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# Classic PORSCHE

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WELCOME



September has all the makings of a very busy month here in the UK! The first weekend (5th and 6th) sees us visiting the Prill Porsche Classics open day on Saturday to check out Andy Prill's new workshops. That will be followed by Classics at the Castle on the Sunday, which is a must for every classic Porsche fan.

The following weekend sees us head along to Goodwood for the fabulous Revival meeting. If you've never been, you don't know what you're missing. Yes, it gets very busy, but where else

“ September has all the makings of a very busy month... ”

will you see such an amazing selection of historic racers actually being driven the way they were intended, in a quintessentially British environment? Better yet, our own Robert Barrie will be there, competing in his freshly-built 356A coupé, along with a number of other Porsches. Miss it at your peril.

Sunday of the next weekend (20th) takes us to Mapledurham House, near Reading in Berkshire where, along with our sister magazine *g11 & Porsche World*, we'll be hosting our Porsche Picnic meeting (pictured above).

This informal gathering gives you the chance to meet the team and for us to get to know you better. It's a fabulous setting - turn to page 14 for details. See you there, I hope!

And after that? Well, somebody pointed out that it would only be a few more weeks until Christmas, but I don't even want to think about that right now! First I've got a car to get finished. I will drive it this year, I really will...

**Keith Seume**  
Editor, *Classic Porsche*  
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[www.classicporschemag.com](http://www.classicporschemag.com)



# P R I L L

PORSCHE CLASSICS

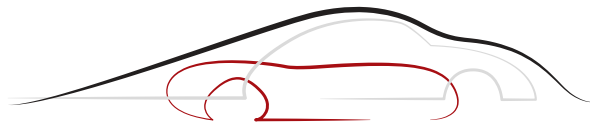
To coincide with the Hedingham Classics at the Castle weekend, you are invited to attend our Open House on **Saturday 5 September 2015**.

Our new facilities will be open for you to see, get technical advice or just relax and enjoy the Porsche environment.

**10.00am to 4.00pm**

We are conveniently located in Halstead just five miles from Hedingham Castle. Refreshments will be provided.

Please RSVP to [siobhan@porscheclassicsltd.com](mailto:siobhan@porscheclassicsltd.com) and we will be pleased to give you directions.

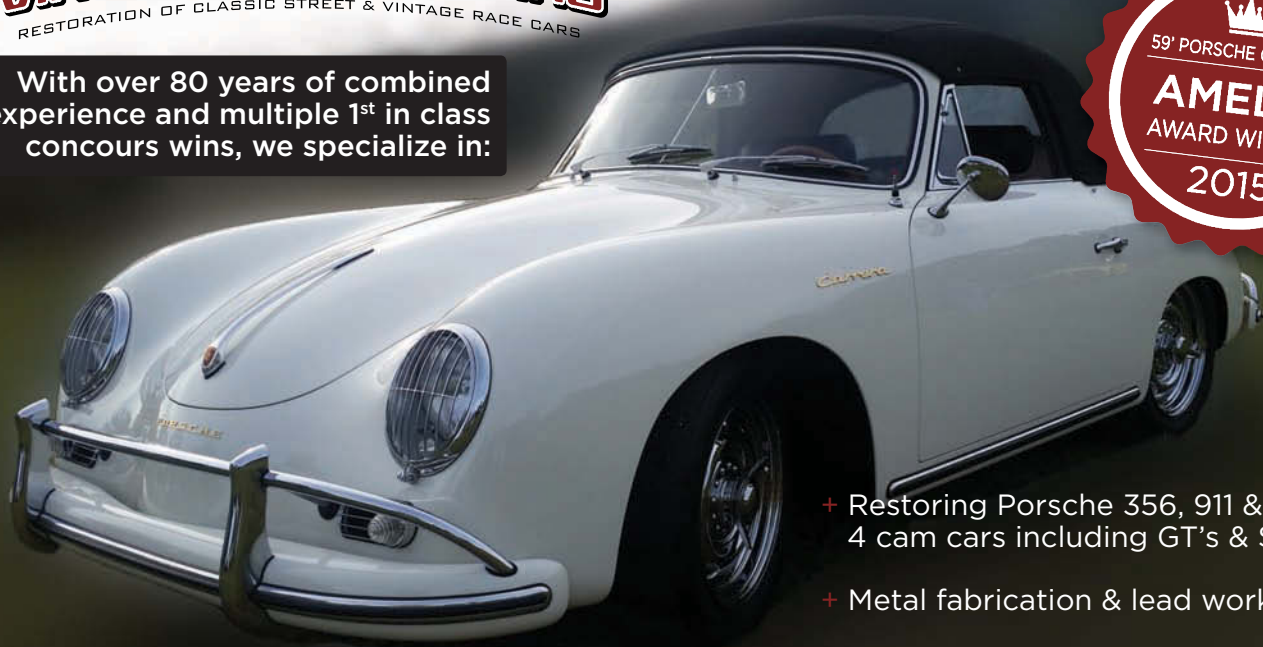


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**PORSCHE**



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 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 63**



**PORSCHE 911 CARRERA 2.7 RS**  
Restored by Ruf - fabulous condition



After a massive success in Sport Prototype with the 917, Porsche had to retire at the end of 1971 due to a change of rules. There was nothing more to prove on that side and Porsche decided then to develop a racing version of the 911 to promote the brand. In 1972 the Motorsport department designed a race car called 2.8 RSR which incorporated a lot of technology from the 917. However in order to match with the FIA requirements, it was required to build 400 cars to get the Group 4 homologation, then the RS appeared. Porsche was surprised with the demand and actually built more than 1500 examples. The car was a fantastic machine back in 1973, a very safe and high performance car.

