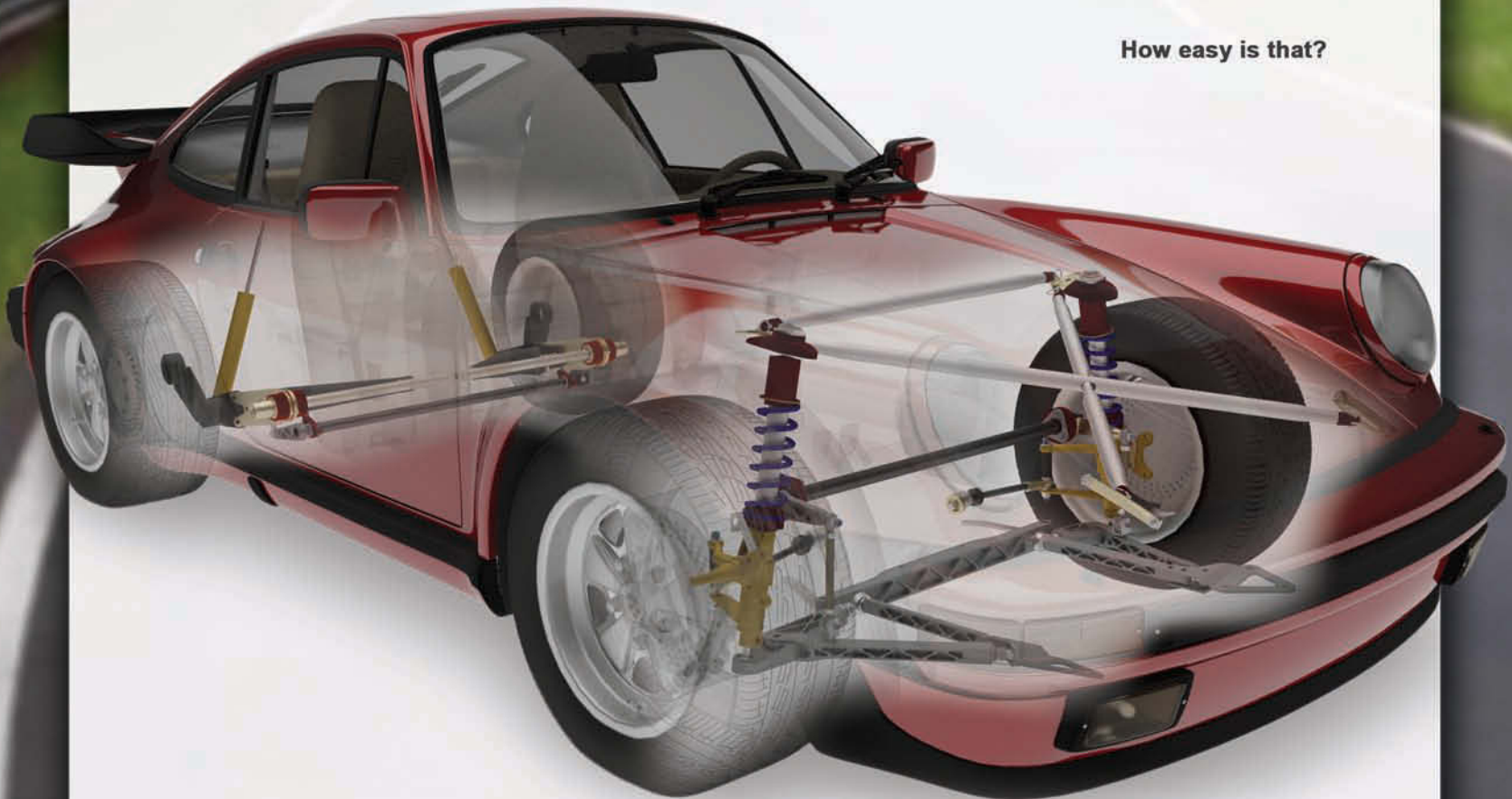
We are performance-obsessed Silicon Valley Engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com Or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.



1961 Porsche 356B 1600 D'leteren Roadster #89220

NO RESERVE
BONHAMS AUCTIONS
MONTEREY, CA
13-14 August 2015



Bonhams
BONHAMS.COM

"0" MILES SINCE COMPLETE GROUND UP, BODY OFF RESTORATION TO THE HIGHEST POSSIBLE STANDARDS. COMPLETE *NUMBERS-MATCHING VEHICLE. SAME OWNER FOR OVER 41 YEARS. TWO-OWNER CAR FROM NEW. PORSCHE CERTIFICATE OF AUTHENTICITY. INCREDIBLY RARE AND DESIRABLE COLOUR-COMBINATION OF AETNA BLUE EXTERIOR WITH RED LEATHER (ONLY 8.4 PERCENT OF TOTAL 356 PRODUCTION BEING THIS EXTERIOR COLOUR). EXTREMELY RARE *ROADSTER MODEL. D'LTAREN COACHWORK, WITH ENTIRE WORLD WIDE PRODUCTION OF THE BELGIAN ROADSTER BEING JUST 472 CARS! EXTREMELY WELL-DOCUMENTED RESTORATION INCLUDING PICTURES + INVOICES. CUSTOM COFFEE TABLE BOOK DETAILING HISTORY AND PROVENANCE.

SEGAL MOTORCAR
COMPANY

SEGALMOTORCAR.COM

Follow us on



***TO BE SOLD AT NO-RESERVE PRICE!**

jeff@segalmotorcar.com - 416-587-1198 - Jeff Seigel, Owner

NEW PRODUCTION OF THE 1969 TO 1972 CHROME HORN GRILL.



All new tooling for an exact fit, concurs chrome, all done in the USA. No more trying to fit the gap between the hood and the grill or the grill and the turn signal lens. \$85 each side



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

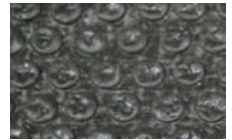


1967S, 1968S and 1968L correct "wide" rubber bumper insert, another one of those "unobtainable" parts to complete your restoration.

1968 to 1977 wiper arms and blades for both RHD and LHD. Finally someone has paid attention to the RHD market! Arms and blades available in pairs.



1965 to 1970 Engine sound pad. Tear out that moldy rats nest hanging from your firewall! Correctly dimpled and fire resistant just like OEM.



Auto-Foreign Services

Tel: +1-206-321-2960 E: autoforeign@gmail.com

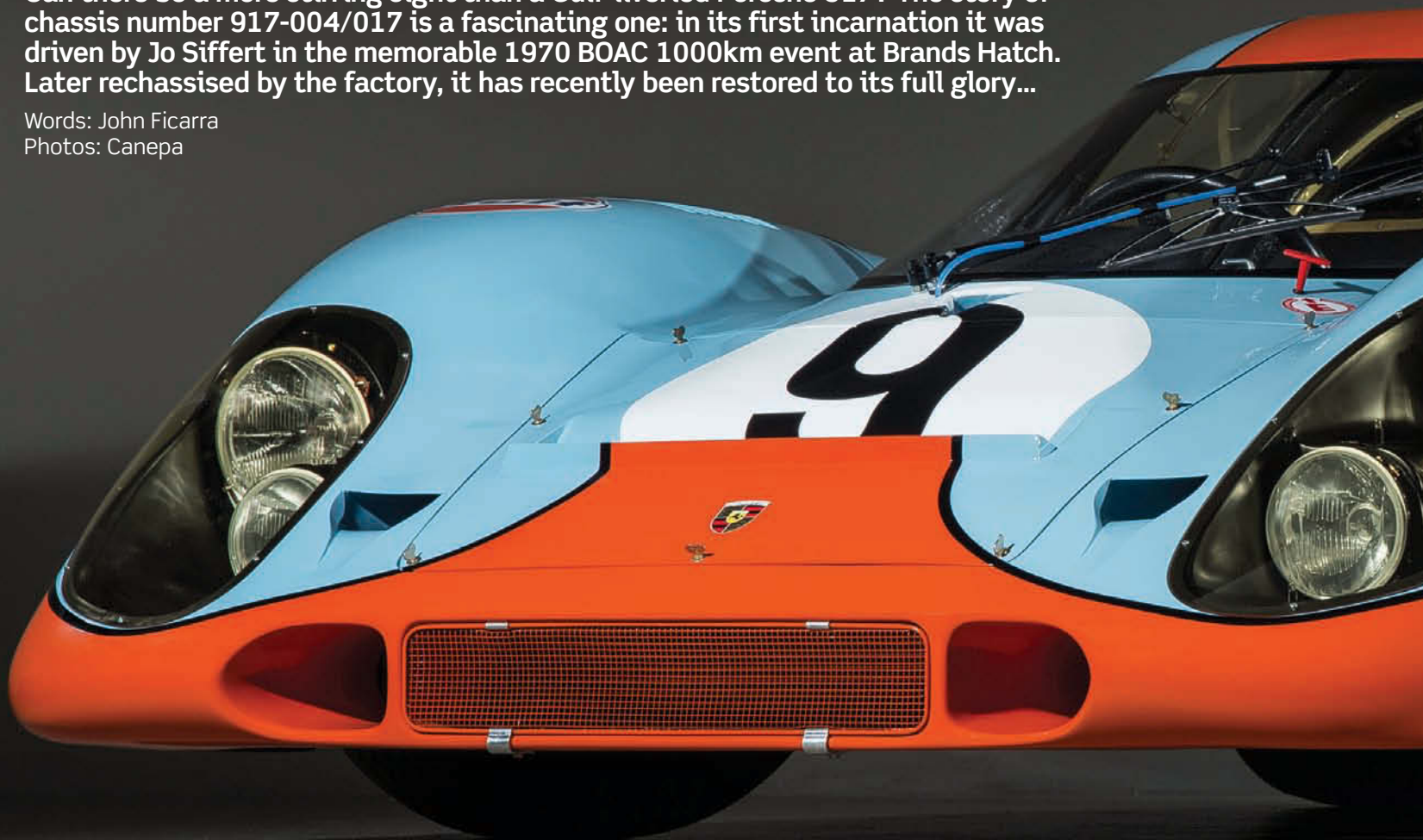
www.autoforeignservices.com

Eric Linden, 25 year PCA member, 25 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!

A LEGEND REBORN

Can there be a more stirring sight than a Gulf-liveried Porsche 917? The story of chassis number 917-004/017 is a fascinating one: in its first incarnation it was driven by Jo Siffert in the memorable 1970 BOAC 1000km event at Brands Hatch. Later rechassis'd by the factory, it has recently been restored to its full glory...

Words: John Ficarra
Photos: Canepa

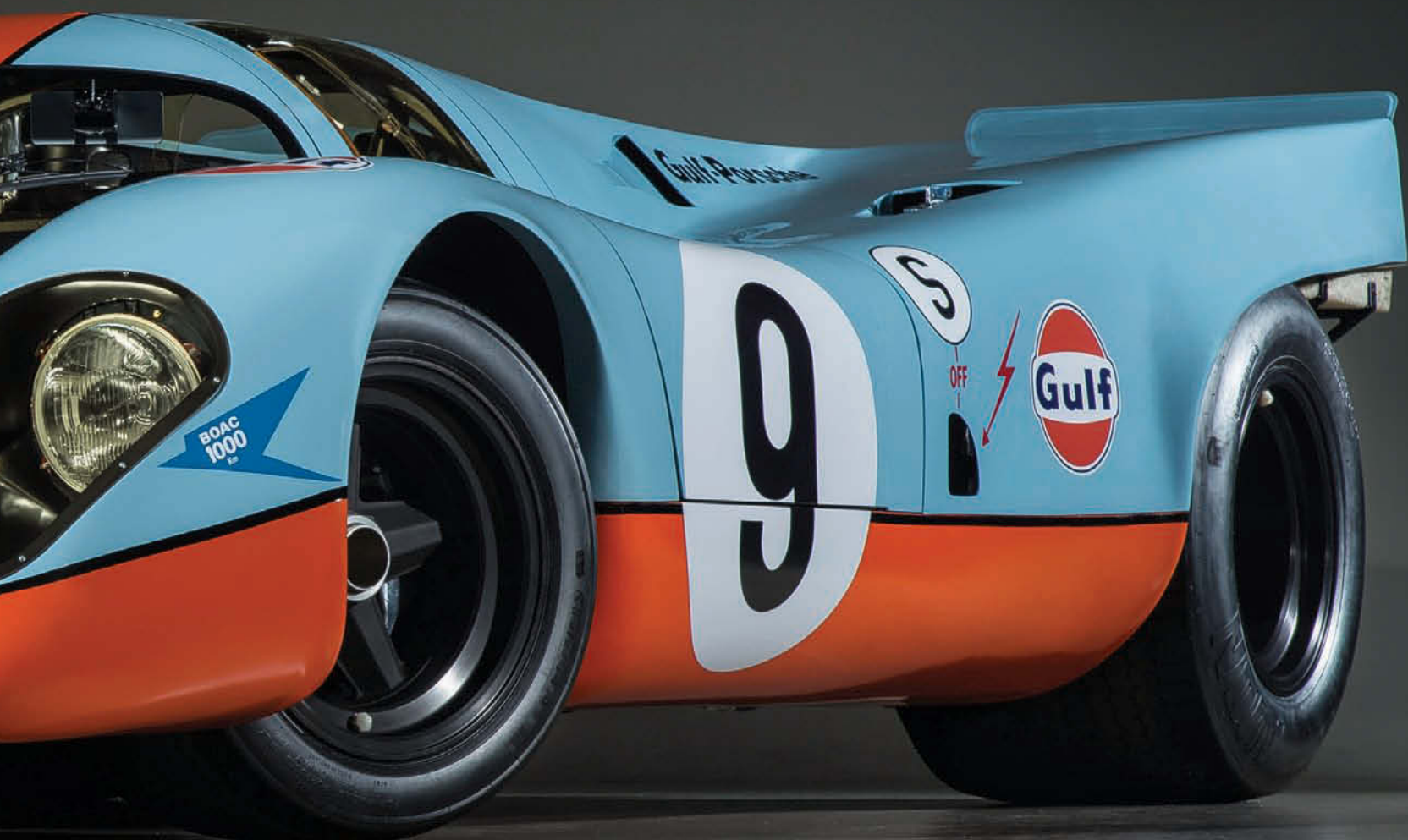


A special era in the history of the Porsche 917 stems from a private conversation held between Porsche team manager Rico Steinemann and the legendary John Wyer the night before the running of the 12 Hours of Sebring in 1969. Steinemann had been authorised by Porsche management to offer JW Automotive Engineering the Porsche factory racing programme for 1970 and 1971.

Now there were several reasons behind the invitation, foremost was the ability of the Slough based UK team to consistently win against newer cars backed by better funded teams. Case in point being that the Gulf Oil backed JWAE outfit was using what many considered an obsolete car in their Ford GT40 against current competition, and beating them.

Wyer replied that he would take the matter up with Gulf Oil who were more circumspect as to what could be

“Porsche had, typically, done it first and, at a stroke, every other car was out of date...”



gained by joining Porsche. When the 917 was shown at the Geneva Salon a week earlier John Wyer had clearly seen the future of sports car racing. In Wyer's own words, 'Porsche had, typically, done it first, and at a stroke every other car was out of date'. In addition, he pointed out, in the direct Wyer manner, that he could offer no prospect that would be able to beat it.

All of this took place in April of 1969, and while there was a basic agreement and understanding between Wyer and Porsche, there was still a full season of racing ahead. The high points that year for both organisations were JWAE once again claiming overall victory at the 24 Hours of Le Mans with their 'obsolete' Gulf GT40, and Porsche winning the World Championship of Makes using a combination of 908s and early model 917s.

The final contracts were signed in August. The agreement called for Porsche to supply JWAE with seven

complete 917s over the 1970 season. The first of those was chassis 917-004. A proforma invoice dated 5th December 1969 confirms this, with actual delivery to Slough three days later. 917-009 was to later join 004 in January, while 013, 014 and 015 were prepared and collected from Porsche for shipping to Daytona. Chassis 917-016 was shipped to JWAE in March of 1970, with chassis 017 being held in reserve at Zuffenhausen with the possibility of being built up as a new car for Le Mans.

Serious preparation on 917-004 and 917-016 was well underway at Slough in March, with the upcoming 1000km race at Brands Hatch to be held on 12th April. A letter from JWAE, received at Porsche on 2nd April 1970, requested a number of new parts to bring 004 up to date, which were promptly shipped out to Slough in time for the car to be ready to race.

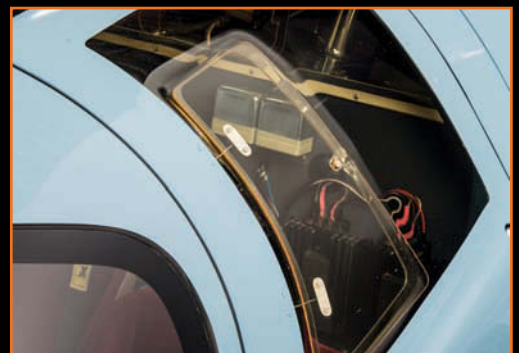
The BOAC 1000km at Brands Hatch proved to be a

Far left: 917-004 sets off in the rain at Brands Hatch. The BOAC 1000km event would go down in history as one of the greatest ever

Above: Perfect. Simply perfect in every detail. Freshly-restored car is currently offered for sale by Bruce Canepa



“ The BOAC 1000km at Brands Hatch proved to be a legendary race, bringing together the best... ”



917 RESTORATION



legendary race, bringing together the best of competitors, along with some of the worst of English weather in the form of wind and rain. Qualifying for 004 and 016 showed mixed results, but all that changed for the actual race.

The driver pairings were Pedro Rodriguez and Leo Kinnunen in 016, and the great Jo Siffert and Brian Redman aboard 004. Both 917s started on narrower wheels with Firestone rain tyres, and ran four-speed transmissions. Rodriguez had a phenomenal race in the heavy rain, and 016 went on to the overall victory.

917-004 had a troublesome start, with Siffert suffering a flat left rear on the circuit and losing valuable time attempting to get back to the pits. He rejoined in third place and, according to JWAE chief engineer John Horsman, 'The car had been alternating between second and third place and ready to win if Pedro faltered'. However, it all came to an end on lap 177. Brian Redman was at the wheel of 004 when he was hit from behind by Chris Amon's Ferrari 512S, effectively ending his race.

Upon returning to the JWAE workshops after the event, it was determined that, although the damage to the chassis of 004 was not significant, due to the upcoming race schedule it would be advantageous to return the damaged chassis to Porsche and replace 004 with 017. This replacement chassis was picked up by JWAE from Zuffenhausen on 26th April 1970 and delivered to the workshops at Slough for immediate assembly.

In order to maintain the validity of the carnet that had been issued for 917-004, the chassis tag from the damaged chassis was removed and welded in place on the new chassis of 017, thus 004 would continue in service. The damaged 004, now with the identity of 017 for paperwork purposes only, was returned to Porsche and eventually repaired later that autumn and put in storage.

In 1975, the chassis known internally as 004/017 was sold to Alan Hamilton of Hamiltons of Australia, the official importer of Porsche vehicles for the land down under. The man was not only a racer but also a collector of Porsche race cars, having owned several 908s, and having purchased 917/30 chassis 004 directly from the factory. The purchase of an original 917K was almost an afterthought.

Eventually Hamilton sold the chassis to a racing friend, Pat Burke, who by using the usual sources located and purchased many of the parts needed for assembly. In 1989, after years of being in various states of partial assembly, 004/017 found its way to David Piper. Piper, who had amassed a sizeable amount of spare parts for the 917, completed the car in Gulf colours and added the short vertical fin tail section from 1971.

He would be very familiar with the car, since he raced 004 in 1969 at its first race, the Nürburgring 1000km. Piper and co-driver Frank Gardner took 8th place, and thanks to this finish 004 is considered to be the first 917 to finish a race in its entirety.

In 2004, the completed and running car was being offered by Fiskens of Kensington, and a deal was made by principal Gregor Fiskens with Stephane Ratel of the SRO Motorsports Group. Ratel has impeccable credentials, having been one of the founders of the BPR Series, which later became the FIA GT Championship.

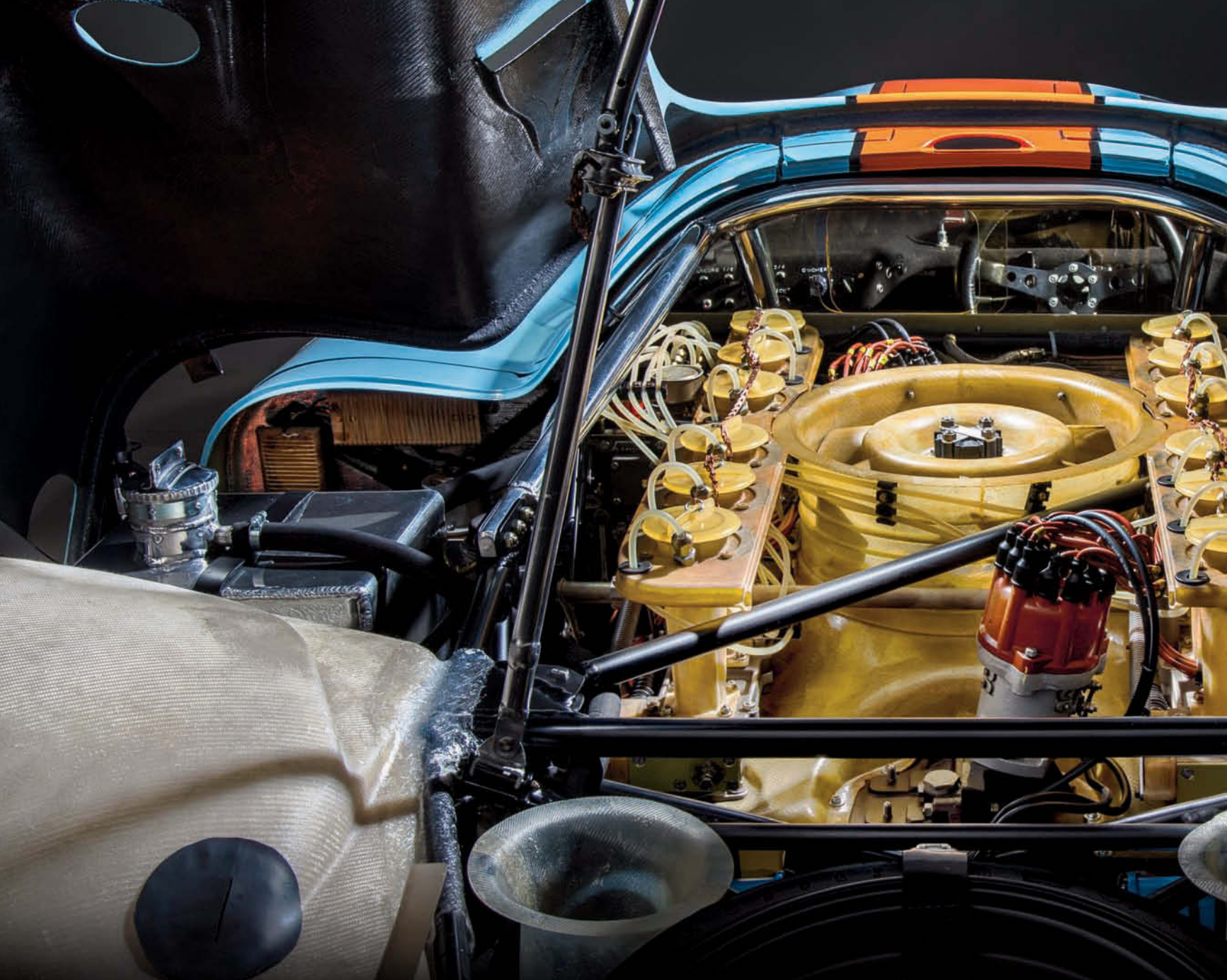
Ratel had his friend and former partner in the BPR, Jürgen Barth, visit Fiskens and inspect 004/017 prior to purchase. Ratel had planned to run the 917 in historic events but simply did not have the time to participate, and the car then found its way to Miguel Amaral of Portugal. Amaral had his own impressive stable of current and vintage race cars, and raced 004/017 on the great circuits of Europe on numerous occasions.

In 2008, Amaral decided to send the car to California for restoration under the guidance of noted Porsche historian Kerry Morse. The car was delivered to Porsche Motorsport



Kevin Jeannette at Gunnar Racing in Florida was responsible for the restoration of the body and chassis. Attention to detail throughout is exemplary – few people can match Jeannette's experience when it comes to Porsche 917s





13

The J. W. Automotive Engineering Ltd.
 714-715 Danbury Avenue
 Trading Estate
 Slough, Bucks.
 ENGLAND

EL-Hin 558 December 5, 1969

PRO FORMA INVOICE

In compliance with our contract, we are sending to you
 for temporary demonstration and test purposes, free of charge

1 Porsche racing car type 917
 chassis no. 917 004
 engine no. 917 004
 value DM 140 000.--

Country of origin: Western Germany.