The car was slightly upgraded on the suspension and engine, this is the very best driving 2.7RS we ever drove. This is a real opportunity to acquire a Ruf restored and enhanced Carrera RS with all the surrounding driving pleasure and top quality to expect from them.

Car located in Luxembourg in our showroom, viewing by appointment only.

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**PORSCHE 996 RS**  
2001 official Porsche UK race car



The Porsche 996 RS was the racing variant of the GT3 from 2001 to 2003, only 91 cars were built by Porsche at Weissach to FIA GT2 or ACO LMGT specifications. These were the successor of the 993 GT2 as the Porsche GT race car.

This very rare 996 RS was built to FIA GT2 specifications to compete in the British championship, it was a semi factory entry via Parr Motorsport who was also the promoter of the UK Porsche Cup. Accordingly it was sponsored by Porsche Financial Service which makes as far as we know the one and only 996 raced with official Porsche sponsorship. The car was driven by Marino Franchitti and Kelvin Burt, won most the races in GT0 and won the championship. The last races the car wore a commemorative deco for its win. The car went to two subsequent private owners and before being bought by a collector who restored it to its original Parr colours. It is in race ready condition and a real pleasure to drive.

This is a superb investment too, the 996 being the very next Porsche race cars to significantly raise in value.

Car located in Luxembourg in our showroom, viewing by appointment only.

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For more information visit your nearest Porsche Centre or Porsche Classic Partner Centre or [www.porsche.com/classic](http://www.porsche.com/classic)

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



# NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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



## CARRERAS AT THE CASTLE

Carrera Parade at Classics at the Castle will highlight some of these rare early cars including, courtesy of the Porsche Museum, the Fletcher Aviation 550 Spyder (see photo) and an Abarth Carrera. There will also be a 356 Carrera GS and GTs, and 904 GTs. It is also hoped to reunite the only two AFN-supplied RHD 356 Carreras built in 1955.

A display of 1973 Carrera RSs will be joined by examples of later production models which have also been badged as Carreras.

The organisers will be very pleased to hear from any owners of 'running' four-cam Carrera-engined Porsches who may like to participate in the Parade, as well as owners of any of the early production 911 model types badged as Carreras – not forgetting the 924 Carrera GT and GTS models...

Following the Carrera Parade, the afternoon will draw to a close with the COYS 'Excellence of Porsche' Auction. You can find more details on this by checking the Coys website, which can be found at [www.coys.co.uk](http://www.coys.co.uk).

Classics at the Castle is, without doubt, a 'must do' event for all classic Porsche enthusiasts, as it brings together the largest selection of early Porsches from the UK and the rest of Europe.

Before the big day, as a curtain raiser, there will be a Saturday evening barbecue with a Mexican theme. Tickets for this are limited in number and enquiries should be directed to Heddingham Castle via the web link, which can be found at [www.classicsatthecastle.com](http://www.classicsatthecastle.com)

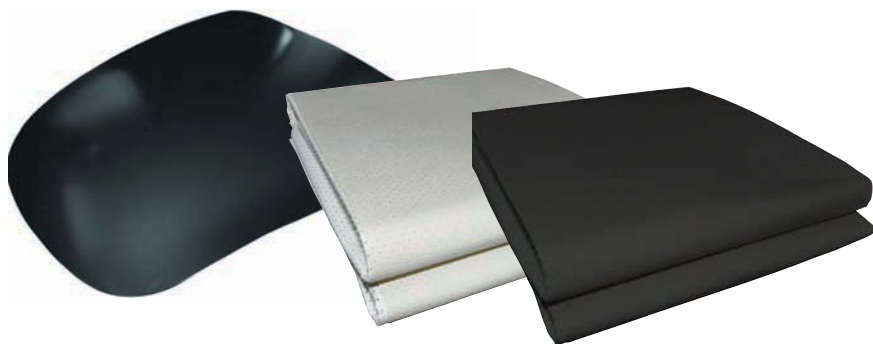


Held on Sunday 6th September, the 2015 Classics at the Castle event at Castle Heddingham, near Halstead in Essex, will celebrate the advent of the legendary Fuhrmann engine, the four-cam Porsche Carreras and the Carrera Panamericana.

This year sees the 60th Anniversary of the very first production 356 Carreras, which were built in the summer of 1955 prior to the launch of the 356A Carrera in the autumn of the same year. The first of these is known to exist and is currently undergoing restoration in Italy.

To mark this significant anniversary, the

## NEW FROM DANSK VIA ECP



Euro Car Parts now have Dansk bonnets and headliner kits for Porsche 911, 964 and 356 models available to order. This latest product announcement continues a longstanding relationship between the two companies. Euro Car Parts has been supplying original equipment (OE) quality Dansk products for Porsche vehicles for over 20 years, and is the largest stockist of Dansk products in the UK.

The new Dansk headliner kits for 911, 964 and 356 Coupe models are available in white or black (see above), to suit cars with or without a sunroof. Prices for these headliners start at £90.00 + VAT each.

The Dansk bonnet (above left) for the Porsche 356B T6/C from 1962–65/65, Porsche part number 64451101007, is just £1255.00 + VAT.

Martin Gray, CEO of Euro Car Parts, commented: 'These original-equipment quality Dansk bonnets and headlining kits are important additions to our ever-growing Porsche parts portfolio. They were previously only available via niche suppliers, but Porsche owners, independent garages and bodyshops can now purchase them at any Euro Car Parts branch or LKQ Collision Centre.'

With 200+ locations across the UK, Euro Car Parts claims to offer unbeatable availability, as well as industry-leading pricing and support.

**For further details, call Euro Car Parts' Porsche sales team on 020 8782 2486.**

## MAXILITE 7R WHEEL



The Porsche 911R is probably the most desirable of the factory lightweights ever built, but their rarity means that, for most people, a replica is the only hope of owning one. The 911R was fitted with 'deep six' (6Jx15) wheels at the front, but sported unique 7Jx15 wheels at the back. With an ET49 offset, they're generally known as '7Rs'.

Maxilite now produces accurate replicas of these rare wheels, which are available either polished or with a black centre and a machined edge. Each wheel is manufactured with an ET47 offset to make life a little easier, as the originals were a very tight fit under narrow arches – this means you can use a 225-section tyre. The wheels are TUV certified and come with a three year warranty, and are available directly from the Maxilite webshop.

**For more details, log onto [www.maxilite.ch](http://www.maxilite.ch)**



## 17in BRAID WHEELS



Braid Wheels, in conjunction with Braid Wheels USA, has announced a new addition to their BZ line of Porsche fitment wheels: a brand new full-line of 17-inch rims for all Porsches with 5X130 PCD.

With years of experience supplying

lightweight quality European-made wheels to racing and rally teams all over the world, Braid Wheels has a reputation for building nothing but the best. If you've been looking for a way to increase the street presence of your Porsche without sacrificing quality, and while maintaining a classic look, Braid has the wheel your car deserves.

The new 17in fitments are available in a range of widths and offsets to fit everything from a stock SC or Carrera 3.2 all the way up to wildly modified 930s and RSR-style widebody cars.

Unlike some, Braid's BZ wheels do not require spacers, have the correct ball-seat lug holes, and are engineered to have the perfect balance of weight, strength and rigidity. With an authentically correct anodised coating, these wheels are not only built to last, but to look good as well.

While Braid has previously offered the BZ wheel in 15- and 16-inch diameters, this is the first time they've offered a 17-inch wheel, allowing extra clearance for many big brake kits, while also providing wider access to a greater range of performance tyres.

The manufacturers reckon the BZ from Braid Wheels could very well be the last set of wheels you'll ever need! The wheels are currently in stock and available for immediate purchase, starting from \$3412.00 for a full set of four.

For more information, log onto [www.braidusa.com](http://www.braidusa.com)

## GOING FULL CIRCLE

The original Porsche 356A full circle horn ring is a much sought after accessory these days. Sadly, they broke all too easily and finding a good one that's not been snapped in two is never easy.

Karmann Konnection has come to the rescue with this very nice reproduction of the horn ring that was standard on many 356As and optional on others.

When fitted and wired correctly, pushing on the ring operates the horn while the button in the middle (which was the horn button) now flashes the headlamps.

These are superb quality reproductions and are supplied



with the two metal contacts and rivets needed to fit them to the stock 356 steering wheel. The horn rings also use the standard 356A horn button. They are priced at just £162.50 + VAT each.

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

## PRILL OPEN DAY

Classic Porsche specialist Andy Prill (right) is holding an open day at his new Prill Porsche Classics facility at Halstead in Essex on Saturday 5th September. His staff will be on hand to offer advice and technical support for classic Porsches. And knowing Andy, he'll have a bunch of interesting cars to peruse, too. Refreshments will be provided, too. It's the day before Classics at the Castle (see opposite), so why not make a weekend of it?

For further details, call: **01787 476338**, or check 'Prill Porsche Classics' on Facebook



## ZERO-MILE TARGA AUCTION

The Targa in question is for sale on Saturday 29th August at the Historics at Brooklands auction – a little over a week from the publication date of this issue, so be quick!

The car is a 1988 Carrera 3.2 Sport Targa and was restored from the ground up to the very highest standards by the team at Porsche Brooklands as part of the Porsche Cars GB challenge, where OPCs were invited to restore a classic Porsche to celebrate 50 years of the 911 back in 2013. The Targa started out as a down on its luck example which was then torn apart and totally rebuilt using either refurbished original or new stock parts. It's not been used since except for display in the showroom, hence the 'zero-mile' claim. With prices rising, we're very interested to see what this makes!

For further information, log onto [www.historics.co.uk](http://www.historics.co.uk)



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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 16–30. 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](mailto:chp@chpltd.com)

# COFFEE AND CLASSICS...

Saturday 29th August is a date you need to keep free, for Canford Classics, the Dorset-based Porsche restoration specialists, are throwing open their doors.

Promoting the day as 'Coffee and Classics', this open morning kicks off at 9.00am and runs through until midday. If you want to come along, register your interest with an e-mail to:

**dominique@canfordclassics.co.uk**



# BOOK HEAVEN!



We're suckers for good books, and always get excited when new ones come our way. This time around, we've got two more to add to our library.

The first is a collection of work by acclaimed motorsport photographer Werner Eisele. We ran into Werner at Techno Classica Essen this year and were instantly smitten by his work, which ranges from portraits of famous drivers of old, to some stunning all-action trackside photography. With unbridled access to pits and circuits, we get a close-up look at some of our heroes from days

gone by, such as Mark Donohue, seen above testing the new Porsche 917 Can-Am car at the Paul Ricard circuit.