The 5.0-litre flat-twelve was rebuilt by Ed Pink Racing Engines in Van Nuys, California, using a crankshaft made in the UK by Crosthwaite & Gardiner. Engine is hooked up to a four-speed transmission built by Dieter Inzenhofer of Andial

North America for disassembly of the drivetrain and electrics. Unfortunately, the project suffered a series of delays and setbacks, not an unusual occurrence with a difficult, high-end restoration.

In 2011, at Rennsport IV, the subject of 004/017 came up between Kerry Morse and Bruce Canepa. Having pursued this specific 917 in the past, and still interested in purchasing it, Canepa and Morse worked out a deal.

In December 2011, 004/017 was delivered to the Canepa facility in Scotts Valley, and a full inventory of the parts was undertaken. Canepa's goal was to restore the car to its Gulf liveried, Brands Hatch configuration. Once the scope of the project was fully understood, it was decided to bring together a team of the finest experts to complete the car.

Normally all the work would have been executed in-house at Canepa, but with a dozen high level restorations already underway, including another 917, Bruce decided to send the body and chassis of 004/017 to Kevin Jeannette of Gunnar Racing in West Palm Beach, Florida.

Gunnar, like Canepa, is well known for their extensive and thorough restorations of Porsche competition vehicles. Having owned and raced one of Gunnar's 917 restorations Bruce knew that they had the experience, expertise and quality that would meet his standards for a world-class restoration.

While the craftsmen at Gunnar began the two year process of completely restoring every aspect of the 917 body and chassis, the Canepa team engaged Ed Pink Racing Engines in Van Nuys, California to rebuild the legendary powerplant. Under the careful guidance of general manager, Frank Honsowetz, the 4.5-litre flat-twelve cylinder was rebuilt and increased to 5.0-litres, the most potent of 917K engine specifications.

A new crankshaft had to be manufactured to accomplish the build, and Canepa gave this task to the craftsmen at Crosthwaite & Gardiner in England who are renowned for their precision machine work on vintage racecars. Finally, having sourced a new set of 5.0 Mahle pistons and cylinders, the intricate engine build was complete. The rare Type 920 four-speed gearbox was entrusted to Dieter Inzenhofer of Andial fame for a complete rebuild.

The Canepa project team spent long hours making sure all the elements going into 004/017 were absolutely correct. Working with a cadre of specialist parts suppliers, and using up plenty of favours, part by part the 917 came together. For example the headlights, NOS and still in their Porsche boxes, came from Kevin Jeannette's personal parts stash. Kerry Morse assisted with the build, contributing his vast knowledge and access to his sizeable period parts collection.

From the smallest bolt, to the intricate aluminium chassis, every element of the 917 was scrutinised and vetted. The goal was to execute the most accurate restoration of a 917 to date, and thanks to the hard work of multiple teams of experts that goal has been accomplished.

This particular chassis occupies a special place in Porsche history: 004 began life as one of the original cars for homologation in April of 1969; it is one of the few examples to be raced in 1969; and it is the first 917 to go the distance and finish a race in its entirety.

Even with that stellar pedigree, it really comes down to the fact that 004 was, and is, a legitimate JW Automotive Engineering 917K. That iconic Gulf livery on a 917 represents even to the uninitiated the pinnacle of the 917K's road racing efforts.

Porsche 917s are truly rare beasts, and it is even rarer for one to come up for sale – especially one that has the irrefutable right to wear the soul-stirring Gulf colours of blue and orange. **CP**

Race history of 917-004 (prior to chassis #017)

1969

April
May
June

FIA (CSI) Homologation and registration
Preparation for the Nürburgring 1000km
Nürburgring 1000km. Drivers: Frank Gardner and David Piper
Result 8th overall.

This was the second race for a 917, however, as the first race for the new car was at Spa where the car had mechanical failure on the first lap, #004 is considered to be the first 917 to go the distance and finish a race in its entirety

November
December

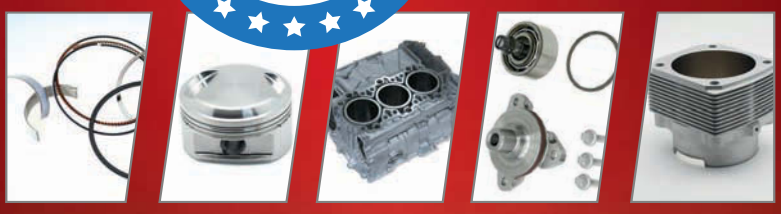
Stability testing at Hockenheim. Driver: Herbert Linge
Conversion to full 917K bodywork
Preparation and delivery to JW Automotive Engineering

1970

March
April

Preparation for BOAC 1000km race at Brands Hatch
BOAC 1000km race at Brands Hatch
Drivers: Jo Siffert and Brian Redman
Result: DNF (following accident with Amon's Ferrari 312S)
Original chassis 917-004 returned to Porsche to be repaired and renumbered as chassis #017

Performance Parts for **PORSCHE**



fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:
Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders, Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from LN Engineering, Nickies and fast forward automotive.



fast forward automotive KG | Luisenstr. 39 | D-51399 Burscheid
Phone/Fax: + 49 2174 6639699 | info@fastforward-automotive.com

www.fastforward-automotive.com

Autobahn Interiors



Specializing in Excellent Porsche Interiors



Tony Garcia 3962 Sorrento Valley Blvd. Ste. 100 San Diego, CA 92121
858-453-2400 www.autobahninteriors.com info@autobahninteriors.com



Old School Porsche Mechanics for the 21st Century

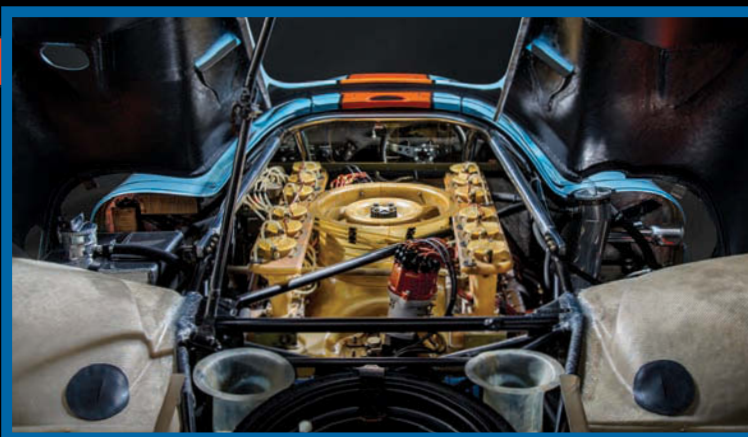
Chelmsford, Essex
Tel: 01245 237 091
or 07774 854 418
www.dsdmotorwerks.co.uk



canepa

1969 Porsche 917K

CHASSIS 017/004



- > ONE OF THE 1ST GULF-WYER 917Ks
- > THE 1ST 917 TO COMPLETE A FULL RACE
- > ONE OF THE ORIGINAL 25 HOMOLOGATION CARS
- > DRIVERS: JO SIFFERT AND BRIAN REDMAN

Fully restored and offered for sale by Canepa

00+1.831.430.9940

canepa.com

4900 Scotts Valley Drive . Scotts Valley . CA . 95066 . USA

ALMIGHTY OLIVE

Being a matter of personal taste, arguing about colours might seem pointless. Yet there is no denying that some of Porsche's more unusual hues still arouse debate, among them being the very rare 'Olive', as seen on R-Gruppe member Tom Ridings' 911E

Words & photos: Stephan Szantai





Funny how taste tends to evolve over time... Just 10 or 20 years ago, car enthusiasts would have cringed at various colours used during the 1970s, especially the earth tones so popular nowadays. Porsche's Sepia Brown, for instance, might not have looked attractive to most back in the early '90s, but it certainly has gained wider acceptance today. Of course, some could argue that countless trends from the '70s went from being judged hideous to suddenly becoming, well, pretty cool, for lack of a better expression.

While researching information about Porsche's old paint charts, we turned to the German restoration website elferhelfer.com and enjoyed browsing the section devoted to colours. You have to give credit to Porsche for offering a wide range of bright and daring options. Some of them have become classic in their own right, such as Gulf Orange, Viper Green or Aubergine. Others are more obscure, including Fraise (Strawberry) and the subject of our feature: Olive. Definitely a rare special order colour...

The owner of this 1973 coupé, Tom Ridings, believes this specific hue appeared on fewer than one per cent of all 911s produced that year. Depending on the light, it will shift between brown and green; but ultimately, you have to picture it like an olive floating in a Martini, hence the paint's nickname, 'Martini Olive'!

Another fact makes this specific vehicle even more desirable and unique: it has never been repainted. However, before digging into the car's history, let's introduce the hero of our tale. Tom somewhat naturally became a 'car guy' thanks in part to his dad, who owned a large Cadillac dealership, Ridings Cadillac in Long Beach, California (check out the vintage license plate frame on his 911!). As a kid growing up in California in the 1960s, the younger Ridings witnessed the 911's coming of age; yet his first Porsche purchased over four decades ago was a very rusty 356 Cabriolet. He quickly sold it to acquire a much cleaner 1967 911L.

More Zuffenhausen-built cars followed, occasionally mixed with vehicles of other makes. 'But I always come back to a Porsche' he adds. 'They are multifaceted, beautiful to look at and fun to drive. There are not many 40-year-old cars that you would want to drive on a long trip. I wouldn't think twice about a multi-thousand-mile trip in my 911. As a matter of fact, it would be great fun!'

His infatuation with the Porsche brand translates into a nice collection of fine automobiles today, starting with two(!) modern GT3s; the orange for his girlfriend Lisa, the blue for him – his is actually a bit wilder, being prepped for racing action at Willow Springs Raceway north of Los Angeles.

Tom also regularly plays with a track-only 997 and a white IMSA-inspired 964, which is used on both street and track. The Ridings family's daily drivers are far from boring, too, as they include a Ferrari California and a pair of Porsche SUVs, in the shape of a Cayenne and a Macan.

Tom belongs to the famous R-Gruppe, a club born in California that celebrates cars built in the spirit of what Porsche called 'Sports Purpose'. In the '60s, the German company noticed that some customers wanted to race their vehicles, from rallies to hillclimbs. To help them in their quest, Porsche thereby released a document which outlined factory race parts and alterations.

Today's R-Gruppe members continue being inspired by these guidelines when building their 911s. So did Tom, with two of his coupés... He owns a gorgeous and heavily modified Aubergine '73 911T, along with the subject of our article, the Olive '73 911E. Most of the Ridings' fleet resides in a huge garage, adjacent to their beautiful home in Orange County, Southern California.

Back in 1973, Porsche's 911 line featured three main models: the basic 130-horse 911T, the fancy 190-horse 911S and, somewhere in between, the 165-horse 911E.



“Talk about an exceptional survivor – not only is the paint all original, the interior is, too...”



Customers with a thicker wallet and possibly a penchant for racetrack action could also order a fourth version – the more exclusive Carrera RS. It delivered 210bhp and made quite a statement with its now iconic ducktail and 'Carrera' script on its flanks.

In comparison with the visually loud RS, Tom's 911E appears more subdued in its rare Olive outfit. He picks up the story from here: 'I purchased the coupé from a high-end used car dealer in Nashville. I located this find via an Internet ad and lost no time booking a red-eye flight to Tennessee to inspect it. The car was shipped home and, when it arrived, a friend offered to buy it before it was even offloaded from the delivery truck!'

Talk about an exceptional survivor – not only is the paint all original, the interior, too, was highlighted with factory sports seats. Even the windows have worn the same stickers for over four decades, specifically a 'Monterey 1973 18th Porsche Parade' decal on the driver side, plus a well-worn and more common 'Weltmeister' decal on the passenger side.

Tom has collected Porsche accessories for years and he put a few to good use on his 'E', including the dual Hella fog lights, OEM rear muffler skirt and 7Jx15 Fuchs rims, fitted with period 185/70 and 205/70 Michelin tyres. While you could buy the roof rack from US Porsche dealers back in the day, the back window's dealer-supplied blind came all the way from Australia.

Tom located it through the well-known thesamba.com website and truly fell in love with the rare piece when he received it. So much so that he contacted the seller to find out if he had another set for sale. He did and duly

Left: Tom Ridings looks pleased with himself, and well he may! 'His and hers' 996 GT3s take pride of place behind white 964 track car and his Olive 911E

Tom loves genuine period accessories and his 911E features a number of them, including this dealer-supplied roof rack. It's a cool and useful addition



“I don't use it as much as I should – the car is so nice and original that I'd hate to risk damaging it”





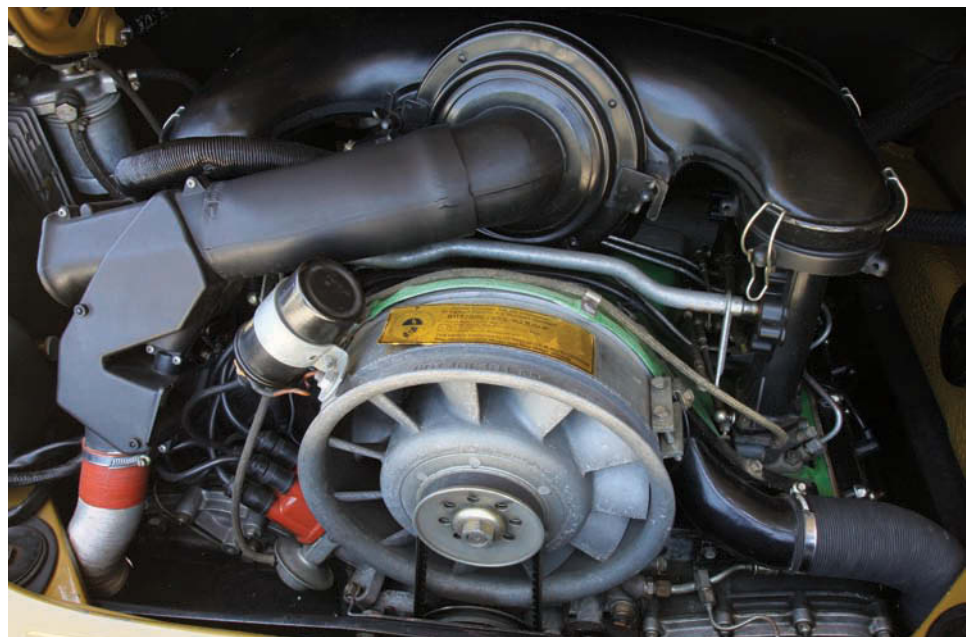
shipped it to Tom – now both his classic 911s feature Australian blinds! Note also the two rear lid badges attached to the grille, one celebrating the 18th Porsche Parade, the other a German ADAC-backed 1972 rally/touring event.

Most everything else is 100 per cent original, including the interior still equipped with its factory 8000rpm tach, though Tom added Coco mats front and rear to protect the very nice stock carpet. The 2.4-litre motor and five-speed gearbox have never been apart, 'and with just regular maintenance, this car runs perfectly', he tells us. 'I have been lucky enough to have had several different early 911s and this one starts, runs and drives with the best of them. I have owned it for nine years now; but I don't use it as much as I should – the car is so nice and original that I'd hate to risk damaging it.'

Tom still enjoys taking it to special events, such as R-Gruppe outings, the Pebble Beach Week and the Dana Point 356 Concours d'Elegance, where it won 'Best 911' a few years back. He truly cannot believe his luck having found such a great survivor: '1972/'73 911s were the cars I could afford after graduating from high school, so I always liked them. I think this one will be with me for a long, long time!' We can see why... **CP**

Factory sports seats feature black leather with houndstooth inserts. Coco mats are the only recent addition to this spotless and very original interior

2.4-litre engine has never been apart - it performs faultlessly so Tom has decided to leave well alone. Transmission is similarly untouched





Est. 1997

T: +44 (0) 1282 697171

Porsche **Classic Parts** Replicas
Original Equipment **Wheels** Historic
Restoration Projects Engines
Gearboxes Recreations **Specialist**



CLASSIC PORSCHE SPECIALIST
SERVICING | PARTS | REPAIR | RACE & TRACK | RALLY

Jasmine Porschalink UK
The Porsch Centre
3A Pendleside
Lomeshaye Industrial Estate
NELSON
Lancashire BB9 6RY
T: 01 282 69 71 71



E: jasmine.motorsport@virgin.net
W: www.jasmine-porschalink.co.uk

Company Registration No.: 3997925 (Cardiff) VAT Registration No. 712436363

**BE SAFE - NOT SORRY!
IN YOUR PORSCHE**



SAFETY BELT SERVICE

- Seat belts supplied and fitted to all types of vehicle
- Seat belts manufactured to your specification
- Large selection of belts and harnesses • Original belts refurbished
- New original equipment belts available for certain vehicles



020 8206 0101

sales@quickfitsbs.com • www.quickfitsbs.com
Inertia House, Lowther Road, Stanmore, Middx, HA7 1EP



GMUND CARS

SPECIALISTS IN SOURCING PORSCHEs WORLDWIDE
WWW.GMUNDCARS.COM

TEL: 01423 797989 E-MAIL: ANDREW@GMUNDCARS.COM
TEL: ANDREW MEARNs: 07887 948983

Nidd Valley Trading Estate
Market Flat Lane
Knaresborough
North Yorks, HG5 9JA

SIMILAR CARS WANTED



1983 911 SC Cabriolet,
Chiffon white, 80k miles, £34,995



1995 993 RS, UK rhd, 1 of 40 cars, Black/Black,
air con, buckets, 62k miles, full history EPOA



1963 356 B T6 Coupe, matching numbers,
Ruby/Black, with spare new engine, £99,495



1966 911 T 2.0 swb Coupe, lhd, Irish Green
w/black, matching numbers, £89,995



1991 944 S2 Cabriolet, mt Grey,
Linen, new hood, £10,995



1970 911 T 2.2 Coupe, lhd, Black/Black, fully
restored, major engine re-build, £64,995



1976 911 S 2.7 Targa, Silver/Black,
fully restored, £64,995



1973 911 T 2.4, Beige Grey/Black,
fully restored, £74,995



1973 Porsche 914, 2.0 litres, Yellow, lhd,
ex USA, very good condition, £POA



1966 Beetle 1300, Sea Sand, 2 owner car,
36k miles, original not restored, £24,995



1983 911 SC Cab, Silver with Black / Black
hood, 81k miles, £29,995



1986 911 Carrera Supersport, Guards
Red w/Black, 66k miles, as new, £59,995



1973 911T LWB Coupe #52 Black & Yellow

The Original Auto Mat. Coco Mats.

First introduced by Porsche for their newly developed 356, Coco Mats were the original factory accessory floor mat. New and improved, Coco Mats are the only period correct auto mat that will complement any classic Porsche.

Check us out on DDK and Pelican Parts forums.

www.CocoMats.com™
001.803.548.4809

Fürstl. **PALM FIBRE
COCO MATS**

MONTE ZOOMER

Forty years ago, a hat-trick of wins on the Monte Carlo Rally secured the 911's reputation as a contender on the rough stuff. Porsche was on a roll, the floodgates opened and a hoard of 911s took the Monte by storm. We found a cracker that ran the event from 1977 to 1980

Words: Johnny Tipler Photos: Antony Fraser

I apply some lock going into the left-hander; the nose turns but we plough straight on. I apply the handbrake and throw some opposite lock as the tail drifts right, and suddenly we're pointing the right way, traction regained. The 911 is truly an amazing car and, properly set up, it explains why so many competitors in historic rallies favour it over all other options.

And here I am, just back from covering the 2015 Rallye Monte Carlo Historique, at the wheel of a 2.7 RS that actually competed in the Monte back in 1977 through to 1980. A rare privilege indeed, courtesy of Belgian-based agent Kobus Cantraine.

Our 'Monte zoomer' left the factory in February 1973 as a top line M472-spec Group II-homologated 2.7 Carrera RS 911 Touring, chassis number 9113600528, engine number 6630500. The VIN number's '528' component indicates that it was built with thinner gauge steel panelling – press on those wings and, boy, do they give easily – while the 500 of the engine number places it in the first 500 run of RSs.

It was finished in Light Ivory with black leatherette and

M13 houndstooth option interior, delivered to French importer Sonauto in Paris, and thence to Jean-Philippe Grand, proprietor of Garage Gras, the Porsche dealer in Cannes. On Boxing Day, December 1973 it was bought by José Grindou, a local builder, who kept it until May 1979. For now, we'll concentrate on its early years.

Registered 5882 SB 06, it was modified in 1975 to do some amateur events, and in '76 Grindou started doing bigger French rallies, co-driven by Julien Gacquière. Most significant of these resulted in 9th place in the Rallye d'Antibes, and for 1977 the pair raised their game to the big-league Monte Carlo Rally.

It's an event notorious for snow and ice-bound stages, and prone to fickle climate changes. Contemporary photos show Grindou piling on opposite lock on hard-packed snow, flashing between snowdrift walls, the car on the outer edge of control. He was obviously no après ski slouch.

They finished 31st overall, which is some achievement for an amateur crew, given the factory participation and high calibre of professional crews in action at that time.





“ Contemporary photos show Grindou piling on opposite lock on hard-packed snow... ”

RALLY RECORD: 9113600526

1976 Rallye d'Antibes, José Grindou/Julien Gacquièrre, 9th overall
1977 Rallye Monte Carlo, José Grindou/Julien Gacquièrre, 31st overall
1977 Rallye du Var, José Grindou/Colette Galli, 21st overall
1978 Rallye Monte Carlo, José Grindou/Alain Ferrari, 29th overall
1979 Rallye Monte Carlo, José Grindou/Alain Ferrari, 19th overall
1979 Alpine Rally "Jean Behra", José Grindou/Paul Wrons, 8th overall
1979 Rallye du Var, José Grindou/Colette Galli, 30th overall
1980 Rallye Monte Carlo, Anthony Fourmachat/Thierry Crignou, 72nd overall
1980 Tour de France Automobile, Michel Tirabassi/George Decour, 26th overall



Victors were Sandro Munari/Silvio Maiga in a Lancia Stratos, with Jean-Claude Andruet/'Biche' 2nd in a Fiat Abarth 131. Coincidentally I've just seen 'Biche' (aka Michèle Petit) on the 2015 Historic Monte, co-driving an Alfa GTA... There were just 45 finishers out of 230 starters. Grindou and Gacquièrre did have the best all-round car though.

Contemporary race and rally star Vic Elford provides some context: 'The 911 was without doubt the best-ever two-wheel drive car on ice and snow,' he tells me. 'In 1967 Huschke von Hanstein gave me a 911 to recce the Monte, and after two weeks the 911 held no secrets for me: it was the car of the future, and was capable of doing everything better than any other car I'd driven.'

That year the competitions department built two 911s for him, one a practice car, the other a purpose-built rally car. 'There were no less than 43 gearbox ratios available, as well as three different final drives, which meant that I could almost always build exactly the gearbox I needed for any event.' Those were the days, eh!

Later in 1977 our feature 911 placed 21st in the Provençale Rallye du Var, with Grindou co-driven by Colette Galli. By this time the yellow front valance was painted white, the sponsors had changed, and a far more purposeful set of Marchal spotlamps graced the bonnet.

Then, with Alain Ferrari navigating, Grindou finished 29th overall in the 1978 Monte Carlo Rally, the year it was won outright by Jean-Pierre Nicolas/Vincent Laverne in an Alméras Frères 911SC. But that was a tough event, with all the hardcore players out in force, including Walter Röhrli,

Michèle Mouton and Jean Ragnotti.

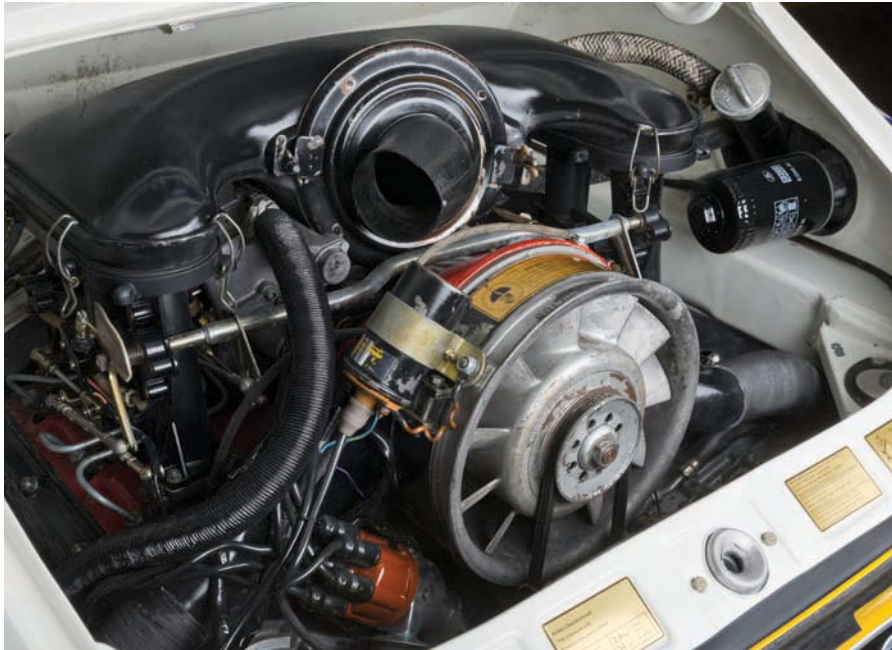
It was not so different in the 1979 Monte, where once again the stars were out in force, which gave Grindou and Ferrari their best result in the Principality – 19th overall and the Group 3P class win – just one place ahead of Jürgen Barth and Roland Kussmaul's 924 Carrera GTS. The car went on to do the Rallye-du-Var again, and the Alpine Rally where it finished 8th overall.

After a change of ownership in 1980, the RS was fitted with state-of-the-art concertina impact bumpers and, in its final year in the limelight, Anthony Fourmachat/Thierry Crignou came 72nd in the Monte Carlo Rally. After another switch of keepers, Michel Tirabassi/George Decour placed 26th on the Tour de France Automobile; by now the car was painted entirely yellow.

After changing hands four more times, from 1991 the RS belonged to Pascal and Julie Andrés, who restored it to its 1973 configuration, albeit with the addition of a giant saucer-shaped Alméras front airdam and splitter. All this time, amazingly, its thin-gauge doors, wings and roof remained intact and unmolested.

Much of the car's recent restoration to its former glory has been organised by Kobus Cantraine, well-known entrepreneur and event organiser in European VW and Porsche circles. 'I wanted to go all the way with the correct mud flaps and the tyres on the roof rack and a skid plate underneath, and stuff like that might happen, but for the moment how it is today, anybody could buy it, remove the stickers and put a Carrera script on it and it would be a normal RS.'

Hard to imagine looking at the condition today, but the RS has spent most of its active life as a competitive rally car, including outings in four Monte Carlo rallies. The Carrera RS was the rally weapon of choice in its day



An example of his diligence is sourcing the correct period Cibié and yellow-lensed Marchal spotlights. The front lid is glassfibre, lined underneath with balsa wood laid in a ply sandwich, an authentic fabrication based on genuine RSR front lids that Kobus had made in Germany.

Looking under the lid, the fuel tank is the regular RS 85-litres, and there's a strut brace between the shock towers bolted to the body on the shock turret. The spare tyre is strapped tightly in place, the original strap mounting no respecter of VIN plate, just bolted straight through it. It also bears an SCF plate, specifically for the French market.

The 7in and 8in Fuchs wheels were refurbished recently by Biagio and the tyres it's wearing are Goodyear 205/60 VR15 on the front and 225/50 VR15 on the rear. The car is presented as it would have run in the 1977 Monte, number 197, with 99 per cent of the sponsor decals accurately reproduced by Dams Graphics, or garnered off eBay.

The original wings had no rust, they just had so many layers of paint, so we stripped them back and repainted them the correct ivory white. It has been painted but not restored, and the engine has been cleaned but not rebuilt,' says Kobus. The half cage is a genuine period Porsche frame, and there are locations in the front half of the cabin to extend it or to install a full cage.

The seats are reproductions but they look – and feel – authentic; as I bounce over the unsurfaced terrain on the

farm tracks at our rural photo location, the seat base buckles under my weight and reforms itself with a 'boing'. The steering wheel is not authentic but likely to be swapped for one that is.

The floor's clad in lightweight fabric that hardly qualifies for the term carpet. The belts were made in Canada and the old-timer navigation kit includes twin stopwatches, Halda Speedpilot and Halda Twinmaster, map reading light and map holder. The wooden block on the accelerator pedal is an authentic addition by a former custodian to enable heel-and-toeing.

The brakes were overhauled and renewed, though the original discs and calipers accompany the car. The car is in the custody of Ohain-based August Porsche Addiction run by classic marque specialists Pierre Breda and Pierre Jambers, a short drive through picturesque hill country to Waterloo, scene of Napoleon's defeat by the Duke of Wellington 200 years ago, where we stage the shoot.

So let's go for some action. It starts on the key and the gorgeous 2.7-litre flat-six bursts into life. I let it tick over for five minutes so everything's thoroughly warmed through. The seat's rock hard, the five-point harness is a hassle as competition belts always are, the suspension's firm, as you'd want it to be. The clutch wants adjusting as the take up is right at the top end of the pedal, so I'm cautious at first.

Engine has been cleaned and detailed but not rebuilt. Under the bonnet it's all no-nonsense minimalism, as you'd expect of a rally car

Halda Speedpilot and Twinmaster dials kept the navigator informed of progress. Seats are repros in the style of period Scheels. Repa belts were de rigueur in their day and add perfect finishing touch



PORSCHE'S MONTE CARLO RALLY WINNERS

1968 1st: Vic Elford/David Stone (Porsche 911T 2.0), 2nd: Pauli Toivonen/M Tiukkanen (Porsche 911S 2.0)
1969 1st: Björn Waldegård/Lars Hëlmer (Porsche 911S 2.0), 2nd: Gérard Larrousse/Jean-Claude Perramond (Porsche 911S 2.0)
1970 1st: Björn Waldegård/Lars Hëlmer (Porsche 911S 2.3), 2nd: Gérard Larrousse/Maurice Gélïn (Porsche 911S 2.3), 4th: Åke Andersson/Bo Thorselius (Porsche 911S 2.3)
1978 1st: Jean-Pierre Nicolas/Vincent Laverne, (Porsche 911 Carrera 3)



It's the perfect way to go historic rallying: it's a mechanically bulletproof, well-prepared car with impeccable history. Just right for the Tour Auto or historic Monte Carlo. The car was sold at this year's Techno Classica Essen

Out on the open road I open it up a little and there's very rapid acceleration through the gears. It's extremely raw in road-car terms, but a heck of a buzz just throwing oneself and the car around – because the driver is at one with the car. A 2.7 RS pulls wonderfully if it's well dialled in, the injection pump is set up right, the rev range you get from 5000 to 7000rpm is phenomenal, and this one is no exception. An aural treat, too.

Soon enough we're in forest, with the sun just burning off the mist that's rising slowly through the pines. It feels like a wild child of the '70s, and it's rock solid on the road. All the controls respond instantaneously: the steering, the throttle, clutch.

The brakes seem fairly spongy but they do work efficiently, and overall it's kind of unruly, yet controllably wayward; it wants to get away from you, but then that's in the nature of historic 911 rally cars, and you simply keep it gently but firmly in check.

And is there a future for this car? You bet! In fact it's absolutely ideal for historic rallies. Take the Monte for instance. It has always been a big deal. Prince Albert 1st launched the first rally in 1911, and its exotic setting in the seaside Principality still endows the event with an aura of superiority and mystique over all other international rallies.

It's run with tenacious independence by the Automobile Club de Monaco, and for the past 18 years the frontline FIA rally (since 1973 a round of the WRC) has been shadowed a fortnight later by the Rallye Monte Carlo Historique, using mostly the same stages and transit sections.

The retro rally regularly attracts over 300 entries, a cross-section of machinery built between 1950 and 1980,

and 911s are by far the most numerous model, with a smattering of 356s, 914s and growing number of 924 Turbos to leaven the mix. Like most classic rallies the Rallye Monte Carlo Historique is a regularity event, with swingeing penalties for speeding on the special stages: arrive at the checkpoint ahead of your allotted time and you plummet down the running order.

Back in the day, though, regularities didn't exist at this level of the sport. But it wasn't simply a matter of driver ability that brought success: drivers of Vic's calibre relied heavily on pace notes, shouted to them via helmet microphones and headsets.

Pace notes weren't just the 'tulips' symbols in the official route book, they were the result of diligent reconnaissance and practicing hard on the stages in the weeks running up to the event, driving them at the time of day or night they'd be covered on the actual event. In the Alpine stages they'd also receive up-to-the-minute ice notes as well, garnered on the relevant stages by 'retired' experienced rally crews as near as possible to the cars coming through, and handed to the navigators at service halts and check points. Depending on what the ice notes predicted, crews would then choose the best studded tyre option.

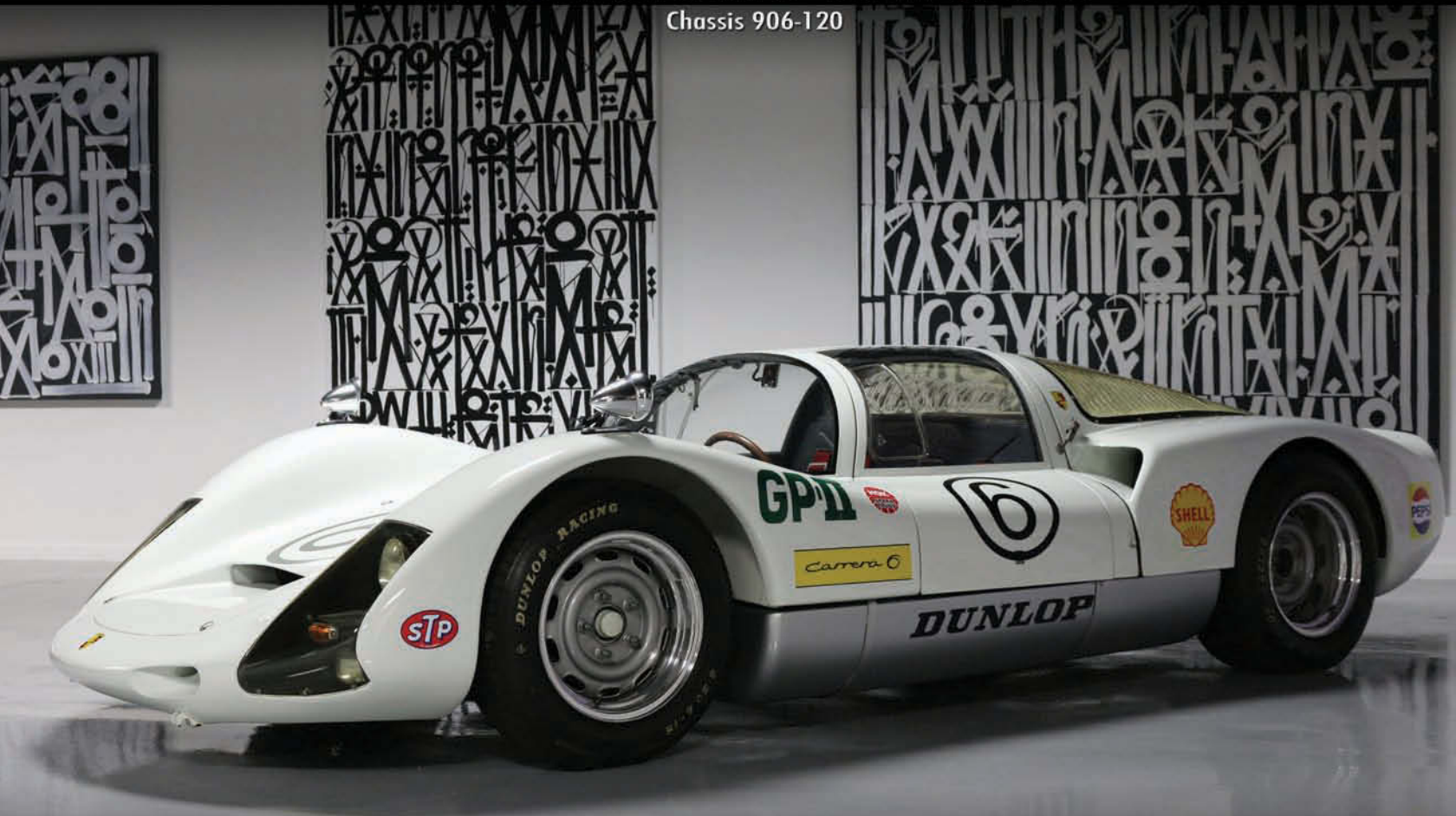
All of those factors still absolutely pertain in the modern classic regularity Monte, and indeed, less frenetic events like Tour Auto, but the difference is that the cars probably work less hard because they're not driven pell-mell everywhere, on either the stages or the transit sections. A genuine contender like this would be in its element and, in the right hands, in contention for the win. **CP**

SYMBOLIC

— INTERNATIONAL —

1966 Porsche Carrera 6

Chassis 906-120



906-120 WAS ORIGINALLY IMPORTED INTO JAPAN WHERE IT ENJOYED GREAT SUCCESS FOR MANY YEARS INCLUDING MULTIPLE 1ST OA FINISHES. PRESENTED TODAY IN ITS PERIOD LIVRY. THIS IS ONE OF THE BEST EXAMPLES THERE IS, COMPLETE WITH ITS ORIGINAL ENGINE.

ALSO AVAILABLE:

1965 PORSCHE 904 CARRERA GTS (S/N 904-107)

1973 PORSCHE 911 CARRERA 2.7RS (S/N 911.360.1454)

WWW.SYMBOLICINTERNATIONAL.COM

11425 Sorrento Valley Road, San Diego, CA 92121 • +1.858.259.0100

A CLASSIC PORSCHE PARTS STORY

your partner for: Porsche 356, 911/912, 964, 993



JOMAPARTS.COM
porsche classic parts

Gefusilleerdenlaan 29 - 9600 Ronse, Belgium
T +32 55 21 30 13 - F +32 55 20 70 69
info@jomaparts.be - www.jomaparts.be

Nederlands Français English Deutsch Italiano Português

FLM DESIGN

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



911R/RS Style Roll Cage manufactured in the correctly sized 40 x 2mm tube. Supplied with/without Diagonals.
Reproduction Cast Steel 'Crow's Feet' also available.



Plate Type LSD to suit early 901 Transmissions with 12 x Molybdenum plates and side gears to suit Lobro Output Flanges. Ramp Angles and preload can be modified to suit the application



Forged Steel Adjustable Rockers with extended heel pads to suit 906 cams. Manufactured from 4340 AQ Steel, double tempered, shot peened and isotropically superfinished before being surface hardened to 1000Hv. Fitted with a genuine Glyco Rocker Shaft bush

...and much, much more contact us at:

Tel: Int + 44 (0)1455 213998 or fennlane@btconnect.com



Your Porsche.

Whatever model Porsche you own, modern or classic, we have the expertise, knowledge and experience to make sure you spend more time enjoying what your car was built for. Driving.

- Four wheel alignment and corner weight gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, conrolling and trim work
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Air conditioning repairs and regassing
- MOT tests
- Vehicle inspections and valuations



Independent servicing and repair specialists for classic and modern Porsche.

Call 020 8903 1118 or 01727 866 075 or visit www.jazweb.co.uk

WE'VE MOVED – Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB



SIERRA MADRE COLLECTION

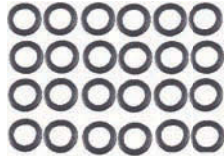
Your main source for Parts & Accessories
for all Porsche® Automobiles

Info@SMCparts.com • www.SMCparts.com • Pasadena, California • +1.626.844.4616

We ship hundreds of orders overseas weekly using USPS, UPS, and FedEx. Delivery time as quick as 4-5 business days.



Hirschmann Aerial Antenna, Black
911.645.301.04 £175.10



**Rocker Arm Shaft
Viton O-Ring Set (65-94)**
SMC.0579.052 £27.35 **£21.69**



Fuchs Wheel Lug Nut Set
Silver SMC.182.02.SET £56.90 **£51.28**
Black SMC.182.36.SET **£52.87**



Exterior Mirror, 914
914.731.039.10 **£93.60**



**Speedometer Dial Face,
MPH to KM/H, 911 (69-74)**
SMC.641.701.00 **£30.89**



Grey Knob Set, 356A (55-59)
SMC.552.GRY **£363.67**
Beige, Ivory & Black also available



**Euro Headlight Assembly,
911/912 (65-67)**
901.631.101.00 **£195.00**



Fog Light, 911/Carrera/930 (74-83)
911.631.206.01 ~~£150.67~~ **£131.21**



Aluminum Oil Cooler, All 356's/912
SMC.107.041.01 ~~£342.15~~ **£299.00**



**Engine Grille Rain Tray,
912(65-69)/912E(1976)**
902.512.127.20 **£93.60**



**VDO Cluster Gauge
(Oil Temperature and Fuel Level)**
SMC.741.502.01 **£118.35**



**Heater Vent Knob Set,
911/912/914/930 (65-85)**
SMC.571.SET **£45.61**



**Engine Bay Decal Set
With Red Border, 911 (Early)**
SMC.006.SET **£45.32**



RHD Wiper Arm Set, (68-77)
SMC.628.014.00 ~~£66.99~~ **£60.28**



**Seal & Rubber Restoration Kit,
911/912 Coupe (69-73)** SMC.000.892 **£589.30**
Other models available!



Four Way Dashboard Tool
SMC.935.701 ~~£28.36~~ **£26.47**



Key By Code Service
SMC.KEY.01 **£27.71**



Soft Wheel Lock Nut Socket, 19mm
SMC.410.003 **£9.75**



**VDM Steering Wheel,
911RS/914-6 (380mm)**
914.347.805.10 **£838.94**



Hot Air Hose Set, Silicone (65-89)
SMC.211.622.01 **£26.65**

GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1055 East Walnut Street • Pasadena, California 91106 • United States



Most photographed car of the show award, had there been one, would probably have gone to this Pre-A on the Vredestein stand...



ESSEN EXCESS

Our annual pilgrimage to Techno Classica once again confirmed there's no let-up in the ever upward spiral of prices. Essen is a 'must-see' show, the largest classic event in Europe and host to an amazing array of historic Porsches

Words & photos: Keith Seume

Every year, Techno Classica leaves you reeling from shock. Shock, naturally, of the high prices but also the shock of seeing so many amazing cars in one place at one time. We've said it before, and we'll say it again: there is nothing quite like Essen.

Following a rapid dash across France, Belgium and the tip of Holland in a 'modern' (a Porsche Panamera GTS, in fact), *Classic Porsche* columnist Delwyn Mallett and myself

arrived, breathless, at a packed Messe Essen, the modern exhibition complex just a short haul from the city centre. Even though we've been probably a dozen times in the past, nothing quite prepares us for what lies ahead.

Inevitably, the sheer quality and quantity of Porsches on show is what grabs your attention the moment you walk through the door – there's a real buzz as people jostle to take a look at the hundreds of classics on display



Far left: Not seen these on a 911 for a long time. You've got to love the 1970s graphics on this impact bumper 911

Left: Just short of £6000 would have bought you this model of an abandoned Speedster. Not many years ago, that would have bought you the real thing...

Right: Early 911s always has an impressive array of cars on show, including RSs and RSRs



Far right: Everybody raves about the Singer 911s, but we reckon this hot-rod on the Thom stand runs them close for detail



Right: This 1974 Carrera would have set you back €325,000 - the previous day, the same company sold another for €275,000



Far right: Slide injection on a display engine on the Mittelmotor stand. Want!



“ We’ve said it before, and we’ll say it again: there is nothing quite like Essen... ”

Right: You can rely on Essen to come up with an impressive show of rare parts. Whatever you desired, it was there



Far right: Gulf memorabilia was in evidence, while patina Speedster attracted Delwyn Mallett’s attention - or rather, its unusual hardtop did



Right: This 356A outlaw was nothing short of perfect, in its 'matt silver' paint finish. Techno Magnesium wheels were cool



Far right: PS Automobile showed this wonderful 908 short-tail. It was for sale - we didn't ask the price in case we could afford it (fat chance of that!)



Right: Porsches of every size and most pockets...



Far right: A famous car - often seen in books, this flat-nose Turbo was a special order from the factory. It may look a little dated now, but it was stunning in close-up



(and it's hard to remember that not everyone here is a Porsche fan!) but after half an hour's 'acclimatisation' you start to format a plan, and begin to look round the show in a more organised manner.

or at least, the vendors want you to believe they do. Even before the doors open, some big deals appear to have been struck, with 'Verkauft' (sold) scrawled across show cards on many of the exhibits. We heard of a dealer selling

Below: Mallett expresses his dislike of a sign saying that the dealer has many other cars available 'for investment'...

“ We heard of a dealer selling four early Porsches to one customer for around €3.5million... ”

Below right: Ex-Jochen Rindt 911S was on display at the Seidel & Friedrich auction stand

One of the interesting aspects of Essen is that virtually every car on show is actually for sale. Before long, you start to realise that the legendary 'Essen tax' isn't just a joke: prices really are pretty stratospheric. But cars sell -

four early Porsches to one customer for a grand total of around €3.5million - not a bad morning's work.

Techno Classica is unique, and a show that's not to be missed. See you there next year, maybe? **CP**





Far left: Replica g17 attracted attention - was OK from afar, but didn't warrant close inspection

Left: Porsche Classic stand included this extravagant g59 - not for the shy and retiring, that's for sure!



Far left: Wall art, anybody?

Left: This view from the balcony gives you a small idea of what to expect - but this is just one tiny part of a single hall...



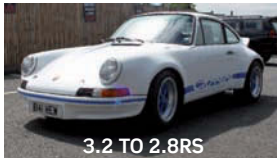
Left: Not seen this before - diecast model of early g11 prototype was cool

Below: 'Matching numbers' Carrera Speedster was for sale - price on application. It was very nicely detailed



www.clubautosport.co.uk

Porsche Specialists since 1971



3.2 TO 2.8RS



WORKSHOP FACILITIES - servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work

FULL BODYSHOP & REPAIR FACILITIES - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates

NEW AND USED PARTS - any part for any Porsche, from engines and gearboxes, body panels to small trim parts

LIGHTWEIGHT COMPOSITE PANELS - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

REPLICA 962S AVAILABLE SOON

Next day delivery or collection

Tel: 01384 410879

email: richard@porsche.co.uk or mick@porsche.co.uk
Park Lane, Halesowen, West Midlands, B63 2RA

PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing
- Standard with all packages!



Conversion Experts for Over 23 Years!



TRANSAXLE SPECIALISTS



ENGINE CONVERSIONS
911/914
3.6L DME



2.0 - 3.6L



Phone: (602) 244-0911 | www.patrickmotorsports.com
Phoenix, Arizona - USA | Daily Worldwide Shipping

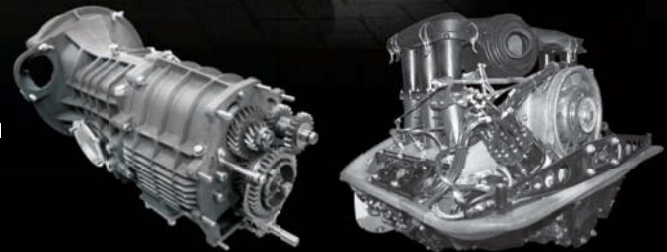
© 2014. All Rights Reserved. All Patrick Motorsports, LLC, BMW, TOYOTA & PERIODIC are registered trademarks of Dr. Ing. h.c.f. Porsche AG. These products are not officially approved by PORSCHE.



THE CLASSIC SPECIALIST

With nearly 30 years experience, PARR has the knowledge to repair and your Porsche to the finest standard using our highly trained technicians.

For all your cherished Porsche requirements – from minor body repair to a full concours restoration – talk to Parr.



CLASSICS // RESTORATION // SALES // TUNING // SERVICING // REPAIR // KNOWLEDGE // FACILITIES
PARR Specialists In Porsche 5 The Faraday Centre, Faraday Road, Crawley, West Sussex RH10 9PX
+44 (0) 1293 537 911 // PARR-UK.COM



We're on the same team.