The ISBN number is 3000483659 and the cost in the UK is £89.00 from **Amazon.co.uk**

The second book is another amazing work on a subject that's very close to our hearts: the Porsche 917 – and not just any 917, but specifically the very car that won the 1970 Le Mans 24 Hour event.

Written and researched in minute detail by Ian Wagstaff, the book forms part of a series by Porter Press entitled 'Great Cars'.

We thought we'd read

all there was to read about the 917, but this book goes further than any before, tracing 917-023's history from the very beginning, reporting on its every race, and then filling in all the details, with sections on every driver who ever took the wheel.

The masses of photographs come from a wide variety of sources, not just the Porsche archives, so there are many that we have never seen before. In this day and age of 'fast buck' book publishing, this makes a very refreshing change.

ISBN is 1907085211 and the recommended price in the UK is £60.00. **E-mail for details: [info@porterpress.co.uk](mailto:info@porterpress.co.uk)**





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1995 PORSCHE 993 3.6 TURBO - RHD  
Guards Red. Black full leather interior. 18" Hollow spoke alloys. Electric Sun Roof. Air conditioning. Only 31,300 miles.



1989 PORSCHE 930 FLACHBAU TURBO - LHD  
Metallic Silver. Black full leather interior. Factory LE Edition. Rear Wiper. Rear Spoiler. Excellent condition. Only 17,800 miles.



1997 PORSCHE 993 CLASSIC 3.6 CARRERA 2 TIP - LHD  
Metallic Polar. Grey full leather interior. Front & rear spoilers. RS Side skirts. A/C. Excellent Condition. Only 15,600 miles.



1997 PORSCHE 993 CLASSIC 3.6 TURBO - RHD  
Ocean Blue. Grey full leather interior. Upgrades - 3rd Brake Light. Green Tinted Windscreen. FSH. Only 59,500 miles.



1970 PORSCHE 911S 2.2 TARGA - LHD  
Black. Black Vinyl interior. Rare - One of 729 cars. Matching Numbers. Excellent Condition. Only 41,500 (showing)



1996 PORSCHE 993 3.6 CARRERA VARIORAM - RHD  
Arena Red. Grey Full leather interior. Hard Back Seats, Rook S/S Exhaust system. 18.5" Spoke Alloys. Only 46,800 miles.



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD  
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# 911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING  
SUNDAY 20 SEPTEMBER

**A** return to Mapledurham House for this year's Porsche Picnic, once again following the tried-and-tested formula of a laid-back Porsche and VW show in conjunction with our sister magazine, *Classic Porsche*. Informality is the key-word, with no model-by-model parking

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

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 20 September. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free. Pre-entry not required.

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\*Turn at the brown Mapledurham House sign opposite The Pack Saddle pub, Mapledurham. Please note that the entry road is very narrow.

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# RENN SPOT

DAVID CONKLIN WONDERS IF IT'S TRUE THAT THERE REALLY IS NO SUBSTITUTE FOR OWNING (AND DRIVING) A PORSCHE



*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*

More than thirty years ago, after an epic car-chase, young Joel Goodson looked over at his friends and smugly stated – 'Porsche, there is no substitute!' Of course Joel Goodson was really Tom Cruise and that famous car chase was part of the coming-of-age film 'Risky Business'.

But Joel Goodson wasn't the one to coin that phrase, he was simply quoting an already well known Porsche marketing slogan – a slogan that they continue to roll out from time to time, even today.

Unlike most examples of advertising wordplay, this iconic slogan is based firmly in truth. Other manufacturers brag on their quality or their 'Precision Feel', despite facts and figures which may suggest otherwise.

Porsche, even during their weaker periods, always built cars that looked good and drove good, while providing excellent build quality compared to their rivals of any given period. As one of my friends told me, 'The only car you can truly replace a Porsche with is another Porsche'.

This idea really came home to me recently when I was visiting Chicago and met up for lunch at a neighborhood Mediterranean restaurant with one of my long-time Porsche buddies. In between bites of Babaganoush, Tabuli and pita bread, Scott mentioned that he was considering selling the 2.2 g11T that he had owned for the better part of 10 years.

His reasoning was that

he already had another early g11 – one that was quicker and more fun to drive than the T – as well as a striking g14/6 GT replica. The 2.2T is a wonderful, reliable and honest old car, but it often stays behind in the garage in lieu of the others. Scott was thinking it might be time to move it on to another caretaker and fill its place with something different.

As anyone this side of Timbuktu knows, it's a sellers' market in 'Early-g11-Land', so it is no secret that one driving factor behind Scott's thought process is the reality that he could sell one car at the high end of the market and potentially invest in something else interesting, but possibly undervalued.

But what would that be? We estimated his g11's worth at somewhere between \$60- and \$70,000. What can you buy for \$60k that you would want to live with long-term and that is not a g11? The obvious choice is a 356 coupé. Solid, fun to drive and reliable...but the 356 isn't exactly suffering in the market wars, is it?

My mind immediately went domestic, thinking of something like a GT350 Shelby Mustang or a '63-'67 Corvette. Well, the Mustang is out because they are priced way beyond that range. A good second-generation Corvette, however, is very do-able at that price.

Sexy cars with tons of power from both the small-block and the big-block V8, the Corvette was America's first sports-car. Yet, if you

step out of a g11 and into an early Corvette, you would be more prone to describe it as America's sports-truck. A stock early Vette is about as refined as a hamburger with a side of French-fries – and don't forget the ketchup!