EBS Racing

Repair | Restoration | Racing
Porsche Parts Exclusively

Featuring Original Mahle Motorsports Engine Kits

- 906 & 910
- 911 2.0S, 2.2S, 2.4S
- 911 2.3ST & 2.5ST
- 911 2.7 RS & 2.8RSR
- 911 3.0-3.2 Turbo
- 911 3.3-3.4 Turbo
- 911 3.2-3.4
- 964 & 993 3.6-3.8 RSR
- 964 Turbo & 993 Turbo 3.6-3.8
- 996 GT3 3.6-4.0
- 996 & 997 Turbo 3.6-3.8

*A complete listing
of engine kits is at
EBSRacing.com.*

*Get your free
152-page PDF.*

Product Information
Porsche 911 Turbo (MY 14)
911 Turbo, 911 Turbo S
Go to **EBSRacing.com.**

**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

EBSracing.com

email **ebsracing@aol.com**

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B

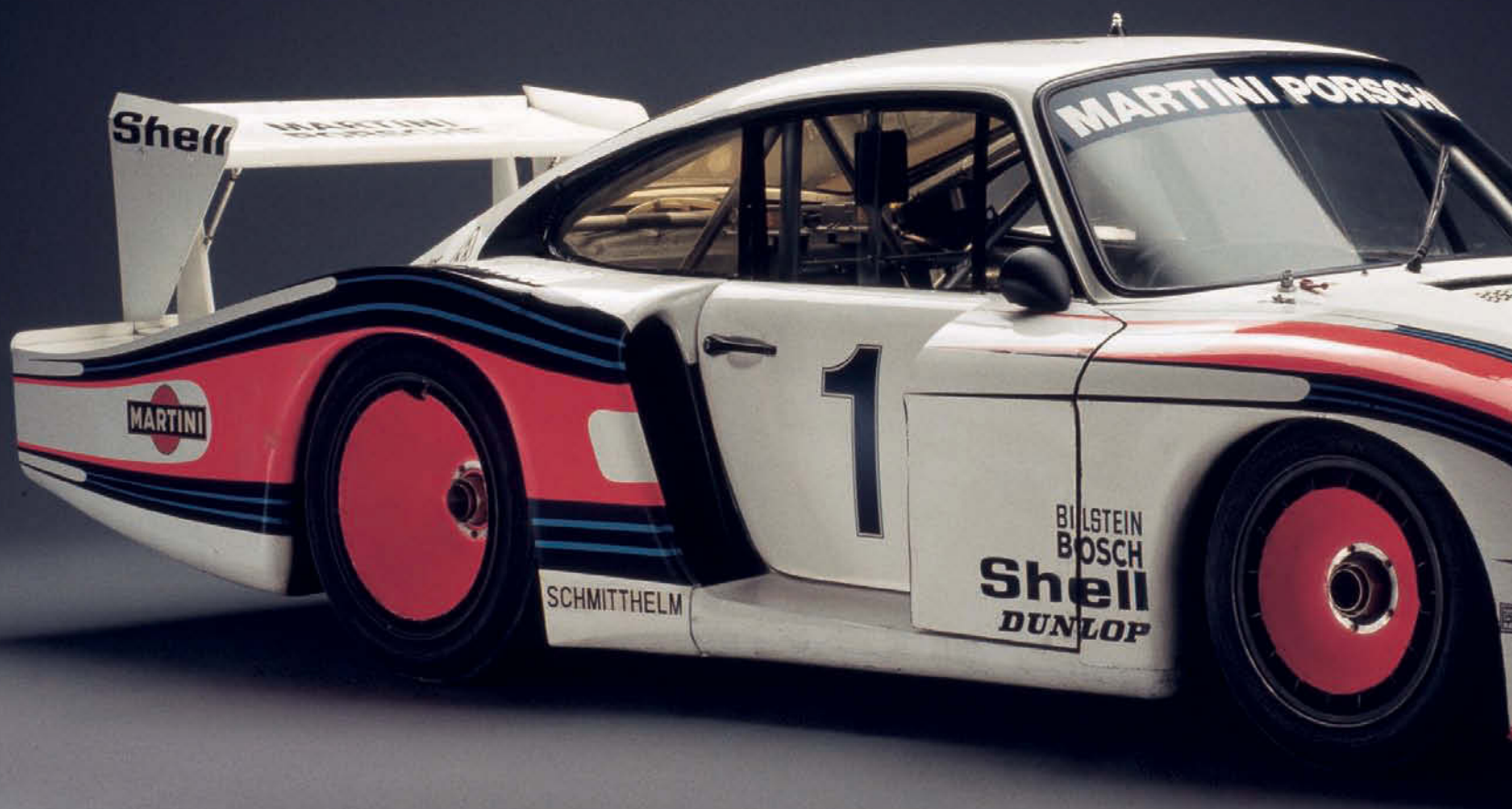
Reno, Nevada 89502

THE ULTIMATE 911?

The 935 must go down in history as the most extreme incarnation of the production 911 as a racing machine. Paul Davies continues his numerical count through Porsche's competition cars

Words: Paul Davies

Photos: Porsche AG



Look upon the 935 sports racer as a 934 Grand Touring-category car with sophisticated aerodynamics – and a hugely more powerful engine – and you've got the bones of it. The big difference was that while the Group 4 car was 'merely' a class winner, the Group 5 machine was to become, in 1979, an outright victor at Le Mans.

Before then, every Porsche victory in the 24 Hours race – and there had been four since the first in 1970 – had been with a purpose-built racing car, first the brutish 917 and then the svelte 936. The fifth win for the marque, by a Kremer-prepared 935 K3, with German driver Klaus Ludwig, along with the American brothers Don and Bill Whittington, was Porsche philosophy in its purest form; victory for a Porsche customer with a production model.

The term 'production model' is, of course, stretching things a bit. But the fact remains, however, mighty as it was the 935 was no more, or no less perhaps, than a modified racing version of the 911 Turbo that first went on sale in 1974. That K3 victory, incidentally, was the last Porsche win at the Sarthe for anything but a purpose-built competition Porsche. That is assuming you don't consider the 'road ready' Dauer 962 of 1994 as anything but a pure racing car.

The 935 slots into an obvious place in Porsche's motor sport activities of the mid- to late-1970s. The 934, based on the production 930 Turbo, of which at least 400 had to be produced, was built for the international category of special GT cars, while the 935, as further evolution of the 934, was permitted a greater degree of modification and qualified as a sports car.

Importantly, however, the specification of the 935 had to be based (albeit sometimes loosely interpreted) on the technical and physical parameters set by its 'parents', the 930 and the 934.

Completing Porsche's racing 'family' of the era, the 936 was a Group 6 prototype sports car and on many World Championship events would run alongside the 935, but more on that one in a future issue!

Just like the 934 – as Porsche's first customer turbo racer – the birth of the 935 goes back to the prototype RSR Turbo of 1974, with the 2.14-litre engine. That year a brace of these Martini-Porsche sports racing cars proved the fitness of the turbocharger installation on the 911 engine, and allowed Porsche's development facility at Weissach to complete its plans for both Group 4 and Group 5 machines. From '76 onwards these two would run side by side on international tracks, with customer racers supporting, and sometimes playing leading roles to, the factory team.

Norbert Singer was the Porsche man in charge of the development of the 935. His greatest moment would come with his innovative translation of the regulations that produced the fastest of the breed, the 935/78 Moby Dick, but his own story would continue with the success of the Group C 956 and 962 endurance race cars of the next decade. With the 935 it was Singer's task to take the 934 and turn it into a race car that could beat the winged BMW 3.5 CSL 'Batmobile' that ruled Group 5 in the mid-seventies.

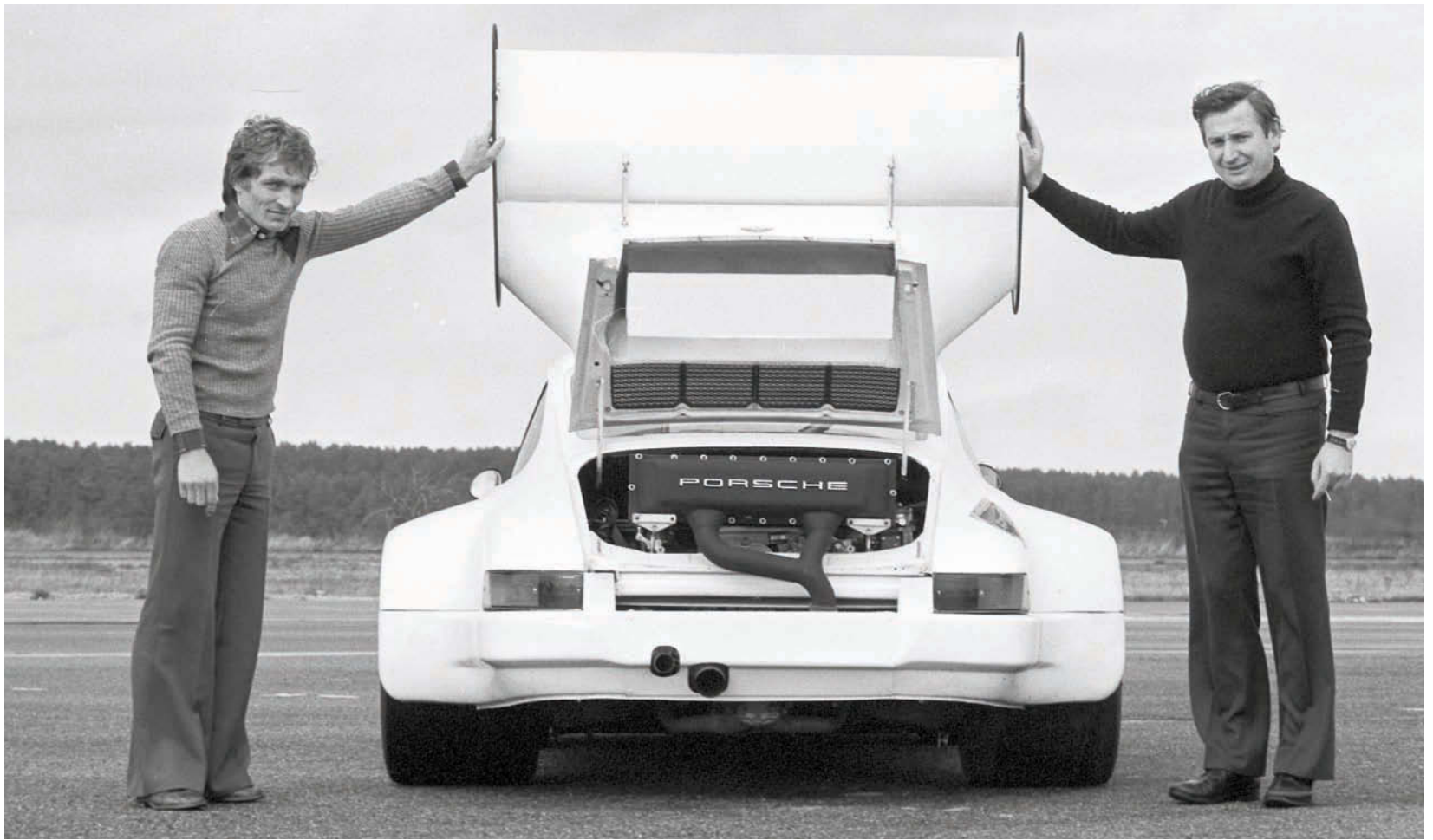
In fact Singer and his men already had a pointer towards the 935, in the so-called 934.5 (or '934 and a half') that had been introduced with a larger rear wing and wider rear wheels to beat the opposition in IMSA and SCCA racing in the USA.

Working within the Appendix J rules set by the CSI (*Commission Sportif Internationale*) of the ruling FIA body, the plot was to take the (already successful in its class) 934, make it lighter, increase the effectiveness of the aerodynamic body aids, increase power output, and take the wheels and tyres to the maximum allowed to handle the power. All to beat those pesky BMWs!

Porsche took the base 930 Turbo bodysell and ripped

Just to prove they could, Porsche built the 'Baby' single-turbo 1.4-litre 935 to run in the Two Litre class. It raced twice (lckx winning at Hockenheim) before finally heading for the Porsche Museum





it apart. Out went all the interior trim, soundproofing and rustproofing. All the removable panels – bumpers, doors, wings (fenders to some) – were replaced by glassfibre, whilst both the front and rear grp sections were moulded in single pieces, to save weight and make for easy access. At the rear a large aerodynamic wing (spoiler), with an adjustable rear edge, in aluminium and plastic was fitted, as the rules prescribed, to the original-size Porsche Turbo engine cover.

Apart from the front and rear screens, all the glass was replaced by Perspex, the roll-cage and gear lever assembly were made from aluminium, and the seat mounts were titanium. The 120-litre fuel tank was manufactured in polyester composite with a safety bladder.

The 935 of 1976 took much of its running gear from the 934. The brakes, with twin master-cylinders connected by an adjustable balance bar to alter the front to rear bias, utilised the same heavily finned 'endurance' four-piston calipers borrowed from the earlier 917 acting on perforated, ventilated discs. Centre-lock wheels at the front were 11in wide by 16in diameter (279mm x 406mm) and at the rear there was a choice of 14.5Jx16 (368mm x 406mm) or 14.5Jx19 (483mm).

Whereas the Group 4 regulations meant the 934 retained (although not necessarily used) the torsion bar springing of the production 930 Turbo, while employing coil springs and tubular dampers units to do most of the work, the freedom of Group 5 allowed the 935 to rely solely on titanium coil-over-damper units front and rear. The rear suspension arms (short RSR type) were cast aluminium, the front anti-roll bar had 'blade' flat-section ends and was adjustable from the driver's seat by a cable.

The 1976 regulations for Group 5 linked the permitted capacity of the engine to the overall weight of the car, with the added complication that if a turbocharger (or supercharger) was fitted, a factor of x1.4 was applied to determine the theoretical engine capacity. With all this in

mind, Porsche came up with a 2857cc engine (92.8mm bore x 70.4mm stroke) which just ducked under a 4.0-litre class limit, and meant the minimum all-up weight for the vehicle had to be 970kg. Initially a 2808cc engine was used for testing, but this was soon replaced by the 2857cc unit.

Based on the 934 unit, the engine had a standard crankshaft, 930 crankcase and valves (two per combustion chamber), whilst the camshafts were re-profiled and titanium connecting rods were used. Like the 2.14-litre RSR Turbo, twin-spark ignition (two plugs per combustion chamber) was used, along with a single KKK turbocharger and mechanical fuel-injection. The engine cooling fan was mounted horizontally, like the 934.

Again, like the RSR Turbo, Porsche used air-to-air intercooling between the compressor and the intake, the necessary large heat exchanger positioned in a box between the big rear wing and the engine. Almost immediately this was to incur the wrath of the CSI and cause a headache for Porsche.

With a compression ratio of 6.5:1 and with the single KKK compressor running at 1.4bar (21psi), the power output was 590bhp at 7900rpm, although some 600bhp-plus was available if boost was increased.

The transmission of the 935 was the same four-speed as the 930/934 but there was a fixed differential (spool). Amazingly the first 935 tipped the scales at 900kg and so ballast had to be added – Porsche, of course, taking advantage of this to ensure the best possible distribution of weight.

Porsche built two cars to contest the sports car World Championship in 1976, but before the first race the rear wing was modified (a result of the first of several 'conversations' with the CSI) and the original high headlamp front was altered to the shape, with the headlamps incorporated within the nose, that has become the trademark 935 profile. Slots were cut into the top of

First prototype with huge tail and 'box' covering the air-to-air intercooler which incurred the displeasure of the CSI. Youthful 935 development chief Norbert Singer is on the right

Right, top to bottom: After technical trouble mid-1976 (caused by enforced body changes) the new-look flat-nose 935 bounced back to win at the Watkins Glen 6 Hours, with Stommelen/Schurti/Mass 935/78 Moby Dick was built for Le Mans, but finished a lowly eighth. The car's only victory in its four appearances was at the Silverstone Six Hours, with Ickx/Mass driving

Greatest 24 Hours for the 935 must have been the Kremer K3 victory at Le Mans in 1979, with Klaus Ludwig driving, supported by the Whittington brothers, Don and Bill

Jacky Ickx and Jochen Mass took the original 935 to victory at Mugello and Vallelunga (shown here) in 1976 before the technical guys from the CSI demanded big changes

the flat-top front wings to relieve pressure in the area over the front wheels.

Drivers Jacky Ickx and Jochen Mass took the Martini-liveried 935 (chassis # 002) to victory in its first two races, six-hour stints at the Italian circuits of Mugello and Vallelunga, while at the third, at Silverstone, a lowly finish was somewhat tempered by a second place taken by a Kremer run 935, chassis # 006. Then the mucky stuff hit the fan, or to be precise the intercooler.

Although the new flat front was accepted, the CSI took affront to the big rear wing and, particularly, the box that contained the heat exchanger. It was not possible, they said, for the wing to mount directly onto the production 934 engine lid – the box must go. Singer's men came to the conclusion that the only way forward was to replace the air-to-air intercooler with the water-air system used on the 934, but instead of the twin, small, water radiators being mounted in the nose they would position them behind intakes at the leading edge of the rear fenders.

The system was a compromise. Through the mid-part of the season the engineers tried to get to grips with the new intercooler (throttle linkage problems were one knock-on effect of the change) while BMW leapt ahead in the Makes category of the World Championship.

Things eventually came right in the USA at the Watkins Glen 6 Hours, where Rolf Stommelen and Manfred Schurti in Martini-Porsche '001' were winners, with Ickx/Mass in '002' in third place after brake problems. The victory was sufficient to give Porsche the Makes title, ahead of their Munich rivals.

Porsche started the 1977 season with a car identical to the previous year, and built a batch to similar '76 specification (935/77) for customers, but it was not long before the 935/77A appeared for factory use. Significant mechanical changes were the use of twin, smaller, KKK turbo compressors, and re-siting the intercooler to a space between the engine and driver's cockpit firewall. In this form power was 630bhp with 1.4bar (21psi) boost, which could be increased to 650–680bhp for sprint races.

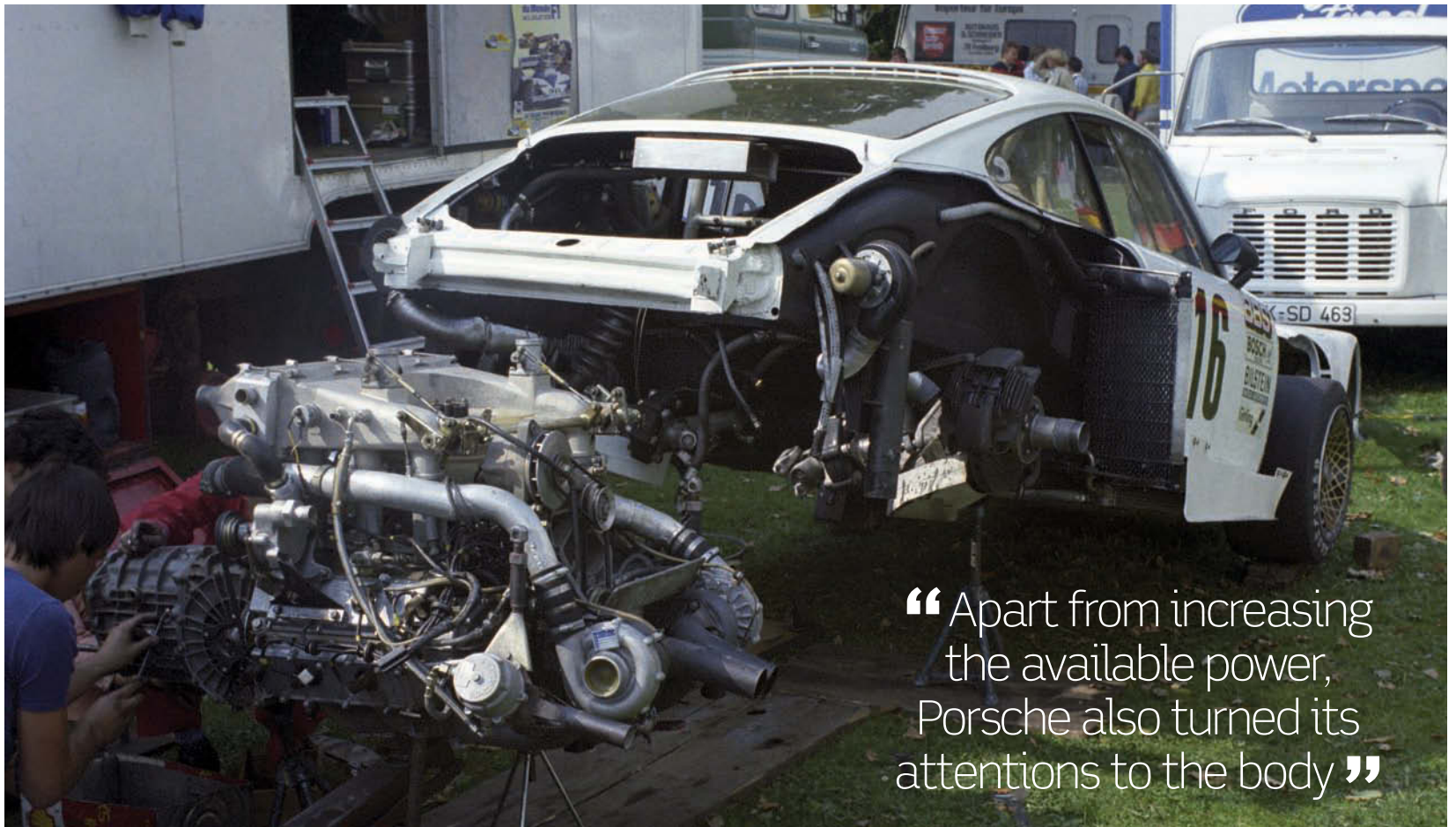
The 935/77A also benefited from revised suspension (the front wishbones were lengthened) with more use of aluminium components, and the brakes were improved by the addition of a 934-type servo unit. Wind tunnel work improved the aerodynamic efficiency of the body, particularly with a re-designed and much smoother tail section that had its own screen that fitted over the original rear screen which had to be retained. Clever interpretation of the regulations also allowed the bodywork to have 'running boards' between the front and rear fenders which, again, contributed to a much more slippery shape – you can also look upon it as an early use of downforce.

Troubles dogged the factory cars through the '77 season, particularly a string of head gasket failures, but three wins for the Ickx and Mass combo, along with victory at Nürburgring for the single turbo car of Tim Schenken, Rolf Stommelen and Toine Hezemans, was sufficient to give Porsche the Makes title again. The growing number of customer cars – particularly Georg Loos, Max Moritz, and Kremer – ensured the car's continued position on the winner's podium. The Ickx/Mass win in the works car 935/77A '005' at the Brands Hatch Six Hours headed a Kremer full-sweep through the rest of the top five.

For the 1978 season Porsche decided to let their very competent customers do most of the racing, whilst they concentrated on Le Mans, and continued to make customer cars with various engine specifications. At the same time the Kremer outfit was making its own alterations to the chassis and bodywork, and establishing itself as the 'alternative' 935 supplier for other teams.

The factory car for 1978 (935/78) was very different. The head gasket problems of the previous season had the engineers looking for a solution to cope with the extra power they knew was required from the twin turbo engine.





“ Apart from increasing the available power, Porsche also turned its attentions to the body ”

The 935/77A moved to twin KKK turbochargers with the water intercooler sited between the engine and bulkhead. The horizontal cooling fan first used on the 934 Turbo was retained

The 3.2-litre engine of the works 935/78. With water-cooled heads, four gear-driven cams, and four valves per combustion chamber, with twin turbos it achieved in excess of 750bhp
The 935 of 1976 and the 935/77 (early works, then customer) had a single KKK turbocharger and delivered 600bhp. Several configurations of water-air intercoolers were used

The answer came with water-cooling the cylinder heads; although the regulations prevented any alteration to the block (or crankcase and barrels in Porsche's instance) the heads could be modified.

Hans Mezger, forever to be associated with 930 Turbo engine derivatives, was the man in charge of engine development, which – apart from that 930 crankcase – was completely new. In addition to water-cooling the heads, he specified the new power unit would have four valves per cylinder (leaving room for only a single spark plug) and the resulting double overhead camshafts on each bank of cylinders of the flat-six would be gear driven, as those of the 917 nearly ten years before.

The new heads – still separate for each cylinder – were welded to their respective cylinder barrels and the coolant was circulated by a pump mounted on the back of each of the exhaust camshafts. Each bank of heads had its own water circuit passing through radiators behind air scoops ahead of the rear fenders. With water doing most of the cooling, Mezger reverted to a vertical

fan which now was only needed to keep the cylinders at working temperature.

A test engine was built with a 2.8-litre capacity, but the final power unit for the 935/78 was 3.21-litres which, with twin turbos, delivered 750bhp. The basic specification was set for a racing engine that would carry Porsche through two decades.

Apart from increasing the available power, Porsche also turned its attentions to the body of the car, with the intention of reducing both weight and the drag coefficient, the Cd. Turning to alterations in the Group 5, Appendix J regulations (made at the instigation of BMW) which allowed the floor of a car to be raised – to allow better fitment of exhaust systems – Norbert Singer and his men did just that to the 935. At the same time they actually lowered the body, relative to the new floor level, which resulted in the complete car sitting 60mm lower!