Well, how about Italian? Well, Ferrari is out because they have been riding the same inflation curve that the g11 has benefited from. Alfa is an interesting option to me. Late '60s or early '70s GT and GTVs are reported to be lots of fun. But I am not so sure how far you would want to venture from home in one. Would you drive cross-country in an Alfa like Scott has in his g11? The Alfa qualifies in budget and style points, but reliability? Hmm...

English? Again, several strong options from a style and budget standpoint, but there is that reliability thing again. Besides, Scott isn't really a tweed cap sort of guy, and wire wheels are too tedious to clean.

French? Moving on...

There are other German marques, of course. One suggestion he made was a vintage Mercedes sedan with the big engine – something

like a 300 SEL 6.3. Inarguably a great car, but not exactly 'fun' to drive – and we don't even want to talk about the potential repair bills!

Starting to get the point? Once you have lived with a Porsche – especially a g11 – it is hard to accept anything else. Durable, stylish, generally easy to service/repair and exceedingly fun to drive. What more could you want in a classic car? I think this is why we see so many enthusiasts who fill their collections with nothing but Porsches. There really is no substitute.

So, put yourself in Scott's shoes. What would you choose? The last time I spoke with Scott he was still labouring over his options, but was closing in on a decision. The leader in his mind? No, not a Renault R5 Turbo nor a Triumph TR6. Would you believe he has his eye on a g64 C4S that another friend of ours was considering selling? As he explained to me, he likes the idea of a g11 with air-conditioning.

A cop-out perhaps, but can you really argue with him? The g11 really is a fine car! **CP**

*So what do you replace an early Porsche g11 with? Well, there really is only one answer, says David Conklin – another Porsche, of course!*





# Porsche • Classics At The Castle

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# DELWYN MALLETT

MALLETT LEARNS ABOUT PORSCHE'S MILITARY-ORIENTED PAST, WHERE SEEMINGLY BIGGER WAS DEFINITELY BETTER...



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...

The fact that Professor Ferdinand Porsche designed military vehicles is well documented but, inevitably, Porsche biographies tend not to dwell on the subject before launching into the more glamorous part of his story, and the bit that sells books in large numbers: the cars.

As a long-time Porsche enthusiast I was confident that I had a pretty good vision of Porsche's contribution to military ordnance and thought of it as significant, but a somewhat intermittent, undertaking.

But Karl Ludvigsen's latest book, *Professor Porsche's Wars*, surprised me by showing that the 'Prof' was rarely, if ever, without a military project on the drawing board.

Ludvigsen needs no introduction to the Porscheophile, being the author of the definitive book on the marque, *Porsche - Excellence Was Expected*, and one would have thought that there was little that could be added to the Porsche story that had not already been covered in that magnificent opus. (Karl Ludvigsen does acknowledge that some material in the new book has appeared in various forms in some of his earlier works.)

However, stripped of the distraction of automobile projects, the Porsche story assumes a quite different and slightly sinister dimension. Ludvigsen points out that Porsche's military contracts amount to what could almost be seen as a parallel 'secret career' in the arms business.

We all know that Porsche led the talented team of engineers that designed the Volkswagen that begat the *Kübelwagen*, the German

equivalent of the Jeep, and that ultimately begat our beloved eponymous sports car. Most of us are aware that Porsche also designed tanks for Hitler's infamous regime, but perhaps we start to get a little vague on the detail when it comes to his other military designs, and the time span during which he was fulfilling military contracts.

I'd always assumed that a bit of arm twisting and implied threats might have been used to persuade the Professor to turn his hand from designing cars to designing tanks and such, but Ludvigsen shows that Porsche started down the military ordnance route early in his career, and he didn't stop. Like it or not Porsche was not only a brilliant car designer he was also a brilliant, prolific and enthusiastic creator of the machinery of war.

Before he started his own design consultancy in 1930, Porsche worked for Löhner, Austro-Daimler, Mercedes, Mercedes-Benz, Steyr and Wanderer, and during those years he was rarely if ever without a military contract or two. Porsche produced a quite amazing variety of designs for land, sea and air.

The number and variety of engine types alone is extraordinary: petrol, diesel, naturally-aspirated, supercharged - with two, three, six, eight, nine, twelve, sixteen and twenty-four cylinders arranged longitudinally, radially, horizontally, in V, W or X formation, inverted and not, water-cooled and air-cooled.

Porsche even patented a *Mixte* drive system for aircraft, with petrol engine-driven generator remote from the electrically-driven propeller, or propellers, and at the end of the Second World War he was

supervising work on a 'disposable' turbojet engine to add extra range and speed to the V1 flying bomb.

The engine shared something with the soon-to-be Porsche 356 in that it was the first Porsche project to be allocated a '300' Type number.

One Porsche design that has always fascinated me was his 'Land Train' used during the First World War, and Ludvigsen's book has amplified my scant knowledge considerably. The 'trains' utilised Porsche's *Mixte* drive system that he had developed at Löhner, whereby a petrol engine is used to turn a dynamo which then supplies electricity to hub- or chassis-mounted electric motors that drive the wheels.

The first A-Zug, or A-Train (not to be confused with the New York subway A-Train that ran to Harlem and inspired Duke Ellington's signature tune!) was completed in 1910, and was followed by B and C versions. The C-Train was a true behemoth, its driver sitting over 13 feet above the ground, and designed to haul the immense, 90 ton, 380mm Skoda howitzer.