But there was even more to be done within the regulations. The original floor was replaced by an aluminium frame covered by a glassfibre sheet, additional

Porsche 935 engines

Year	Car	Engine	Type	Bore/Stroke (mm)	Capacity (cc)	Turbo	CR	Power (bhp@rpm)
1976	935 Works	930/72	92.8 x 70.4	2857	1 x KKK	6.5:1		590 @ 7800
1977	935/77A	930/72	92.8 x 70.4	2857	2 x KKK	6.5:1		630 @ 7800
1977	935 Customer	930/72	92.8 x 70.4	2857	1 x KKK	6.5:1		600 @ 8000
1977	935 'Baby'	911/79**	71.0 x 60.0	1425	1 x KKK	6.5:1		370 @ 8000
1978	935/78 'Moby'	935/71*	95.7 x 74.4	3212	2 x KKK	7.0:1		750 @ 8200
1978	935 Customer	930/78	95.0 x 70.4	2994	2 x KKK	6.5:1		675 @ 8000
1979	935 Customer	930/79	97.0 x 70.4	3121	1 x KKK	6.6:1		680 @ 8000
1979	935 IMSA	930/79	97.0 x 70.4	3121	2 x KKK	6.5:1		715 @ 7800
1980	935 Customer	930/80	95.0 x 74.4	3164	2 x KKK	7.2:1		740 @ 7800
1981	935 Customer	930/81	95.0 x 74.4	3164	2 x KKK	7.2:1		760 @ 7800

* Water-cooled cylinder heads

** Air-to-air intercooler

All engines, excluding prototype 1976 (2808cc), have water-air intercoolers
 Customer engines were available in various engine sizes and power outputs





TECH9
ENGINEERING EXCELLENCE

FOR SALES & ENQUIRIES

0151 4255 911

sales@tech9.ms www.tech9.ms

Official UK Distributor – Dansk



PORSCHE REPLACEMENT PARTS



964
FRONT WISHBONES
(Left or right)

£155.00



911 INNER WHEEL
HOUSING CHASSIS PANEL
(Fits 69-73)

£509.00



OIL TANK
(Fits 64-71)

£595.00

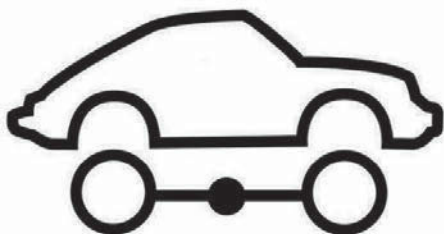


930 EXHAUST SILENCER
(Fits 83-89)

£899.00

A selection of our popular products and pricing, call us or view our website for Classic parts that you may require.

RESTORATION



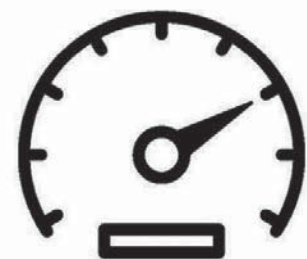
Our Classic Porsche restoration, parts and vehicle sales department cater for all Classic Porsche models...

PRESERVATION



Our factory trained engineers and passion for perfection enable us to service and repair any Porsche with the care and quality you deserve.

MODIFICATION



We are TECHART UK, delivering bespoke options for your Porsche. We build aesthetic modifications as well as enhance the performance of your Porsche.



Far left: The 935/77 had revised bodywork, which included a new rear section with rear screen which had to fit over the original screen. Rear bulkhead was moved to allow space for intercooler

Left: Moby Dick (935/78) in the build showing the space frames front and rear that carried the front suspension and the engine/transmission. Note running boards and the original doors

bracing added to the roll cage, and the sheet metal ahead of the front bulkhead and beyond the rear bulkhead were removed, to be replaced by tubular aluminium 'space frames' carrying the suspension at the front and the engine at the rear. Within this rear structure the transmission was turned upside down to lessen drive shaft angles. To improve braking new solid aluminium, four piston calipers were developed, and the diameter of the brake discs was increased, from 300mm to 330mm.

Final master-stroke for the 'ultimate' 935/78 was the new body. Again making the most out of the regulations, the body was longer, wider and more slippery. To improve airflow to the engine's water cooling, Singer wanted to put a false skin over the doors that incorporated NACA ducts leading to radiators in the front of the rear fenders, but the CSI ruled this as a step too far and compromised with a skin that covered only the leading edge of each door. The radiators for the water-air intercooler were sited in the new, wide nose.

The resultant shape was effective, and dramatic. Like a big, slippery, white whale, earning the car the nickname 'Moby Dick'. With an all-up weight of 1030kg, it was capable of 220mph with Le Mans long tail fitted.

Only two examples of Moby Dick were produced, one a test car and one that raced – four times. At the Silverstone Six Hours, Jacky Ickx and Jochen Mass came out clear winners, but at Le Mans the car was delayed by electrical and fuel feed problems, eventually finishing eighth after the drivers (Stommelen/Schurti) were told to 'go slow' when the cracked crankcase started to leak oil. The same car led at Vallelunga and Norisring but retired from both races, to then be retired to the Porsche Museum where it sits today.

From 1979 Porsche left the running of the Group 5 car to its many customers, and concentrated on racing their Group 6 prototype. When both of the Essex-Porsche 936 entries retired at Le Mans it was the private K3 version of the 935 (which incorporated Kremer brothers ideas, and much of those of Moby Dick) that came through smiling.

In following years Porsche continued to develop the 935 for customers as well as running the 936, until their attentions turned to the new Group C for 1982. The 956 and 962 that followed were out and out racing cars and, in both factory and customer hands, were to become the most successful racing Porsches ever. But it's the mighty 935 that will always be the 'ultimate 911'. **CP**

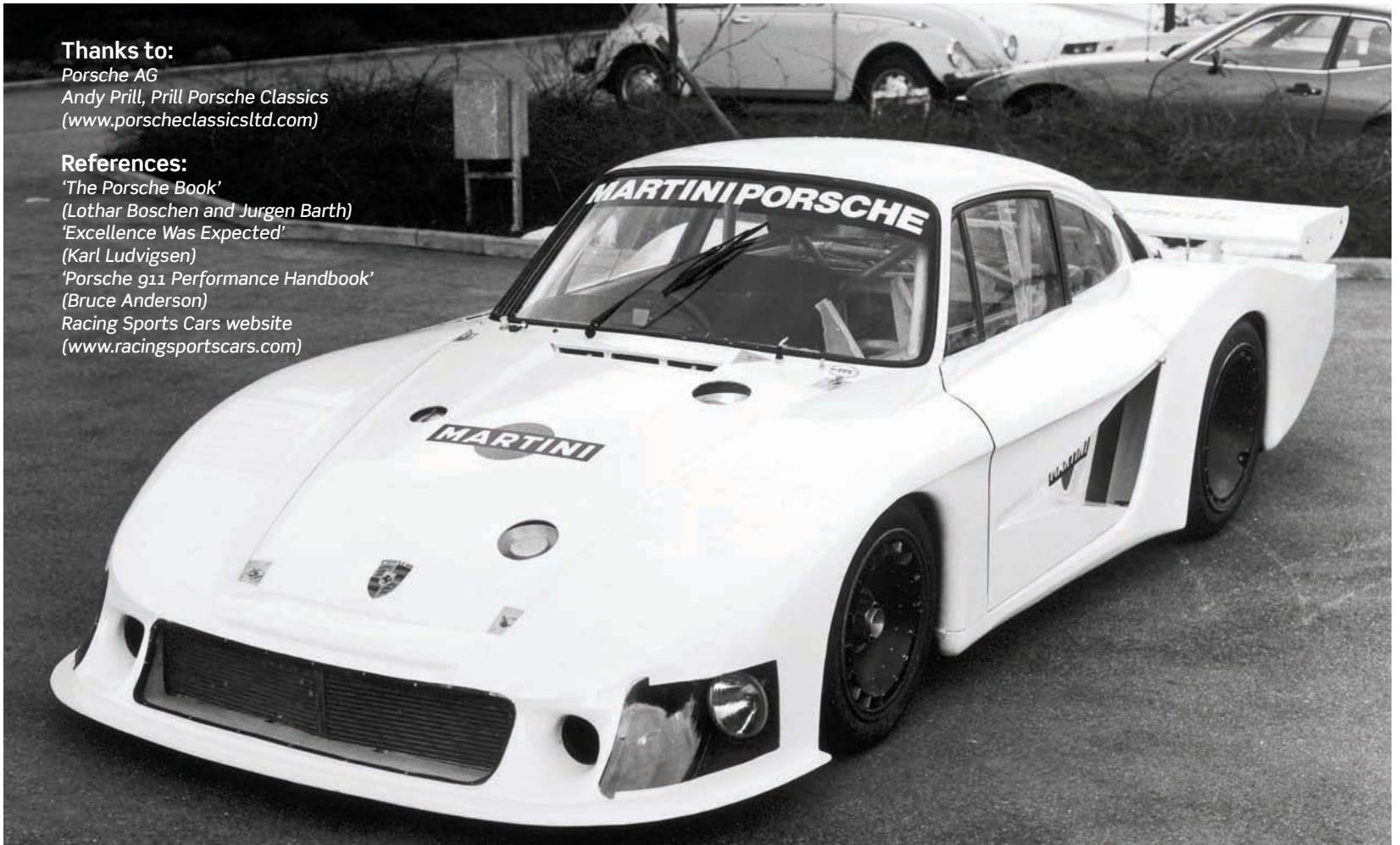
In its first form Moby Dick had false door skins with NACA ducts to cool the rear mounted cylinder head radiators, but the CSI ruled this as a step too far for Norbert Singer

Thanks to:

Porsche AG
Andy Prill, Prill Porsche Classics
(www.porscheclassicsltd.com)

References:

'The Porsche Book'
(Lothar Boschen and Jurgen Barth)
'Excellence Was Expected'
(Karl Ludvigsen)
'Porsche 911 Performance Handbook'
(Bruce Anderson)
Racing Sports Cars website
(www.racingsportscars.com)



RESTORATION



Design INC.



Want the best for your classic?
Work with the best in the industry.



Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

<http://goo.gl/fU159>



24 Hayes Avenue, Guelph ON • TEL: 519-836-3555 • FAX: 519-836-3577
www.Restoration-Design.com

VintageAutoPosters.com
finest selection – guaranteed original
International Sales & Purchases ~ Since 1980

Yorkshire Classic Porsche

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on
 08434 996 911

Yorkshire Classic Porsche are a used Porsche dealer in Collingham near Leeds. Our well established family business has been built on passion and a wealth of experience in the Porsche brand. Whether you are an enthusiast looking for your next collectors item, or a first time Porsche buyer finally fulfilling your dream of owning a Porsche, we can give you what you are looking for, with a personal, caring service and a competitive price.

www.yorkshireclassicporsche.co.uk
 Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA

VINTAGE CAR WORKS

RESTORATION OF CLASSIC STREET & VINTAGE RACE CARS

With over 80 years of combined experience and multiple 1st in class concours wins, we specialize in:

59' PORSCHE CARRERA
AMELIA
 AWARD WINNER
 2015

- + Restoring Porsche 356, 911 & 4 cam cars including GT's & Spyders
- + Metal fabrication & lead work
- + Color matching & show quality single stage urethane paint jobs

303-459-4626 + vintagecarworks@gmail.com
 3958 S. Kalamath Street, Englewood, CO 80110

GANTSPEED

ENGINEERING LTD

- Founded in 1975 by Proprietor Robert Gant.
- Highly Professional, Personal and Cost Effective Service.
- Extensive Purpose Built Facilities.
- High Standard of Workmanship and Business Integrity.
- Experienced Team Dedicated to All Things Porsche.
- Depth of Knowledge from 356 to Current Models.
- Restoration, Project Work & Competition Builds and Preparation on 356 and Early 911 a Speciality.
- Latest Diagnostic Equipment.



Complete Restoration



Concours and Competition Preparation



Engine and Transmission Rebuilds



Bespoke Replicas



Accident Repairs and Paintwork



Servicing and Maintenance

Whilst GANTSPEED has attained an enviable reputation specialising in Porsche, we do occasionally take on other interesting projects



GANTSPEED ENGINEERING

Chapel Lane,
Mareham-Le-Fen,
Boston

Lincolnshire PE22 7PZ

Telephone : 01507 568474 • Fax : 01507 568664

email : info@gantspeed.co.uk or visit our website : www.gantspeed.co.uk

FOR ALL THINGS PORSCHE

MYSTERY MACHINE

Few cars have aroused as much interest on Internet forums and websites as the bizarre HLS-Porsche. Discovered unloved and abandoned, this unique 911-based coachbuilt sports car has now been rescued and awaits its fate at the hands of one of Germany's leading marque specialists

Words: Keith Seume/Jan-Henrik Muehe
Photos: Remi Dargegen/Autobild-Klassik



UNIQUE HLS-PORSCHE

Anyone who follows the early Porsche scene on-line will almost certainly recall seeing images of this unusual – many say ugly, but who are we to judge? – Porsche-based sports car which surfaced in 2014 after spending decades neglected, unloved and left outside to the elements. Nobody had ever heard of an ‘HLS Porsche’, for that was the name attached to the vehicle, but many conjectured it may even have been a long-forgotten factory prototype.

The latter theory was soon kicked into touch, for it was clear this was nothing ever to have come from Stuttgart. It was simply, well, too bizarre for that. And anyway, Porsche being Porsche, you’d think there’d have been some record of the car if it had been one of ‘theirs’. No, this was surely a one-off, the product of a fertile mind and somebody with skills in the coachbuilding profession. But who?

The story begins back in the mid-1960s when the Porsche 911 was in its relative infancy. The svelte six-pot

sports car captured the imaginations of many people, among them those involved with the coachbuilding profession. Clearly supply would have been a problem to begin with, although it would only be a matter of time before donor cars became available as some owners inevitably crashed their Porsches, damaging them beyond economic repair.

Whether this is how Johannes-Leonhard (or ‘Hans-Leo’) Senden, a coachbuilder from Würselen near Aachen in Germany (which is located in a region referred to as the ‘tri-point’, where the German, Dutch and Belgian borders meet), came to acquire a 911 is not known, but somehow he laid his hands on a 2.0-litre 130bhp coupé (chassis number 301059). Why he chose to create such an unusual alternative to Porsche’s design we’ll probably never know.

Some people have suggested that Senden wanted to build a car better suited to racing than the stock 911 – the dashboard, with its instruments angled towards the driver





might (might!) hint at this, but that bizarre roof design would certainly be less than ideal for competition use.

Ah yes, the roof. Clearly Senden had some strange ideas, not the least of which is the way in which you gain entry to the vehicle. It's necessary to hinge the entire roof section, complete with windscreen and what pass for doors, forward, rather like the later Nova (or Sterling in the USA) kit car. It's not an elegant or practical solution, especially in a roll-over accident.

Four large gas-struts (two on each side) hold the roof open, while sliding Plexiglas side windows offer some ventilation. The original g11 inner door grab handles are retained, while grab handles (VW Bus, maybe?) allow the occupants to pull the roof shut from within.

Inside we find another example of Senden's slightly eccentric taste in styling: the dashboard. Ahead of the driver lies nothing other than a large angular support for the steering column, either side of which is some switchgear for the lights and emergency flashers. On top of the support structure is the speaker grille for the radio – which presumably sat in the wooden centre console, the remains of which can be seen ahead of the gear lever.

To the right of the column is an instrument binnacle

formed from the original five-gauge dashboard of the g11. This is mounted ahead of the passenger but angled towards the driver. Interestingly, the rewind knob for the trip-odometer has been relocated on the side of the instrument cluster, away from the driver's reach.

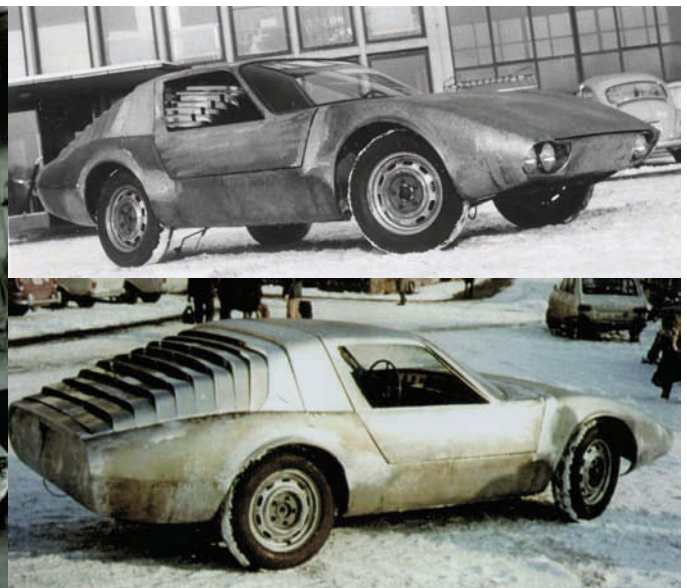
The seats are/were the original g11 items, trimmed in black leatherette with houndstooth inserts. The steering wheel is a generic three-spoke aftermarket item in 13in diameter (possibly a later addition). The original Porsche inner sills remain, but the sides have been built up by around six inches (150mm) and there is a pair of VW Beetle ashtrays, one mounted on each new inner sill. The main floorpans are as original.

The new roof design incorporated a Targa-style bare-metal roll-over hoop, behind which was a rather strange slatted rear 'window' comprising aluminium slats through which there was some semblance of rear vision. These slats, which are open to the engine compartment, allowing air to be drawn in by the cooling fan, are supported by a plywood substructure.

The rear of the bodywork is sharply cut off, Kamm-style, with unidentified rear lights (possibly simple trailer units) and reversing lights mounted either side of a recess

Manfred Hering of marque specialist Early g11s in Wuppertal is now the owner of the HLS-Porsche. His problem is what to do with it: restore or conserve

Hans-Leo Senden (hence the HLS-Porsche name) was the man behind the unique creation. It's of steel construction over a part-plywood frame, with aluminium used for the slatted rear window





Porsche spare parts for all models since 1950



Restored 911/912 steering wheel, black leather

Ø 42cm

Ø 40cm

Ø 38cm

347 082 71 02 without exchange **359,00 EUR**
 347 082 71 02 X in exchange **192,00 EUR**

347 081 10 02 without exchange **359,00 EUR**
 347 081 10 02 X in exchange **192,00 EUR**

347 084 00 03 without exchange **419,00 EUR**
 347 084 00 03 X in exchange **192,00 EUR**



911/912 Steering wheel, wood

Ø 42cm steel

Ø 42cm alu

Ø 40cm steel

347 082 01 02 **478,00 EUR**

347 082 01 02 ALU **559,00 EUR**

ECK 4003/5 **399,00 EUR**



Restored 911/912 horn button

Restored 911/912 horn button

613 805 12 09 **209,00 EUR**

347 803 00 02 **209,00 EUR**



356 A/B/C

Steering wheel, wood

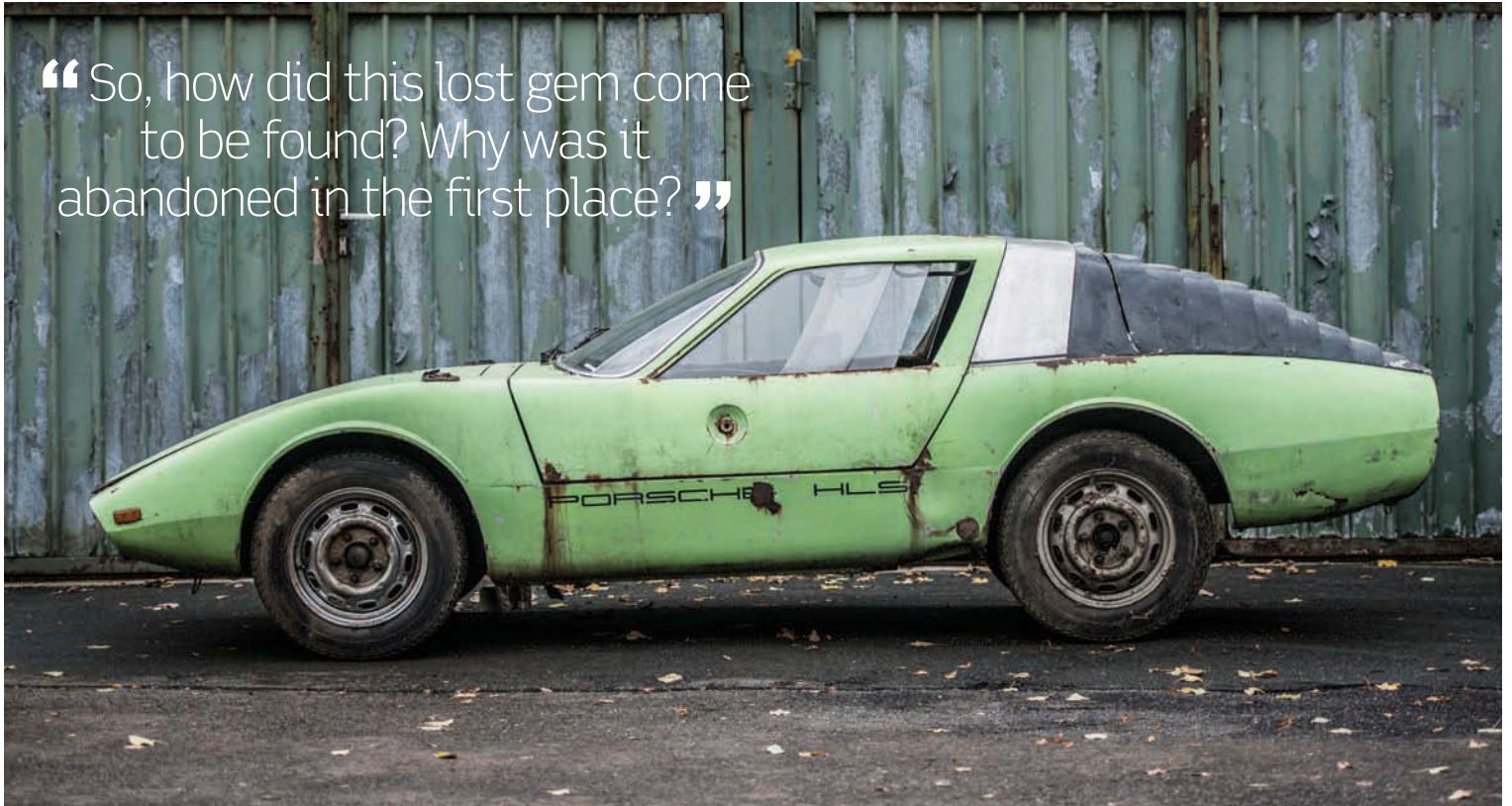
356 B/C

ECK 4003/6 **669,00 EUR**

347 082 15 00 **669,00 EUR**

Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

“ So, how did this lost gem come to be found? Why was it abandoned in the first place? ”



for the rear number plate. The nose, by way of contrast, slopes steadily down from the front of the windscreen to a front panel not dissimilar to that of the Brazilian-built VW SP2, with a pair of double headlamps fitted either side. Small side-repeater units double up as indicators.

The bonnet, which is opened from the inside and is hinged on two rather flimsy trapezoidal hinges, conceals the standard Porsche 911 fuel tank and luggage space that is similar in capacity to that of the 911. At the rear, when you lift off the one-piece window/slat structure (it doesn't appear to have been hinged), the engine bay is instantly recognisable as that of a 911, with the oil filler and filter to the right, the electrical board to the left.

The rear crossmember is untouched, but the rear bulkhead has been sliced level with the inner rear wheel arches. Above this is a wooden bulkhead with a window opening to the interior. This is unglazed, but it's most likely

that the original window has simply disappeared over time.

Underneath this fascinating special sits the original 911 drivetrain and suspension. Although the engine was no longer in the car when 'discovered', it survived and is now reunited with the car.

Once completed sometime around 1967, the HLS Porsche was painted a vibrant green, with brushed roll-over hoop and matt black rear slats. Along each flank is the legend 'Porsche HLS', while on the left side of the bonnet are the words 'L. Senden, Karosseriebau - Autolackierei, Würselen. Tel: 2512'.

So, how did this lost gem come to be found? Why was it abandoned in the first place? We don't really know. Maybe it was built purely to show off the company's skills and, once it had served that purpose, it was pushed to one side when space became a premium. Maybe the reaction to it was, simply, less than favourable... Who knows?

It's not a 911 as we know it, but the side-profile of the HLS-Porsche wasn't unattractive. However, the slim front wings emphasise the heaviness of the tail

As 'found' (below left) and as built (bottom). When completed, the HLS must have made quite an impression. Design model (below) hints at use of Fuchs wheels





FINDEN
AUTOFLACHEREI
TEL. 2512

PORSCHE HLS



What we do know is that 40 or more years after he built the car, Senden showed up at Techno Classica Essen with a wallet containing drawings and photographs of his creation. There he approached Manfred Hering, owner of well-known Porsche restorer Early g11S in Wuppertal, Germany. 'An elderly gentleman came to see me at my booth and told me about his old "slightly altered" g11,' says Manfred, three years later. 'How much?' I asked. It was then that he showed me the pictures.'