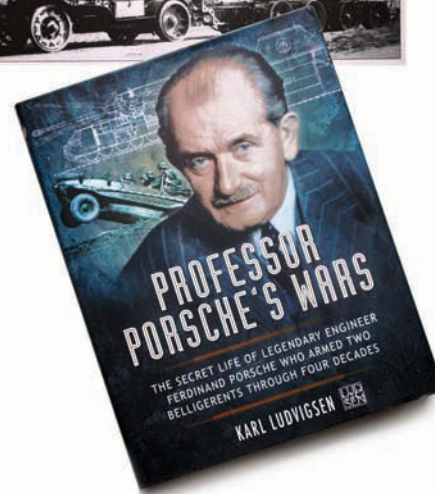
The C-Train was not very long as trains go, having only one trailer compared to the B-Train's ten, but each of its eight wheels was driven by its own electric motor with power transmitted from the 'tug' via cable. After Italy joined the war, on the 'wrong' side from the Austro-Hungarian point of view, C-Trains were used to haul a pair of the giant howitzers high up into the Italian Alps to lob their immense projectiles more than eight miles onto the hapless Italian forces.

Later, in a feat comparable to Hannibal crossing the Alps with his

elephants, two more howitzers were hauled over a 5250-foot mountain pass to fire at the Italians. Not the fastest of Porsche's designs, the C-Train crept up the mountain at less than one mile per hour.

Most Porsche histories mention the land trains but only in passing, and it came as a surprise to learn that not only did their working life extend beyond the First World War, but that they were still in use in the Second. After the dissolution of the Austro-Hungarian Empire the land trains continued to be used by the newly-formed Czechoslovakian state.

When Czechoslovakia was annexed by Germany in 1938, the Skoda guns were seized and in 1940 transported on their C-Trains to blast the French and Belgians, and then in 1943 used in the siege of Leningrad before the surviving units ultimately found their way back to Pilsen. Sadly the Czechs then sold these remarkable machines, arguably one of Porsche's most extraordinary creations, for scrap. **CP**



Karl Ludvigsen's latest tome proved to be most educational for Delwyn Mallett. As we speak, he's probably trying to track down a Land Train to fill up any empty space that might remain in his garden...





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# ROBERT BARRIE

TRYING HIS BEST NOT TO NOD OFF IN THE BACK ROW, ROBERT BARRIE REPORTS ON THE LATEST HAGI CONFERENCE...



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

I was pleased to join HAGI – the price index people – at a recent conference in Cologne run with the city's university and supported by Mercedes Classic. I believe I was the only Brit to do so, which was a little surprising. It's been a while since I attended such an event, but the gentle rhythm of listening, talking and briefly nodding-off soon came back to me.

The sessions covered academic perspectives on old cars as well as issues in restoration and investment. It was interesting and provocative and time well spent. The host professor took us through the history of the car from the pioneer years to the introduction of mass production and mass motoring, and on to the greener concerns of today.

So why do we like old cars so much? Is it the memory of the family's first road trip and the freedom it seemed to imply? The professor thought it might be, but the later contributions on restoration and investment reminded us that there is no money in the saloons and estates that would have allowed such an adventure.

I'm not sure quite why we like old cars so much, but I can see that the ones we like most have just two doors and two seats. For most of us, it's more about the cars we didn't have when we were younger than the ones we did.

A representative of one of the major auction houses was suitably pragmatic about the whole thing. The old car market was a mixture of traditional enthusiasts, social collectors, for whom old cars had become an acceptable lifestyle accessory, and investors who really only cared about

returns. Cue pantomime booing and hissing!

Meanwhile, auctions had become events and occasions in their own right. European sports cars from the 1950s and 1960s were still hot and older Americana was not. The future might be less about newer markets than newer cars, or Youngtimers as our hosts might describe them. Interesting.

Our man with the gavel was keen on low-volume production models associated with motorsport, and showed a slide of a 2.7 Carrera RS to illustrate his point. The HAGI presentation reminded us that, for all the variation within it, the old car market as a whole had been supported by very favourable external conditions in recent years.

It's not clear when cheap money and quantitative easing might come to an end, but life is likely to be a bit different for old cars as well as a number of other asset classes as and when that is the case.

Then it was time to hear from the restorers who themselves ranged from the academic to the pragmatic. The former group was insistent on preserving originality and the primary state of the car. The colour of a car mustn't be changed and if by some mistake it is or has been then it must be put back. The main concern of this lot was that they weren't allowed to use toxic materials any more!

The more commercial restorers were, well, more commercial. A European restorer described some of the Ferraris he had worked on – the short nose, the long nose, the nose made of filler and the nose that was no longer there at all. And what to do about handbuilt cars that were misshapen and

lopsided from new? Make them better or just as bad?

The restoration game required a sense of humour, patience and a large budget. A US restorer rounded things off with a plea that scarce and valuable cars should still be seen and used. He recounted the story of an attorney trying to stop a widow going for one last drive in her late husband's Bugatti because it was so valuable.

The delegates then had a decent lunch and went their separate ways. I can see this sort of event happening more widely. It's useful for owners and collectors to hear from experts in the various old car disciplines and fun for them to compare notes with their peers.

In late July I watched a grid of pre-'63 GT cars splash around the Grand Prix circuit in appalling conditions on the final day of the Silverstone Classic meeting. We could hardly

see anything from the pit wall and it must have been much worse out on the circuit itself. Well done to the 356 drivers in the race – you know who you are – for keeping your cars pointing the right way and towards the sharp end of the results.

The rain is a great leveller and the little drum-braked Porsches finished ahead of much more powerful machinery, exactly as they would have done in period.