Even Hering did not know quite what he was looking at, even though he hunts all over the world for rare Porsches. His company, which specialises in early g11 restorations, employs about 50 people and holds a stock at any one time of around 280 cars in all kinds of condition.

'There was a post with pictures of the vehicle on the *Classic Driver* website recently – the number of 'clicks' went through the roof, but the expected response did

not materialise. It seems it was a car that nobody recognised,' he says.

That's no wonder, because the HLS Porsche was hidden away from the public gaze in Hans-Leo Senden's garden for decades. It is largely complete, but a few parts are missing. Rust has gnawed away at the underside, while moisture and heat have attacked the plywood used to support parts of the bodywork.

The five gauges are missing from the dashboard, 'But the original engine was next to the car,' says Manfred Hering. He eventually bought the one-off g11 and showed it at Techno Classica this year, where it attracted a great deal of interest among Porsche fans.

But the only decision now is whether to restore it or leave it as it is. The latter is, of course, the easy option, the former a lengthy and undoubtedly costly process. The story of this mystery machine is not yet over... **CP**

Aside from the roof, the most unusual aspect of the design is the dashboard, with the instruments placed in a binnacle in front of the passenger

The design retained the rear seats from the original g11, but that's about as far as any similarity goes. When open, the roof allows easy access to the interior





Porsche Club GB at Althorp

Porsche Club GB National Event Saturday 15th and Sunday 16th August 2015

Porsche Club GB's 2015 National Event will take place at Althorp in Northamptonshire over the weekend of 15th and 16th August.

The event will see various activities take place, including: Trade village, live arena, evening entertainment, National Concours, anniversary displays, exclusive tours of Althorp, Region and Register parking and much more!

The Althorp event will be open from 12 noon on Saturday 15th August.

To find out more or to book tickets call Porsche Club GB on 01608 652911.



Porsche Club
Great Britain



TRIPLE TREAT

It's an age-old battle: on the one side we have the manufacturer who wishes to exploit the rules and regulations to his maximum advantage, on the other we have the rule makers who try to keep a tight lid on things. Historically, this clash of the Titans has resulted in some of the greatest competition cars of all time, among them the legendary 2.8 RSR

Words: Michael Delaney/RS magazine Photos: David Pell





Porsche's race engineers have always had a reputation for being masters of reinterpreting rules to their advantage. A perfect example of this was the decision to build 25 examples of the 917 to meet regulations intended to favour race cars based on production vehicles. The image of all 25 cars lined up for examination by FIA officials has become part of Porsche folklore.

Of course, nobody could expect the rule makers to sit back and take this lying down. In May 1972, the FIA (*Federation International d'Automobile* – the ruling body of international motorsport) brought in a new ruling for the GT classes that required no fewer than 500 identical cars had to be built in one year, cars on which a class-legal race car had to be based. Less than five months later the 2.7-litre Carrera RS was launched and, against the expectations of the marketing department, the new model was a sell-out success.

By adding a 2.7-litre engine to the line-up, Porsche would now be able to compete in the FIA's 3.0-litre classes, which allowed them to fight for overall victory rather than victory at class level, as would have been the case with a

2.2- or 2.4-litre 'six'. Class victories are one thing, overall wins are quite another...

Porsche had to adapt the car to meet the requirements of the new regulations without equipping it with all the special parts used for racing, which would be too fragile and too expensive for use on a limited production road car. Porsche thoroughly studied the new regs in detail in order to understand what could be changed for racing and what could not. Take brakes as an example: it was OK to equip the race cars with bigger brakes that were larger than standard. There was no need to mount the big brakes on the road cars.

However, panels such as the doors and front and rear lids had to be the same as standard, so the first 500 road cars were necessarily equipped with thinner panels to save weight. Each element of the car was studied closely and compared to the wording of the regulations so that it could be either retained for both road and track use, or so that it could be changed later solely for competition. This prolonged study helped to clearly define the modifications needed to turn the Carrera RS into a real race car.

To qualify for Group 3 competition, a minimum of 1000



examples of a car needed to be built and here Porsche lucked out as the RS proved to be such a runaway success that in the end 1590 examples were sold. This happy situation meant that Porsche could pursue with all urgency the development of a pure race version: the RSR.

The name is slightly amusing: RS was always said to be short for 'Rennsport', or 'racing' – the extra 'R' of RSR merely added another 'Rennen' to the equation. So the RSR was a race car... for racing! Obviously.

a priority, the 2.8 RSR still retained the majority of the production sheet metal, albeit the lighter panels as used on the first 500 RSs. Thinner window glass, deleted trim and lighter door locks were among the additions (reductions?) that helped the cause. Lightweight glassfibre bumpers were also used.

There were other modifications, too, with the twin front-mounted batteries replaced by a single unit on the right side. A front-mounted oil cooler was installed, making

Who wouldn't be seduced by such a curvaceous rear end? Although the RSR was closely related to the production RS it exploited FIA regulations to the maximum, including those governing wheel and tyre width. Brumos car runs fuel cell (top left), a throwback to its endurance racing days. All run dual fuel pumps

“ Just 59 examples of the RSR were officially manufactured by Porsche... ”

The RSR appeared in various different forms, the original being the 2.8-litre RSR, which made full use of all the special components allowed by the regulations, and approved by the organising authorities. Just 59 examples of the 2.8 RSR were officially manufactured by Porsche – these are listed in detail in the company's records – but more 'unofficial' RSRs were subsequently created by customers using a regular RS, or even a 911T, as a base with approved parts supplied by Porsche.

Although keeping weight to a class-legal minimum was

use of the blanked-off panel featured on production RSs. The cooler was fed by pipes running the length of the car – at the rear, the inner wheel arches were beaten back to allow the pipes to fit more tightly to allow the use of wider rear wheels and tyres. A 110-litre tank supplied fuel via twin electric pumps.

Suspension components were installed using spherical bearings as opposed to rubber bushings, with coil springs supplementing the original torsion bars at the front and larger 26mm bars at the rear. The brakes were borrowed

New parts for your Porsche.
Only for your Porsche.

ROSEPASSION.com

**Even
more parts...**

for your 356 911 912
914 924 928 930 944
964 965 968 986 987
993 996 997 boxster
cayman or cayenne

Order our catalog on the website :
PIÈCES 911 et PIÈCES SPORT

**NEW
WEBSITE**

The screenshot shows the ROSE PASSION website interface. At the top, there is a search bar with options for 'Search by keyword' and 'Entry by reference'. Below this, the text reads 'All the parts for all the vehicles!' followed by a list of Porsche models: 'Porsche 356, 911, 912, 914, 924, 928, 944, 964, 965, 968, 993, 996, 997, Turbo, GT2, GT3, RS, Boxster, Cayman and Cayenne'. There are three images showing car parts: a blue wheel, a steering wheel, and a yellow headlight. Below the images is a 'SELECT YOUR VEHICLE' section with a carousel of car models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. There are also dropdown menus for '2005', '997 C2S', 'COUPE', and 'MANUAL GEARBOX, 6'. At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor is pointing at the bottom right of the screenshot.

ROSE PASSION offers new parts for any Porsche models
from 1950 via mailorder. For a simple and fast order, select it
directly on our website: www.rosepassion.com



Phone : **00.333.82.468.911** - Fax 00.333.82.468.930

Mail : contact@rosepassion.fr

ROSE PASSION - BP 70095 - 54803 JARNY CEDEX - FRANCE



from the 917 programme, featuring four-piston calipers and large vented discs, with the front-rear bias adjustable by the driver via a dash-mounted knob.

Inside the RSR the cockpit was stripped of all unnecessary weight, including the rear seats, with lightweight carpets or felt used throughout. A pair of lightweight bucket seats and a four-point roll-cage, along with full harness seat belts, completed the package.

The engine underwent a programme of upgrades which saw the power output increased from the 210bhp of the RS to 300bhp for the RSR. The engine was blueprinted, with attention paid to improving the oiling system and reducing the rotating mass, while the cylinders and pistons were increased in diameter by 2mm to 92mm. This resulted in a capacity of 2806cc, with a compression ratio of 10.3:1.

The cylinder heads were reworked, too, with dual spark plugs per chamber, and larger valves opened by high-lift camshafts. The RS's mechanical fuel-injection system was upgraded by use of a high-butterfly induction set-up, along with a modified injection pump and metering unit. Several cars were later upgraded to slide-injection, as is the case here, as we shall see.

A smaller cooling fan was installed to reduce power losses at high rpm. The transmission was also modified to suit the race application, with a pump and cooler to reduce temperatures, and a limited-slip differential.

So equipped, the 2.8 RSR tipped the scales at 920kg, so with a power output of 300bhp, the power to weight ratio was around 3.06bhp/kg, or 6.7bhp/lb. This was more than enough to tackle the heavy hitters in the class, such as

The Brumos and Christine Laure cars now run with slide-injection while the third (centre, without race logos) retains the original high-butterfly set-up



the Ferrari Daytona which, although more powerful, were also far heavier.

The 2.8 RSR won many races, including the Dijon 1000km event – but as successful as it was, Porsche already had plans for a successor based on what they had learned. A 3.0-litre RSR was soon on the horizon.

The first example shown here is chassis number 913601113, delivered from the factory to Peter Gregg's famous Brumos stable, with a special 120-litre fuel tank for use in endurance events. The car was sold almost immediately to Mexican driver Hector Rebaque, who won the 1000km of Mexico before then taking part in the Daytona 24-Hour event in 1975.

In 1977, Rebaque sold the car to Manfredo Lippmann, a Guatemalan driver who had distinguished himself in the

Carrera Panamericana in the 1950s, driving a Porsche 356. In 1983, the RSR finally found its way to France, courtesy of Philippe d'Agostino, who retained Louis Meznaire to maintain the car, which was retained until the early 2000s.

The second car, the one bearing the Christine Laure logos, is chassis number 9113600659. This was delivered new to Claude Haldi in Switzerland who led the 1973 European GT sprint series, wearing the colours of Porsche Club Romand. The car also finished eighth in the Targa Florio, before participating in the 1973 Le Mans 24-Hours, with Jean-Francois Piot and Jean-Philippe Grand at the wheel (it retired after nine hours with a broken gearbox), and then going on to win the Mont Ventoux hillclimb in the colours of sponsors Toblerone chocolate.

In 1976 the car appeared in the Tour Auto in Christine





Laure livery, driven by Guy Fréguelin. The next year, this RSR finished 10th in the Tour Auto driven by Jean-Claude Rey, followed by an outing in the Rallye des Cévennes.

It participated in several races in 1978, with Bernard Beguin, before winning the European Championship in 1980 with Antonio Zanini. In 1981, it returned to Switzerland, before returning to France in the hands of former driver, Jean-Philippe Grand.

The third car in our feature is chassis number 9113600960, which was also delivered new to Switzerland. In 1973, it participated in endurance races in Europe wearing the colours of Porsche Club Romand Chenevière, driven by Bernard and Peter Zbinden. After this, it ran at the Le Mans 24-Hours, entered by Jean Sage and driven by

Hervé Bayard and René Ligonnet. It retired in the 10th hour with engine problems.

The car next appeared in the Tour Auto under the famous colours of 'The Grand Bazaar Chariot Racing Team', driven once again by Bayard and Ligonnet. It also ran at Le Mans in 1974 (retiring with engine problems) and '75 (retired after 11 hours), driven by Roger Dorchy, Eric Chapuis and William Vollery, and then again in 1976, with the same line-up except for Chapuis's place taken by Pierre Aeschlimann, where once again it was forced to retire with engine problems.

The car was restored in the 1980s by Porsche before joining a collection in England and then returning to France in the last year. **CP**

Above left: 'Christine Laure' RSR is as it appeared in the 1976 Tour Auto, driven by Guy Fréguelin

Top: Delivered to Porsche Club Romand Chenevière, RSR #0960 ran at Le Mans in 1973

Above: In the famous colours of the Brumos racing team, #1113 ran in the 1975 Daytona 24 Hours



JEAN-PHILIPPE GRAND

Jean-Philippe Grand, founder of Graff Racing, drove in the Tour Auto in 1973 behind the wheel of the 'Christine Laure' 2.8 RSR, and went on to compete in the Le Mans 24 Hours no fewer than eleven times!

On the occasion of our photo session at the Lurcy-Levis circuit, he got to drive all three RSRs to give his impressions of this iconic Porsche.

'I had not driven a 2.8 RSR for 30 or 35 years and I really expected to find it an "old" car which was difficult to drive. In fact, I found quite the opposite. The 2.8 RSRs surprised me by their effectiveness, their "completeness" - the RSR's a very balanced race, well-behaved and reacting instantly to changes in direction. The only things that feel a little older are the steering and transmission that seem a bit imprecise compared to modern cars.

'The Christine Laure car, with which I completed the Tour Auto in 1973, is the one closest to its period specification, with high-butterfly injection, which makes it slightly less powerful than the other two with their slide-throttle induction.

'What is also surprising is that the set-up of the three cars was quite different, which was seen at first glance by the difference in ride heights and trim, but they were all easy to push into the long fast curves of Lurcy-Levis, which are always fun when taken at speed.

'This sense of balance and ease of driving are not simply an impression: at the start of the first session in Grid 6 at Le Mans Classic, in the rain, the Brumos-liveried RSR allowed me to take the lead and hold it for three laps ahead of cars which, in the dry, would have been lapping between 10 and 30 seconds faster!

'But the RSR was so easy to drive, well-balanced and progressive in handling, that I was able to hold off the others in a way that surprised even myself!



Vintage Sports Seats

PORSCHE SEATS SPECIALIST



Our model Sport S-RSL-RR-ST-R-A-300-LOLLIPOP, are identical to the original. We can customize any color and material ensuring the highest quality. We also produce tilting brackets, fixing brackets and set sliders for a quick and easy installation. We ship worldwide.

www.deser.it

Tel/Fax +39.011.2733147 | Strada San Mauro, 206 - 10156 Torino Italy

ROGER BRAY RESTORATION

Milestone Services, London Road
Whimble, Exeter, Devon EX5 2QB



CLASSIC PARTS FOR PORSCHE 356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior – we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com

Tel: 01404 822005 Fax: 01404 822007

parts@rogerbrayrestoration.com



Porsche 1973 911 RS Evocation RHD
Based on a genuine matching numbers 2.4S, £POA



Porsche 1973 911 2.4S LHD
A stunning example, £POA



Porsche RS Rep with FIA Papers
Based on a genuine 2.4E, £75,000



PaulStephens911

Porsche wanted
Porsche for sale
Porsche servicing
Porsche restoration
PS Bespoke 911

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714884
email@paul-stephens.com
paul-stephens.com



PAUL STEPHENS
EST 1994



SINGING IN THE RAIN

When the heavens open, nobody's happier than Steve Wright, whose 356 excels on a damp race track. He also finally tracks down the problem with his 911S...

Words: Steve Wright

Photos: Thomas Fawdry

Rain does strange things to a man. Some shake their fist at the heavens because of it, while some with old cars that have more horsepower than grip hold their head in their hands when droplets fall from the sky, especially when driving on Dunlop Racing tyres, which are pretty much useless in the rain.

Those with a 356, though, rub their hands in glee, for it means any power advantage is neutralised and a level playing field suddenly created. Donington magnifies this because aviation fuel is dumped by the low-flying aircraft going in to East Midlands Airport, making the surface feel like wet glass.

This year the Historic Festival race for pre-'66 GT and sports cars was being run by the GT & Sports Car Club – a lovely series that runs across a number of high-profile events in Europe. It was oversubscribed with 58 entering for 36 places. A mouth-watering selection of cars made up the grid: Ferrari 250 GT Berlinetta 'Breadvan', Wolfgang Friedrichs' Aston Martin DB214 Project car, eight Jaguar E-

types including a genuine Lightweight, six AC Cobra 289s including Voyazides' AC Cobra Daytona and four TVR Grantura Mk IIIs (one driven by fellow *Classic Porsche* team member, Robert Barrie). There were also two Morgan Plus 4 SLRs and, in the smaller classes, a number of Lotuses (Lotti?), MGBs, Mark Hales driving a Triumph TR4, and us: the solitary Porsche and the only German car invited.

As usual we had a quick peek at last year's results to get the benchmark times. It showed our best qualifying lap was a 1:38.2 and our quickest race lap 1:37.7 – we always run faster during the heat of the race, while prior years showed the best a 356 had run was 1:36.4, so that was the time to aim for (excluding the 2.0-litre Carrera with disc brakes which had run a 1:34).

Qualifying was a mad affair, however, with neither Ian or I getting a clean lap. I know it's the first excuse racers use for not putting in a decent time, but in this case it was true! Our quickest lap was a 1:36.8 so we felt happy that we had gone quicker than ever before but frustrated



New roll-cage has done wonders to stiffen up the bodyshell. After the race, Steve was exhausted – jubilant, but exhausted!

because we knew with a clean lap we could've gone quicker still. This put us 34th on the grid.

And then it rained overnight and that put any new personal best time completely out the window. I'll try and give a sense of what it's like to race in the rain on Dunlops: firstly, they're basically a crossply, so the moment you turn the wheel they adopt a slip angle of about 17 per cent, giving the slightly disconcerting impression that you've lost all traction, before they then grip. When it rains that grip never materialises.

You'll have driven in the snow – it's basically the same. Accelerate without careful metering of the right foot and the rear wheels spin, turning excess power into a fishtail. Carry too much speed into a corner and the front instantly goes light, with no effect on the steering. Turn into a corner too abruptly or with excess power and the rear instantly swings around on you. And beyond a small window of grip, you simply become a passenger until the speed has bled off, which on Donington's Tarmac can take forever.

And so to the race: the circuit is sodden with puddles everywhere and a river running across the bottom of Craner Curves. Everyone is taking it carefully on cold tyres but no-one is getting away from us. In fact we're gaining on cars ahead. Either I'm being reckless or the hurried changes in tyre and suspension settings for racing in the wet have worked.

Well, only one way to find out: I push a bit harder, searching for the limits, the 356 communicating loud and clear on where these are. We seem to have a decent level of grip, especially accelerating out of corners. A TVR Grantura lifts for the hairpin and I sneak round the outside of him and put my foot down, slowly but surely pulling ahead as we exit down the main straight.

A red MGB is next – he's concentrating on a Morgan Plus 4 that overtakes both of us on the right, so I nip left

and push a bit harder down the main straight. He loses me in his mirrors and lifts momentarily and I'm past. The Morgan has bottled as we come into Redgate and I shut the door on him, gently but firmly, making the decision about who goes first.

The car feels fantastic. With the new roll-cage the whole car has been transformed, while the exhaust has definitely improved the mid-range punch and top end power. The wet set-up seems to have worked a treat – it's been a long time coming but we finally seem to have found the sweet spot for a wet set up.

The Cooper Bobtail spins in front of me in a graceful and slow-motion pirouette, which would be lovely to watch except he's now travelling backwards across my path. A gentle twitch of the wheel (not too much or we'll join him in his merry dance) and we slither past.

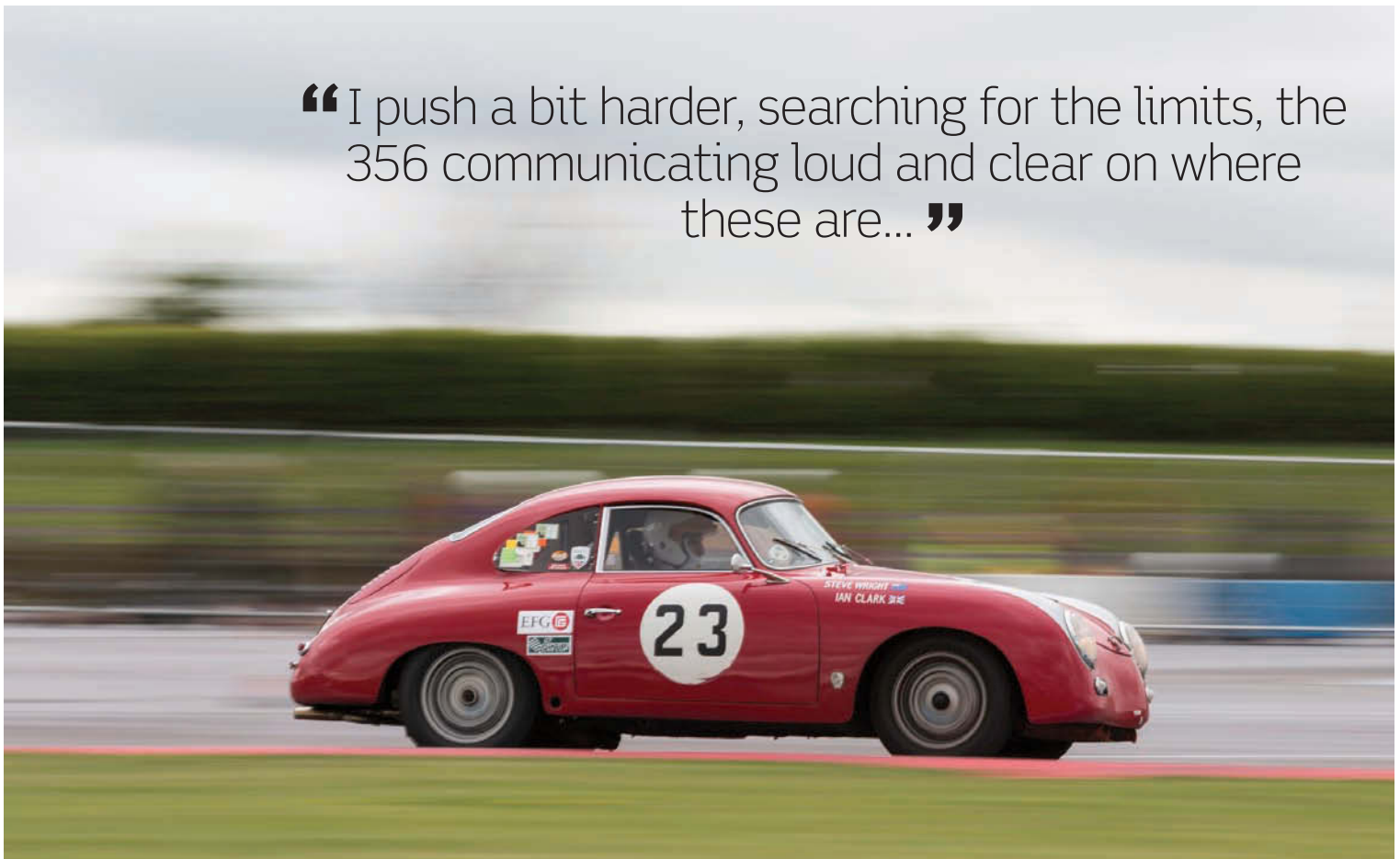
A quick thumbs up for Ian and crew chief Mav as we barrel down the straight before Redgate again. Damn, it's slippery! At the bottom of Craner Curves a green Healey 3000 and the Ferrari Breadvan are just exiting up the hill. Two laps later and I'm right on top of them as we brake for the chicane. I know we've better traction than the Healey with its front-engined layout, so this time I drop into second to get more power and hope the wider line will compensate as we go round the outside. We pass him as we flash past the pit boards.

The pesky Morgan Plus 4 sneaks by at the end of Redgate but the Ferrari Breadvan is just up ahead now, slipping and sliding as he tries to put down almost twice as much horsepower as us. I follow him around for a lap sizing up the situation. He doesn't pull away at any point and brakes early for corners. He's not watching his mirrors though as I put the nose alongside on a couple of occasions and get no reaction. Either he's very brave or not worried about bending a multi-million pound car.

As he lifts for Redgate again I leave my braking as late

While most people would be chanting 'rain, rain, go away', Steve was thanking the racing gods for the inclement weather. There's no better way to level the playing field between high- and low-powered racing cars than a good deluge...

“I push a bit harder, searching for the limits, the 356 communicating loud and clear on where these are... ”



Throughout the race, the 356 was mixing it with all manner of opposition, ranging from the ultra-rare Ferrari 'Breadvan' to TVRs, Morgans, Cobras and the priceless Aston Martin 'Project' (see right)

Opposite page: Ian Clarke, co-driver and the man responsible for the engine build, was more than happy with the result!



as I dare and put the nose far enough in front that he can't not see it. At least I hope that's the case because if he turns in now he'll collect us both. Thankfully he brakes and I've passed him, but now I'm carrying too much speed into the corner. A gentle dab on the brakes, the nose lightens and we push wide.

The kerbs are looming and we slither onto them and then onto the green rumble strip beyond. The grass edge is now beckoning and if we touch that it's good night nurse. Thankfully the corner eases and we've made it, also making the overtaking manoeuvre stick. We scream down the Craner Curves again, this time chasing another TVR Grantura. The leading AC Cobra Daytona dashes between me and a Lotus Elite and I take advantage to pass the Lotus, quietly cheering as he's leading our GT1 class. The Grantura hesitates and we sneak past him, then it's into the pits to swap with Ian on an enforced two-pit-stop strategy for the race.