August is typically a rather quieter month for historic racing, though there is the Gold Cup meeting at Oulton Park over the bank holiday weekend, before it all kicks off again in September with the Goodwood Revival and the Spa Six Hours meeting, which are, for many of us, the season's highlights.

I hope to be out in at least one of those great events of which more – hopefully much more – next time. **CP**



*John Ruston's distinctive Pre-A 356 at speed in the Pre-'63 GT race at a rain-soaked Silverstone Classic. Photo by Robert Stokes ([www.flickr.com/photos/rwsmotorsport](http://www.flickr.com/photos/rwsmotorsport))*



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# FAREWELL ERIC...

THE BRITISH PORSCHE SCENE HAS LOST ONE OF ITS FOUNDING FATHERS, THE EVER-ENTERTAINING AND SUPREMELY KNOWLEDGEABLE ERIC STUDER



I wrote a feature on friend and pipe-smoking Porsche 356 engine builder extraordinaire, Eric Studer for *Classic Porsche* issue 18 (July/August 2013) in which I ended with the words '...and long may you puff.' Sadly, writes Delwyn Mallett, I have to report that, at the age of 82, Eric has finally run out of puff.

The Porsche world and Porsche ownership has changed beyond all recognition in the half-century since the 356 went out of production and Eric Studer emerged as the man to go to for fettling your ageing German sports car. The notion of a 'classic car' as an investment and appreciating asset was decades in the future and as the new 911 began its inexorable rise into legend and cult status the 356 became a frequently much neglected 'old banger' suffering from an absence of informed TLC.

Born in Hounslow, west of London, in 1933, Eric's father died when Eric was only seven-weeks old, but he was not without male role models as a child, spending much time acquiring his love of machinery hanging around the Studer Garages owned by his grandfather and uncles. At the age of 16, Eric became an indentured apprentice at the nearby Sperry Gyroscope Company, where he not only became a highly skilled engineer but also honed his tuning skills on his road and racing motorbikes.

Although Eric's National Service was deferred due to the important guided missile work that he was then involved with, at what was the advanced age of 26 – and by now a married man – he was 'captured' by REME (the Royal Electrical and Mechanical Engineers) to help develop the Army's own missile.

It was while serving with REME that Eric went rear-engined and swapped his Jowett Bradford van for a 'poor man's Porsche' in the guise of a Renault 4CV – which he promptly supercharged.

Returning to 'civvies' and Sperry's, Eric changed jobs – and cars. Sperry's was located only a stone's throw from AFN, the Porsche importer in Isleworth. During Eric's frequent window shopping trips he struck up a relationship with the Aldingtons, owners of AFN, and in 1963 he parted with £365 and drove away in a 1956 A Cabriolet.

With speed in his DNA Eric was soon embarrassing younger Porsches in historic racing, but seeking something lighter and more competitive he soon forked out a massive £285 to buy a Carrera GT Speedster. (Yes, you read that right – see issue 18 for the full story.)

Eric's outstanding ability on the track (he won the Historic Sports Car Championship in 1972) soon attracted a number of 356 owners seeking a little of the Studer magic. Eric eventually went 'full time' into Porsche preparation and for more

than 40-years a steady stream of enthusiasts found themselves making tracks to his modest Bourne End bungalow and surprisingly small garden shed workshop to have their engines rebuilt and stamped with his initials, EWS.

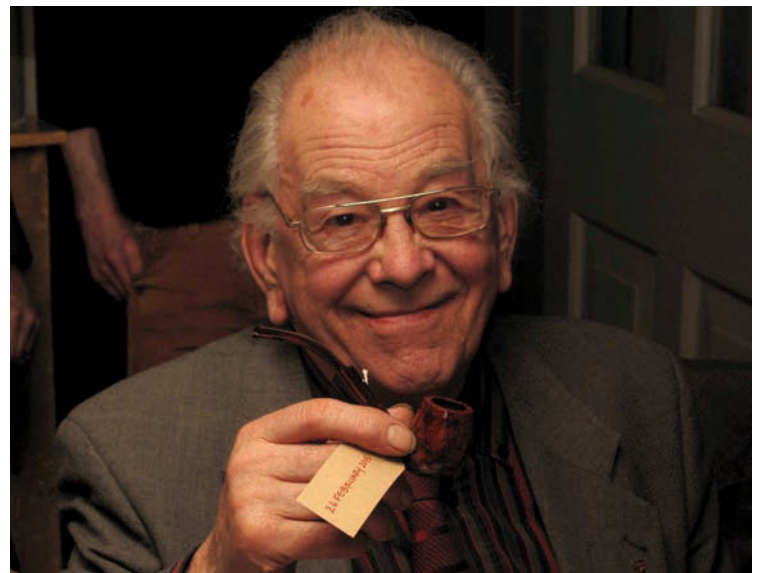
For a while Porsche Club GB's magazine chronicled Eric's latest adventures in a comic strip entitled 'Studerman'. Always lean of build, Eric may not have been a Superman but I did think of him as an iron man, for he would work extremely long hours, maintaining his apparently inexhaustible energy and enthusiasm on one major meal a day, supplemented with pipe tobacco,

cups of tea and the odd slice of wife Cathy's latest confection.

Working on his beloved Porsches until the end, Eric had recently started to bemoan the fact that he was finding it 'a little difficult to get out from under a 356'.

There's a whole bunch of 356 owners, myself amongst them, who, whenever an elusive niggle proved beyond their limited mechanical competence to diagnose, would mutter, 'I'll ask Eric' – and Eric would invariably supply the answer.