Steve and Ian finished the race in 24th position out of 36 starters - more importantly, the 356 was first in its class!

Ian does a 38-minute stint, keeping out of trouble, continuing to overtake cars and progressively pushing further and further up the order as others expire either through offs or mechanical issues (the Gregor Fisker E-type catches fire and the Lister Costin Coupé spends

a long time in the pits with electrical issues, effectively putting both out of contention). We've also now done enough pit-stops and watched others to know we can make up time here, too.

A quick swap and I'm back in the car for the last 25-minute session. The Aston Project car passes me and I notice a large chunk carved from the right rear corner of the beautiful aluminium rear, like someone has taken a giant can-opener to it. It's never good to see a historic race car bent, but he's still driving it like he stole it.

I've no idea where we are in the order but the Elite is still on the circuit so we've got to press on to keep the distance between him and us should anything go wrong for us in the closing stages, such as a spin. The weather has brightened though and our advantage is beginning to be quickly eroded as the more powerful cars are able to make it count on the straights. Our soft settings for the wet are also beginning to count against us as the car is moving about far more than it would otherwise do, limiting our lap times.

And then the chequered flag is out and we've done it! We finish 24th overall out of 36 starters (up from 21 out of 24 at last year's Historic Festival in the same race) and 1st



“ We scream down the Craner Curves again, this time chasing another TVR Grantura... ”



overall in the GT1 class (under 1600cc) – and fastest lap of the day in the GT1 class, bettering our qualifying time with a wet set-up at 1:36.7. And yes, we beat the Ferrari Breadvan, which was very satisfying! Roll on Snetterton for the Autosport Three-Hour, which is the big one. And pray for rain!

There is a postscript to this race. The fuel gauge had sat firmly on empty for the final five laps, which I thought was odd. We had decided to be more professional and meter the fuel we needed, as the last thing you need with an underpowered car is to be carrying more fuel (weight) than you need.

Prior to the race I checked the tank, which was three-quarters full, so I just topped it to the brim and then siphoned 35 litres out, leaving what I thought was 45 litres in the long-range GT tank. Back in the pits after the race we took the lid off to see what was left, only to find the bottom of the tank and the outlet dry. It seems we finished the race with just the fuel in the lines and float bowls of the carbs! The lesson here is never assume specifications or capacities, and always, always check. Talk about lucky...

There's also good news on the road car front: the 911 is

fixed! After all the trials and tribulations it turned out to be an utterly simple fix, but an infuriatingly complex issue to find. Nick Fulljames at Redtek found a barely visible carbon build up on the twin-plug rotor due to the distributor Hall effect sensor wiring being back to front.

This meant the spark was being sent on the trailing edge of the square wave signal, sending the spark to the cap 15 degrees late, forcing it to jump a bigger distance from the rotor to the cap. This was less than optimal but okay in dry weather – in wet weather, or after a cold night, slight dampness in the rotor contributed to the spark finding the path of least resistance, criss-crossing the distributor cap, and not sparking the fuel mixture at the correct time.

A clean of the rotor and changing over the two distributor low tension wires had it starting immediately and running faultlessly, irrespective of conditions. After almost 18 months of random symptoms and no real consistency to the problem, it's wonderful to have it sorted. Having also rebuilt the injection pump and replaced three dodgy injectors, the engine delivers more power and torque than ever! Since then I've put more miles on it in the last two months than I have in the past two years. Roll on summer... **CP**

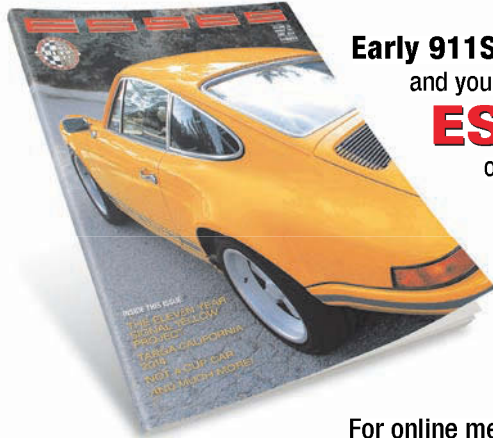
Steve has finally got to the bottom of his 911's poor running. A trip to Redtek traced the problem to incorrectly installed ignition wiring





Early 911S Registry

The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the model years 1967 through 1973.



Join the **Early 911S Registry** and you will receive **ESSES** our quarterly publication.

For online membership:

www.early911sregistry.org



www.elf-ignition.de

HIGH PERFORMANCE IGNITION SYSTEMS FOR PORSCHE

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22

PORSCHE SHOP

20 YEARS

Tel: 0121 585 6088

CLASSIC SERVICES

914

912

911

964

RS

RSR

924

944

Carrera/GT



RS Door Cards
65-98



dba
DISC BRAKES AUSTRALIA



EuroCup.GT



Brey-Haense



Dansk



MARTINI RACING



Gulf



mamaCORSE



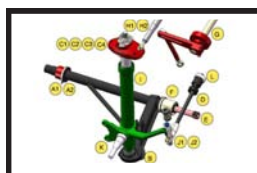
K&N



KONI CLASSIC



Badges
& Decals



ELEPHANT RACING



SCHROTH RACING



SuperPro Polyurethane Bushings



Bumpers &
Body Panels

**SPECIALISTS IN CAR SHIPPING
AND TRANSPORTATION**

Worldwide export and import services



• Customs clearance • UK & European collection & delivery
• SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031

kevin.lewis@rjffreight.co.uk chinita@rjffreight.co.uk

www.rjffreight.co.uk

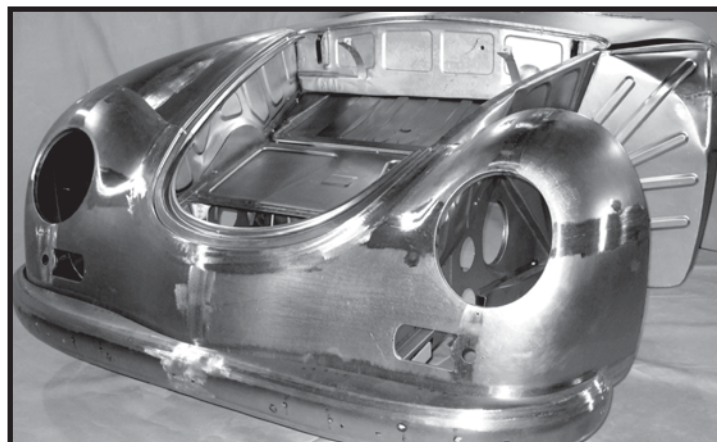
TWINSPARK
WWW.TWINSPARKRACING.COM
PASSION FOR EARLY 911



WEVO EXCLUSIVE EU DISTRIBUTORS

SPORTS PURPOSE EARLY 911

BACK DATE PARTS & PROJECTS



www.356panels.com

Trevor's Hammerworks, Inc.

440-953-0501 440-602-9885 Fax

**SPECIALIST CARS
OF MALTON LTD**

APPROVED MOTOR CARS



WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

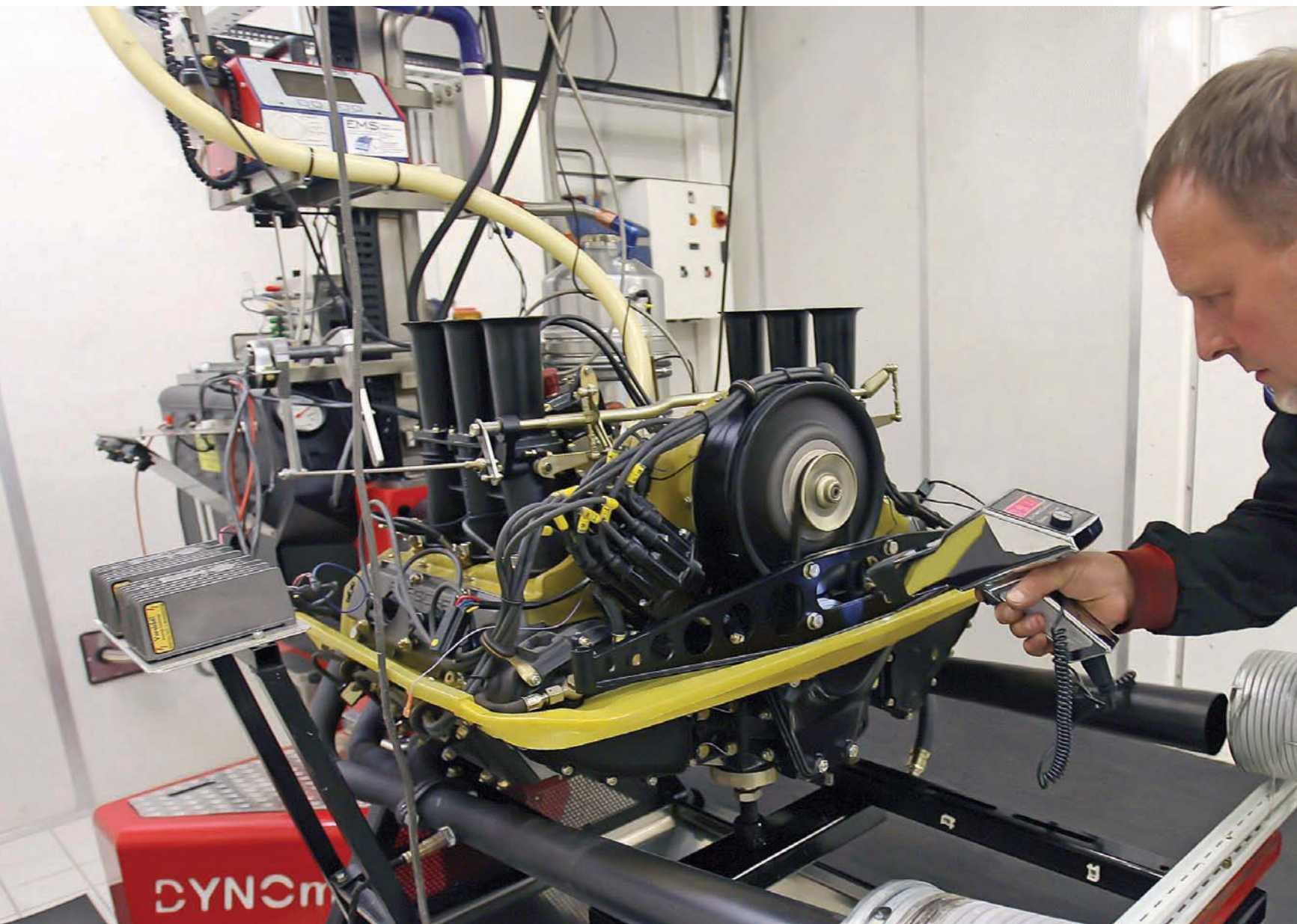
**Any other interesting or rare Porsches
RHD OR LHD**

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies



KEEPING UP THE PACE

Neil Bainbridge and his BS Motorsport company started preparing Porsches nearly 30 years ago, and still the boss has big plans for the future

Words and photos: Paul Davies

Neil Bainbridge is one of those guys who, however hard you try, you just can't keep up with. We're sitting outside the workshop door in the sun sipping cups of tea, and he's telling me about the Martini RSR replica parked in front of us. Then he breaks into details of a 356 German police car a friend owns, then starts telling tales about his epic three-week round Britain powerboat adventure. Only somehow this subject seems to get rolled into how he's bought an armoured Mercedes that he can't import because it has machine guns clipped into the doors. But they're de-activated, he says.

It's enough to make you throw away your notebook. We've just had the workshop tour, only the workshop as I remember it from my previous visit over 12 years ago has grown more than a tad. Actually, when I last called at the

company's base near Aylesbury, BS Motorsport appeared well established, preparing competition cars and developing home-grown parts, such as brake and engine upgrades. It seemed the Porsche specialist had a good and stable business model, as they say.

Only, as I said, Neil doesn't stay still for long. Now he has expanded with the acquisition of adjacent units on the ex-airfield industrial estate (where they still test rocket motors, including the one for the Bloodhound WLSR attempt) which are being turned into additional workshops, a machine shop and – already up and running – a fantastic car storage facility. The original unit now houses an engine dyno, an engine-build shop which is about to be expanded, and several very clever machines, about which more later.

BS Motorsport, says Neil, is booked with work for 12



The new dyno cell can handle car and boat engines to 2000bhp and is available for customer use as well as for BS development and engines

Nice 1972 2.4 911S (spot the oil filler) is set up on the mobile flat floor. Neil can take this to race meetings for on the spot suspension analysis

Dedicated engine shop - with Big Rob in action - is soon to expand

Neil Bainbridge has had his fair share of problems but keeps smiling through

months and he'd desperately like to hire a couple more staff with engineering aspirations. Young hopefuls, it seems, see anything 'less' to be only a stepping stone to Formula One; which is where his last two apprentices went.

For the square metres of space BS now occupies, and the incredible number of Porsches – almost all air-cooled – that cover the floor, Neil needs those extra bods quickly. There is only so much four people and the office dog can do.

So what's the BS Motorsport mission as it stands at the moment? They're only too happy to service or repair your Porsche and will sell you any parts you may require, including their own performance items, such as cylinder heads, valves, piston/barrel kits, dual spark ignition kits, and exhaust systems, as well as offering more specific engineering services, from the testing and remanufacture of Bosch MFI injection pumps right through to dyno testing of a complete engine.

Competition and track day car preparation is also still very much on the menu. Engine and transmission work is carried out for many well-known specialists, who for one reason or another prefer to entrust the job to Neil, and one well-known car sales concern that I can't name (only it begins with 'H' and ends with 'N') sends cars for rebuilds before they go into the showroom. They do everything that

involves air-cooled Porsches at BS; to avoid this feature looking like a list, take a look at the web site.

But before we talk more of what the ever-active Neil Bainbridge can do for you now, and in the future, let's see how he got to this particular point in time. He claims his first motor sport event was a soap box derby at Harewood Hillclimb, in Yorkshire, back when he was 12, but perhaps the grass track racing of two years later should be considered a better start.

Brought up in the Lake District – he still retains a tinge of a North West accent – he endured the persistent rain of that part of the UK and followed his elder brother Mike into Parker and Parker Ltd, of Kendal. Neil did his 'time' with this formative Porsche dealer that can trace its allegiance to the Stuttgart badge way back to 1967, while attending technicians' courses at Porsche's headquarters.

Bro' Mike moved south (probably to escape the rain) and ended up at that Mecca of earliest independent specialists, Autofarm. After a decent delay Neil followed. Sometime afterwards Mike returned to the Lakes to set up his own business specialising in Porsche gearboxes, where he remains today. Neil, meanwhile, was directing restoration work for Josh Sadler's company, and getting deep into race cars. He prepared a 2.7 Carrera RS for the Porsche Club's Giroflex series, ending up behind the wheel and himself



Now here's a thing. People who turned 993 RS lightweights into GT2 look-alikes are now reverting to original specification because of rising values. Neil has three of them in line at the moment

seeing the chequered flag on many occasions.

Around 1987, he says, he got itchy feet and set up his own business, trading then as Neil Bainbridge Racing. Many names came his way, he prepared cars that won, and he won with them himself. A 3.0-litre RSR that later became a single-turbo 935 clone, and then a real K3 are among the highlights prepared and driven for their owners. When Giroflex became Porsche Cup and then turned into Carrera Cup, BS Motorsport was at the front end; many cars still doing the rounds have been touched by Bainbridge.

Things took a wrong turn back in '94 when Neil had a serious motor cycle accident and was to ultimately lose his left arm. This followed the double-whammy of two separate quad-bike accidents that put our man on 'oh no, not you again' terms with the nurses of an Oxford hospital, and resulted in a decision to leave the driving to someone else. As Neil says, 'Being 2nd makes you a 1st place loser. I had to be competitive, so I gave up driving a race car'.

Not that the decision to cease motor racing ended the exciting life. A long-term love of water (there's a reference to windsurfing in my previous BS story, but I didn't follow that up) got Neil into hydroplane racing, particularly the Zapcat one-make series. From there it was an obvious

decision (for Bainbridge!) to take a Zapcat single-handed round the British Isles to raise money for charity, a marathon successfully completed in 2009. He retains an interest in water sport, supporting European champion Ben Jelf in the GT15 class, tuning his engines on the dyno.

So, back to BS Motorsport and that dynamometer installed in 2011 and capable of handling up to 2000bhp. Many years chasing the optimum from engines has led our man to be convinced that rolling roads are all very well but the static dyno is the best way to find real power. The test cell is available for customers to run their own engines as well as for BS's development purposes; several Historic 911 racers have found extra horses on the dyno.

Other new additions to the workshop floor include a natty sonic parts cleaner that, using near-boiling water and 28kHz of energy, will leave oily and crusty parts squeaky-clean. Some day all washing machines will be this way, I reckon. Just as, or perhaps more, significant is Neil's new Bosch tester that checks out the complicated bit of kit that is the heart of Porsche's mechanical fuel-injection system. Neil is not only able to offer a full rebuild and calibration of the injection pump but is now looking at producing his own remanufactured version of what is now unavailable new.

Anyone want a '66 911S race car, fully prepped by Raceline in Germany and ready to go complete with FIA papers?



Martini RSR replica has been with Neil for some time. Built to be exactly like the 'training' car that was 6th on the '73 Targa Florio, it was featured in issue #17 of Classic Porsche



CONTACT

BS Motorsport, Westcott
Venture Park,
Buckinghamshire
HP18 0XB
Tel: 01296 658422
www.bsmotorsport.co.uk

Storage accessed by lift has space for 40 cars and already contains Porsche gems. BMW (lurking on the right) was bought by Neil in Holland and sold to new owner at Daytona Classic

Continuing the workshop tour... Ducking through the hole in the wall punched between two units like a jewel thief in Hatton Garden (only UK readers will get this one) reveals a new workshop area, presently full of cars in various stages of waiting for fettling, and the mobile flat-floor for steering and suspension setting. This will soon be an entrance to the machine shop, but also leads to the new car storage facility.

Neil knows people don't use race cars, or 'significant' acquisitions, all year round, so has created a two-storey warehouse. There's a lift to take cars to the upper floor, a rolling road so that long-term inmates (if that's the correct word) can be 'exercised' from time to time, and also a separate combination-locked room (cell?) that will allow owners to retrieve their car at any, pre-arranged, time without need for any BS staff to be present. To dispel fears, we should add that the entire industrial estate is a secure area - must be those rockets they test on the site.

It's taken 30 years - not really because the business plan has been interrupted or side-lined more than once - but Neil's putting his house in order now. He's said the new BS Motorsport will be up and running by his birthday in July, then adds he hasn't said which year. It may be hard graft, but he's determined it's also got to be fun. Only thing is he can't bear to see anyone making a pig's ear of anything Porsche-wise. Like going to the Daytona Classic this year on 'a boy's weekend' and ending up buying a small tool kit States-side to help fettle a friend's 914/6, sorting the fuel pump on the RSR driven by Gijs Van Lennep in the pit next door, and selling three cars!

Porsche, indeed the whole wide motor world, needs more people like Neil Bainbridge. Not just to build and fix our cars, but also to show us how to keep slightly insane. I mean this in the nicest way - after all, no-one in this petrol-fuelled world of ours wants to be normal. **CP**



PORSCHE motor

Classic Insurance

New & exclusive schemes available now!



mayfaironline.co.uk

Tel: 08444 935735

MayfairPerformanceInsurance

@Mayfair_INS

Calls may be monitored for training purposes.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

Performance INSURANCE **mayfaironline**
insurance & mortgage consultants

RS-911



Porsche Specialist

Mid Wales

Tel : 01686 440 323

Roselea, Llangurig, Llanidloes, Powys SY18 6QJ

Specialising in all aspects of high quality
Bodywork Restoration, Welding & Fabrication
Work carried out on all models

Insurance work, Early 911's for sale & restoration

Replicas built to order, to any stage at realistic prices

Agent for **PMO** carburettors

www.rs911.com

Email: mark@rs911.com

Complete Performance Solution
for Ignition and Fuel Injection



- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management
conversion kits for 911, 930, 914, 944
NEW for 912 & 356

Clewett Engineering
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

SUBSCRIBE & SAVE!

PAY JUST £3.60* PER ISSUE INSTEAD OF THE £4.85 NEWSSTAND PRICE

GUARANTEE YOUR COPY OF *CLASSIC PORSCHE*, DELIVERED DIRECT FROM THE PRINTER TO YOUR DOOR – BEFORE THE OFFICIAL ON-SALE DATE!*

CALL +44 (0)1883 731150

OR SUBSCRIBE ONLINE AT

CLASSICPORSCHEMAG.COM

*BASED ON UK 12 ISSUE SUBSCRIPTION

1 YEAR (SIX ISSUES) 2 YEARS (12 ISSUES)

UK	£27.00	£46.00
EUROPE	£36.50	£53.00
REST OF WORLD	£47.00	£79.00

**FREE
SAMPLE
ISSUE!**

	SIX ISSUES
UK	£17.49
US	\$24.99
EUROPE	€19.99
AUSTRALIA	\$25.99

DOWNLOAD NOW

CLASSIC PORSCHE APP NOW AVAILABLE

Available via Apple Newsstand, iTunes, Google Play for Android market or www.pocketmags.com

Latest Issue & Back Issues just £2.99 each

Subscribe for one year

Download to your iPad, iPhone, Android device, Mac, PC or Kindle Fire

HOMeward STRETCH

Our US columnist David Conklin has at last got his hands on the freshly restored bodyshell of his 1970 2.2 S. He's just got to bolt it all back together...

Words & photos: David Conklin



Fresh back from the paintshop and ready for reassembly. Short-stroke 2.8-litre high-butterfly motor is to take place of original 2.2 S unit

It's been so long since I have driven my g11 that I sometimes wonder if I even qualify as a Porsche owner any more. But finally, Olivia (as my wife named her) has returned home from body and paint and rests in my garage. Now I get to put her back together.

When Olivia rolled off the assembly line near the end of the 1970 model year, she was silver with a special-order red leather interior. The first owner was also the owner of the Midwest USA Porsche distributor.

As the story goes, he ordered a new silver g11 every two years. By late 1972, Olivia had been sold on to Bob and Mimi Geisler, but they only held on to her for a few years before listing her for sale in *Panorama*, the Porsche Club of America magazine.

As with most of the high-metallic paints of that era, the silver began to fail after a couple years and that, combined with a minor fender-bender, resulted in a respray to black. The third owner grew tired of the red interior and 'updated' her with later tombstone seats and black interior panels. He also lowered her, upgraded the suspension for autocross events and replaced most of the bright trim with black. That is how she looked when our paths first crossed during the summer of 2002.

Approximately ten years later, a quick respray project somehow turned into the famous slippery slope, or as it was in my case, a rocket-slided down the side of Mount Everest. Three and a half years went by in the body/paint shop, but she is finally back – better than ever!

Dale Oakes and the guys at Euro Classics did a fantastic job. My vision for Olivia is a lightweight factory 'sports purposes'-styled car made up of parts available in period. A narrow body 1970 ST...but with red leather upholstery and a few other minor deviations.

Many of the major components are ready to go back in. The original numbers-matching 2.2 S motor is sitting in the corner of the garage and a short-

stroke 2.8 high-butterfly motor hangs from the engine stand waiting to go in. The original transaxle which was factory equipped with a ZF limited-slip has been refreshed with short gears and a stronger bearing carrier. Original 'S' brakes were rebuilt and refinished by PMB Performance in Utah, and a pair of deep-6 and 7R Fuchs were restored by Harvey Weidman in California.

My goal is to knock out the most challenging projects first and leave the fun stuff like lights and trim for last. My current task is the restoration of the original wiring harness. While the wires themselves are in good shape, much of the sheathing is brittle and cracked.

Once a section is restored, I put it back in the correct locations and hook it up properly. It's a tedious, but rewarding job – the kind of process that goes well with a little music and an adult beverage: slow and methodical.

Once the wiring is done, I will move on to the suspension. Much of it was painted to retain the factory appearance, but some of the smaller brackets and pieces were powder-coated. New factory-style rubber bushings are on my workbench, so that should be a fairly straightforward process. Then, when it is back on four wheels, I plan to tackle the headliner. That will be a little more challenging. That is the type of job that often ends up less 'Zen' and more 'Rage'. I will be sure to let you know how that turned out in my next update. **CP**



Top right: This is how she looked just prior to stripping her down for restoration. She had her bumps and scrapes, but still looked pretty cool

Bottom right: The second owner with Olivia in 1972. You can just see the original red seats peeking above the door tops

Cherished by you **Insured by us**



- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

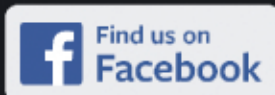
Call our friendly UK team for a quotation

01277 206 911

www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851



Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military





The home of Classic Porsche

We are fanatical about sympathetic restoration and have an amazing selection of 356 parts. We're always sourcing those hard to find items and spend many hours researching and collecting. Check our new website, if you don't see what you are looking for just give us a call.

LARGEST SELECTION OF 356 PARTS IN THE UK!



1963 356 Super 90 'B' Coupe
 Matching numbers car comes complete with original engine and gearbox.
SOLD
 £24,950



1959 Convertible (Speedster) 'D' 1600 Super
 Lowest car with zero rust. Last of the Speedsters!...only 30 more cars after 86,800.
SOLD
 £138,500



PR Services 2015 Calendar
 Get them while stocks last. All proceeds go to a local charity
 £12.99



1959 356A Cabriolet project
 Stunning and still in restoration progress, nothing no issues. Rare early cabriolet.
SOLD
 £38,500



1973 911 T Coupe
 Last of the long bonnet, re-impacted bumper, US spec with fuel injection, ideal for RS Carrera replica.
SOLD
 £32,500



1954 356 Pre 'A' Coupe
 Blasted body shell, complete parts, missing engine.
SOLD
 £42,500



Call 07000 356 911

or buy online at www.prs356.com

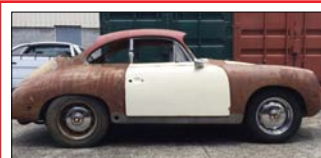
International call: 0044 1277 630099
 Dunlop Garage, London Road, Billericay, Essex, CM12 9HP - UK

356

Classic Car Insurance
 CAROLE NASH
 The cars it deserves
 0800 093 2951



356 B Roadster, LHD, delivered new on 20 May 1960 in Hollywood CA, matching numbers and colour combination by COA, Ruby Red with tan interior, EU registration, extremely nice car from private collection, 15 mins from Amsterdam int airport, pictures by email, asking £123,000. Tel: +31 615 000546. Email: arnoldhoogenhout@hotmail.com (The Netherlands). C30/001



356B T5 Coupe 1960 model, chassis number: 113805, engine number: 604252 matching numbers, body, engine, engine completely overhauled, all body panels complete, doors, bonnet, 90% of all the parts are there, £14,000. Tel: 07404 264035. Email: michaelwild1972@hotmail.com (Herefordshire). C30/018

356A Coupe, right hand drive, original engine, complete car, £35,000. Tel: 07785 558030 or 01824 703529 (North Wales). C30/019

911

Classic Car Insurance
 CAROLE NASH
 The cars it deserves
 0800 093 2951

The best 993 RS in the UK, if you require the best 993 RS in the country please get in touch, £300,000, price reflects how special this car is to the right person. Tel: Rich, 07831 182971. Email: jjsher123@btinternet.com (Surrey). C30/020



911SC Coupe, 3L, 1979, imported 2000, serviced by owner mechanic since 2003, lots of receipts, LHD, 133,513km, solid clean car, MOT end May 2016, Thatcham alarm, private plate, new tyres, two keys, remote control radio, genuine reason for sale, £22,500. Tel: 07967 908721. Email: trudiw49@gmail.com (East Yorkshire). C30/011



EARLY PORSCHE 1964-1974

Sales • Restoration • Race & Rare Parts



www.historika.com 07836 384999 07717 212911

911

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2951



1977 911 3.0 SC, Light Green metallic with cork interior, stunning, low mileage (70,807 miles) matching numbers, magazine featured with concours history, and part of the 911 world record set by Porsche Club GB in Silverstone 2013, for the number of 911s on a track, one of the first SCs to be made, having been completed on the very 1st September 1977 (1978 model car), exceptionally original down to its still fitted Porsche Radiom CR stereo, and AFN supplied 1977 plates, a UK Sport model, which came fitted (and still retains) all options listed on the Certificate of Authenticity, only updates are SSI heat exchangers, Carrera timing chain tensioners, a passenger door mirror, manual antenna, and fitment of MP3/iPod to the back of the stereo, very reluctant sale, would consider part exchange with cash my way on any aircooled Porsche, including a total restoration project, £44,995, visit classicporschemag.co.uk for more info/photos. Tel: 07725 860116. Email: lukehannant@hotmail.com (Cornwall). C30/006



Stunning classic 1974 LHD, 2.7L, in special order Aubergine colour, original engine fully overhauled in early 2000 to 'S' spec and resprayed in original colour, 55,000 miles. This car has an official Porsche Certificate of Authenticity as it is a 'matching numbers' vehicle, it was originally a USA car - so no rust, been in the UK a number of years now. Large history file of works including a CD, car also has a Tracker fitted, no road tax is required now, car has also an original electric sunroof! It drives superbly and has the original cookie cutter alloy wheels, very tidy stunning car, I have personally owned and enjoyed this car for the past 1 year, £36,000. Tel: 07736 666764 after 7pm. Email: bespokeozzy@gmail.com. C30/031



911 T 1969 LHD, chassis 119120519, 2000cc, first registration USA, 1969, fully restored: chassis, engine, original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats. The car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, £54,500, offers welcomed. Tel: 0039 3358 204017. Email: a.compagnoni@nrgeventi.it (Italy). C30/004



Porsche 911T 1969 LHD, chassis 119120519, 2000 cc, first registration: USA, 1969, fully restored chassis, engine, original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats, the car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, £54,500, offers welcomed. Tel: 00398 204017. Email: a.compagnoni@nrgeventi.it (Turin, Italy). C30/007

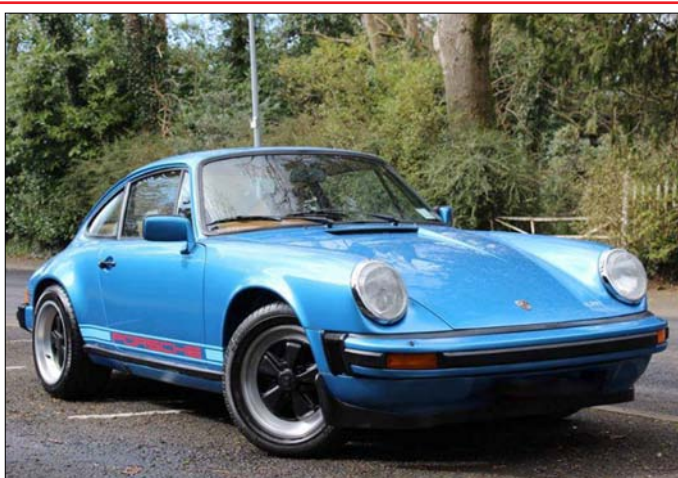
Two 911 unfinished projects for sale, selling due to ill health, one 1983 Cabriolet, one 911 Coupe 1972 Turbo body, plus lots of parts and panels, telephone or email me for more details, £7900 ono. Tel: 07419 772990. Email: roger.trafford09@mypostoffice.co.uk (Glos). C30/009

1984 911 Carrera, stunning condition, FPSH, engine and box rebuild, S/S exhaust and mechanically excellent, black leather, fabulous driver, no rust bubbles anywhere, delivery available anywhere UK, £22,500. Tel: 07908 588962. Email: ciaran98@aol.com (N. Ireland). C30/021

911 1970 T 2.2ltr, v. original tan interior, old radio, orig steering wheel (recovered) etc, matching no's, ordered to Florida (Pompano Beach), Cali to UK (2003), great bodywork, new sills, doors, rear wings, v/straight, Waxoyled (best workmanship inc photos), garaged, pampered summer car, Kardex, 48K logged miles, 901 box, engine rebuild 5000m ago, £41,000. Tel: 07900 897252. Email: james.hulme@outlook.com (East Sussex). C30/022



1986 911 Carrera 3.2 Coupe, 97K miles, metallic Prussian Blue, blue/pinstripe half leather, excellent bodywork, fully documented engine rebuild by JCT600 at 82K miles, complete gearbox (915) rebuild at 96K by Nigel at Powermarques, Jenvey throttle bodies, distributorless ignition and programmable Canems ECU, stainless exhaust, matching Bridgestones, immobiliser, private plate included, folder full of history, £27,500. Tel: 07903 396294. Email: davidhampshire01@hotmail.com (Lincs). C30/005



1979 911SC Coupe, in concours condition, massive history and stunning throughout, worldwide delivery available, £39,500. Tel: +44 07908 588962. Email: ciaran98@aol.com (Londonderry, N. Ireland). C30/010

911 1987, G50 gearbox, Sport model, Fuchs alloys, good condition for age, Cassis Red, rare colour, phone for more details, £18,900. Tel: 07876 526925. Email: lp.blackwell@btinternet.com (Conwy). C30/008

912

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2951



912 SWB Coupe, 1966, chassis no.458393, first regd USA 1967, this Irish Green Karmann coupe is highly original and believed to have been previously owned by well know Porsche Club of America member Mike Robbins of Indiana, imported in 2012, complete mechanical overhaul by specialist Revival Cars, a high quality repaint and interior has been refreshed with new headlining, carpets and refurbished seats, £26,450 ovno. Tel: 07710 069547. Email: jdesilva@castorholdings.com (W.Sussex). C30/030

912 1968 LHD, 2.2, 6 cylinder, Weber carbs, wide body, MOT July 2005, taxed, make a good track day car. Tel: 07448 584768. Email: oldeboy4u@yahoo.co.uk (Devon). C30/023

PORSCHE
912
Sales
Service
Spares
revival-cars.com
07768 791802
WEST LONDON

928

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2951

Classic Porsche 928S manual, rare, 1981, 84,000 mls, mechanically maintained with receipts, spec 4.7 ltr non-interference engine, rare, only 4 made with spec, has full electrics all in working condition, only minor cosmetics to perfect. Email: candy_810@hotmail.co.uk. C30/002

924



1987 924S, Guards Red, full mech overhaul, 74,500 genuine miles, old MOTs, lots of receipts and history, stamped service book, fully refurbished teledial alloys, new Michelin tyres, original radio cassette, owner's wallet/2 keys, everything works, lots of money spent and we have the receipts to prove it, excellent condition interior, original tool kit/roof bag, MOT until end January 2016 with no advisories, beautiful condition and a truly amazing car to drive, we have given the Porsche a full mechanical overhaul with numerous new parts, ring for details, please see our website or our Facebook page, £3995. Tel: 07977 516372. Email: willowcars4@gmail.com (Cambs). C30/028



1986 924S manual 2.5 2dr Coupe, superb condition, 115K miles, MOT Sept, only 3 previous owners, FSH (serviced mostly at Porsche specialists: Autofarm), serviced Oct '14 and has a new cambelt, new windscreen fitted, CD/MP3 player, power steering, immobiliser, air conditioning, pop up lights, 150bhp, qualifies for classic car insurance, 2.5 litre engine, excellent drive, please call for more info, £2850. Tel: 07990 067346. Email: skander.d@gmail.com. C30/029

Parts

Porsche 914 parts, valance, \$100; doors right, \$25, left, \$25; brakes, shocks with spring, rear light misc, brains, harnesses, rear glass, wheels, all 5 large boxes of good parts for \$300. Tel: 802-349-7375. Email: greenamyre@myfairpoint.net (USA). C30/012

We buy Porsche parts and Historic Porsche

We buy all **Porsche competition parts** dating from 1950 to 1998. Body, engine, mechanical parts, etc. We buy **Porsche needing restoration or incomplete cars** : Models : 356 Gmund - 356 Carrera - 550 - 911 (1964) - 911 R - ST - 2.7RS - 2.8RSR - 3.0RS - 3.0RSR - 904 - 906 - 907 - 908 - 909 - 910 - 917.

Please contact us by email :
contact@raceparts9.com or contact@racecars9.com

Classic FX
 Classic Porsche Trimming

356 - 911 - 912 - 914 - 928 - 964

Trim and leatherwork to OEM specification. Full or part car retrim, based in Surrey UK. Manufacture and supply of carpets, seat covers and door cards. A personal and detailed yet competitive service from a Porsche Club member.

Call Garry on 0755 100 3000

www.classicfx.net
garry@classicfx.net
www.facebook.com/classicfx



'2 TGA' registration number, the ultimate number for your Porsche Targa, improve the image of your car and make an investment, the only single digit TGA number on the market, bargain price, private sale, therefore no VAT, £5500, that price is for the number only and does not include the car! Tel: 07702 026877 or 01302 538984. Email: nickhuntridge@lineone.net. C30/016

Porsche repro garage wall signs, 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C30/014



'A911 TEW', on retention, £1100 ovno. Email: richard@uplandsorchard.co.uk. C30/017

'JJI 9115', number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C30/025
Number plate for sale, reg no '911 US', £6000 ono. Tel: 07973 597738 or 01883 674424. C30/026
Registration number 'S8 FRX' for sale, on retention certificate, £130 plus transfer fee. Please call/text: David, 07710 543576. C30/027

Wanted

Wanted issues 21 and 22, looking for issues 21 (Jan/Feb 2014) and 22 (March/April 2014) of *Classic Porsche* magazine. Tel: 01924 400414. Email: cgpl200@googlemail.com (West Yorks). C30/003
Wanted RHD 356: have LHD 356SC and/or 911, I've decided I specifically want a right-hand drive 356, either a B, C or SC as my next car, it can be in any condition from on the road, to full resto project. If the thought of selling your RHD is not enough to tempt you, and I understand that, then I have a 1964 356 SC (Slate Grey, LHD, matching numbers) or a 1978 911 SC (Light Green metallic, RHD, mag/concours history). Tel: 07725 860116. Email: lukehannant@hotmail.com. C30/015

Miscellaneous

911 & Porsche World back issues, nearly 200 editions of 911 & *Porsche World*, every copy since November 1998 (issue 58), all subscriber editions including 13 official files, all in excellent condition, may deliver to local area, £100. Tel: 07894 510475. Email: bob.tamblin@gmail.com (Kent). C30/013
Porsche Turbo private plate, 'TIROO', on retention certificate, £995, ready to go on. Tel: 07597 646881. Email: ref_96@hotmail.com. C30/024

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: www.classicporschemag.co.uk OR YOU CAN EMAIL: classifieds@chpltd.com

PRIVATE ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT.

Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to:
Classic Porsche Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, UK.

UP TO 1989 ONLY **UP TO 1989 ONLY**

Deadline for inclusion in the September/October issue is 30 July (on sale 20 August).

TAKING TO THE ROAD IN A '65 911



Contents subject to change

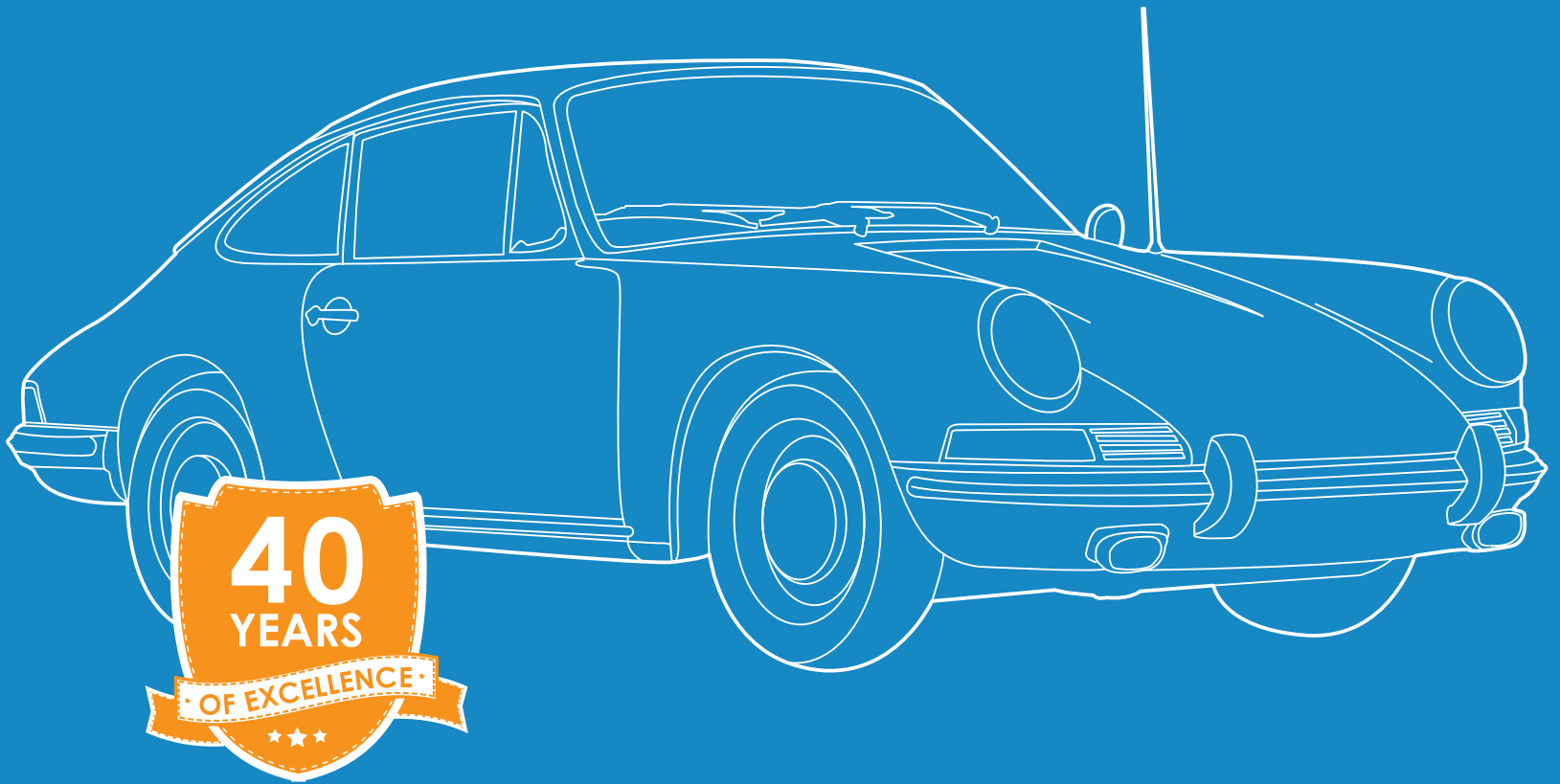
PLUS: All the best cars from the world of classic Porsches, plus news, views and reviews...

SEPT/OCTOBER 2015 ISSUE ON SALE: AUGUST 20TH

ADVERT INDEX

356 Panels	85	Jasmine Porschalink	38	Rose Passion	75
Adrian Flux	97	Jaz Siat Porsche	46	RPM Technik	6
Auto-Foriegn Services	23	Joma Parts NV	46	RS911	90
Autobahn Interiors	30	Karmann Konnection	99	Segal Motorcar	23
Canepa Design	31	Lakewell Porsche Interiors	84	Sierra Madre Collection	47
Clewett Engineering	90	LN Engineering / Fast Forward	30	Specialist Cars of Malton	85
Club Autosport	52	Maxted Page	100	Sportwagen Eckert	67
CoCo Mats	39	Mayfair Performance Insurance	90	Stoddard Parts	15
Coys	17	Parr	52	Symbolic International	45
Dansk (Euro Car Parts)	11	Patrick Motorsports	52	Tandler Precision	6
Deser	79	Paul Stephens	79	Tech 9 Motorsport	59
Design 911	21	Pelican Parts	19	Twinspark Racing & Engineering	85
DSD Motorwerks	30	Porsche AG	9	Vintage Auto Posters	62
Early 911S Registry	84	Porsche Cars GB Aftersales	7	Vintage Car Works	62
Elephant Racing	22	Porsche Club GB	71	Yorkshire Classic Porsche	62
Elf-Ignition	84	Porscheshop	84		
Engine Builders Supply	53	PORsport	98		
Fenn Lane Motorsport	46	Quickfit Safety Belt Service	38	CLASSIFIEDS	93-95
FVD	2	Restoration Design	61	Classic FX	
Gantspeed Engineering	63	RH Specialist Insurance	92	Historika	
Gmund Cars	38	RJJ Freight	85	PR Services	
Hexagon Modern Classics	13	Roger Bray Restoration	79	Revival Cars	

Classic Porsche Insurance



Benefits available include:

- Agreed Value
- Laid-up Cover
- FREE Legal Cover
- Club Member Discounts
- Modification Cover
- Limited Mileage Discounts

Classic Porsche Insurance

Adrian Flux know how much you love your classic Porsche, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 081 8989
adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority





1968 911S Rally Car

An amazing find, a documented 1968 911S factory built rally kit car – one of only three known to exist that was built during the end of 1967. This rare S retains the original matching numbers aluminum 2.0-liter engine and the original 901 gearbox which has been fully rebuilt and detailed by a well-known Porsche race shop with test time only.

The S interior is fitted with the as delivered original elephant hide sport seats, elephant hide door panels, the original elephant hide headliner and factory roll bar. The S also has an original 100-liter fuel tank, deep six wheels up front with 8" Minilites on the rear with Pirelli tires.

The S was returned to the Porsche factory during the 1970's to be fitted with Carrera RS fender flares and CIBIE hood lights – this as well as other work is documented with original Porsche paperwork.

The Crystal Blue paint is spectacular. The bodywork is dead straight with perfect gaps and panel fit. The S runs and performs as good as it looks. A rare chance to buy a numbers matching factory competition SWB 911S.

Searching, restoring, racing, selling...always something interesting.

ACTIVELY SEEKING:

- 356 Speedster & Roadster
- 904
- 906
- 65-73 911
- 73 RS
- 74-76 2.7 Carrera
- Carrera 3.0
- Low mile 3.2 911 Carrera
- 911 Club Sport
- 911 Speedster
- 964 & 993 Cup racers
- All Competition 356 & 911 Models

Exclusive to KK.
Stainless steel Sebring
exhaust. For Porsche
356 & 912. Available in
standard or fully polished
finish.

Standard £645+ Vat
Polished £745+ Vat
Matching J tubes are also available.



New from KK exclusives!
Our own early 911/912
horn push. Perfect fit,
includes O.E.M horn
cuff! £250+ Vat



We have always
stocked 356 repair
panels from 'Simonsen'
they are regarded as
the best you can buy
anywhere! We are the
sole UK distributor for
them. Please contact us
for more info & prices!



Excellent quality,
exact reproduction
380mm real leather
steering wheel with
original VDM hub. Correct
for 914 and 73 RS Carrera,
however was also an option
and will fit all 911 and
912 cars. £650+ Vat.



911 Toolkits & jacks
Toolkits from £450+ vat.
Jacks from £200+ vat
Years 1965-73 available.

Made by Karmann
Konnection, our exact
reproduction of the Les
Leston dished woodrim
steering wheel. Fits 356B/C.
375mm. £650+ vat



Free KK Keyring for
all orders placed on
our new website!
Simply add one to
your shopping
cart & enter
voucher
'FREEKEY'
at checkout! (one
per customer, offer
expires 30/07/2015)



MAXTED - PAGE

FINE HISTORIC PORSCHE



1972 Porsche 911 2.5 S-R (M491) | Chassis # 911 230 1195

'The 1972 & 1974 European Hill Climb Championship-winning / ex- Anton Fischhaber'

For 1972, the Porsche racing department homologated the 911S into a lightweight, 2.5 litre Group 4 GT racing car and built just twenty-one 911 2.5 S-R - more commonly known today as the 911 2.5 ST.

We are proud to present this genuine, championship-winning example. One of the original factory-built 1972 Porsche 911 2.5 S-R - now offered for sale fresh from a meticulous, multi-year restoration to its correct and original factory specification.

Chassis # 911 230 1195 was a lightweight (M491) chassis featuring extended front and rear wheel arches, aluminium engine lid and rear panel, fibreglass hood and lightweight doors. The car was lightened further by the deletion of all sound deadening and interior trim. Specification included: roll-hoop and Recaro racing seats; long-range, 110L plastic fuel tank; twin oil coolers; uprated suspension and brakes with aluminium 908 quick-release front callipers. Power output was 270 bhp with 193 ft/lbs torque from the new 2492cc Type 911/70 race engine with twin-ignition, Bosch racing mechanical injection and high-butterfly intake.

Supplied new to Bavarian driver Anton Fischhaber who competed successfully in motorsport between 1959-1987, taking at least 200 victories in hill climbs and at race-tracks. As a Porsche works driver he was team-mates with Gerhard Mitter and at Abarth, with Hans Hermann. Fischhaber competed with this car for three seasons, winning both the 1972 and 1974 European Hill Climb Championship and in 1972, 1973 and 1974 partnering Prince Leopold Von Bayern for the Nurburgring 1000kms.

P.O. Box 7039 • Halstead • Essex • CO9 2WL • United Kingdom

Tel: +44 (0) 1787 477749 • Mob: +44 (0) 7771 922433 (7 Days) • Email: enquiries@maxted-page.com

www.maxted-page.com

Download our App