I know that for many years to come we'll be thinking of you, Eric, and wishing with all our hearts that we could still 'Ask Eric'. **CP**







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# Murphy's LAW

There's an unwritten law that can be applied to most restorations which states that, no matter how simple you think the rebuild might be, it will take more work than expected. Such was the case with Richard Murphy's rare 1971 911S Targa. But after three years' work, it's as good as new...

Words: Keith Seume Photos: Tom Gidden





Richard's tale will be a familiar one to any reader who has embarked on a rebuild of an older Porsche, for what started out as a simple restoration project ended up being one of the most in-depth we've seen. But let's make one thing clear: this was not a case of making an old Porsche 'better' than new – more a case of replicating work the factory would have done over forty years ago.

'I know very little about the history of the car (a 1971 911S Targa),' says Richard, 'aside from the fact that it was a California import that appears to have been a barn-find. It had received a budget makeover when I bought it back in 1999, and I had a lot of fun with it.'

But then, after an engine and gearbox rebuild by Mike Bainbridge in 2010, Richard decided it was maybe time to give the Targa the attention it really deserved. After all, those innocuous paint blisters under the Targa's trademark stainless-steel hoop weren't only harbingers of trouble to come – they were the tip of a very big iceberg.

Towards the end of 2011, Richard finally got round to planning his restoration and decided that there was only one way to do it right. He hoped to do as much of the work as he could himself, but planned to call on the services of a couple of the 'names' in the UK Porsche restoration scene, one being the mysterious Barry Carter.

Now Barry's name will be familiar to many but, we suspect, unfamiliar to many more. Working at the time from a home-based workshop, Barry has never advertised his skills, or sought any kind of notoriety for his work. Basically, he doesn't need to, for – as the saying goes – his reputation spreads before him. Known within the Porsche fraternity as someone who prefers to fabricate correctly-fitting repair panels rather than making do with off-the-shelf pressings, Barry Carter is simply a master of metalwork.

'The biggest concern was the bubbling under the Targa bar,' says Richard, 'but I also knew the floor around the pedals was a bit suspect. Other smaller areas that clearly needed attention included things like the windows that were hard to wind up, the Targa top whistling in the wind at anything above 30mph and the wheels which really let the side down, being a combination of both deep and flat "sixes". Oh, and the brakes and suspension were tired...'

Just before Christmas 2011, fellow DDK-online contributor and friend John Milburn came down to help Richard find his way around a spanner. Bear in mind that Richard hadn't even taken a wheel off the car before he started the rebuild, so it was John who steered the teardown and gave Richard a massive head start. With this backing, Richard began the process of stripping the Targa to its basic elements.

'I wanted to maintain the character of the car,' he says, 'meaning that I had decided to retain details like the original US-spec "sugar-scoop" headlamps, which most people in Europe throw away. I also wanted to retain the larger rubber-faced dashboard knobs,

and "idiot-proof" signs on each switch.

'I wanted to keep as much of the original sheetmetal as possible, and hoped to refurbish as much of the interior trim as I could. Trouble is, quite a lot of the interior parts were not up to scratch: the sports seats needed recovering, for instance, the dash top was unrepairable and the door pockets were missing.

'The problem was, should I try to find new old stock parts, search out good used ones – or buy new reproductions? I preferred the thought of using the old stuff but, as I've often said, there's a fine line between "patina" and, well, rubbish...', says Richard.

Stripping the suspension and brakes off the car immediately showed the reason for the car's wayward habits when braking from speed: the front struts were very tired and also mismatched, a Koni unit being used on the left, a Boge on the right! It looked like the car had taken a knock at some point, or at least been heavily kerbed, and a rather lazy repair carried out, without much thought given to using the correct parts.

As the teardown process continued, Richard started to take note of some of the factory's attention to detail – or rather, the lack of it – that showed up as more parts were removed. Removing the carpet from the luggage compartment uncovered the original paint finish, for example, which clearly showed that little concern was given to masking to prevent overspray 'fogging' across inner panels. No attempt had been made, either, to fully paint the nooks and crannies of the luggage bay. Other details which Richard took note of (and photographed for future reference) included things like the black hand-painted tops to the strut mounts.

'With the interior and windows out,' says Richard, 'we were able to see some of the issues we were dealing with, most notably the very rusty Targa bar, on both sides, and along the tops of the rear wings. I guessed this must have had some effect on the torsional rigidity of the car...'

As the increasingly bare 'shell' was examined more closely, other problem areas showed up. The left-side B-pillar and sill clearly needed attention, as did the corners of the scuttle at the base of the windscreen pillars. On the plus side, though, the rear seat pans and parcel shelf were better than expected, as was the floor in general.

There was evidence of past repairs in the luggage compartment, as well as some rather overzealous amateur welding to the front suspension mounts under the car. The inner wings didn't look too bad, and the battery boxes seemed OK at first glance, but who knew what the future would hold once the underseal and paint were removed?

At this point, Barry Carter gave Richard his appraisal of the bodyshell as it stood. The front end looked 'messy', and would require a new slam panel, fuel tank support, battery boxes, front chassis leg and the long suspension pan. The front wings were considered saveable, although there was





damage to the left hand inner wing caused by a past accident and a poor attempt at repair. It was also going to need new inner and outer sills and B-pillars.

The good news was that the Targa bar was salvageable, as were the rear wings, and the floor was generally good, apart from a few holes near the pedals and the gussets used to add strength to the Targa 'shell' by the factory. But Richard was pragmatic about the project: 'In the grand scheme of things I think I got away pretty lightly. But I tried not to be smug as I know how restorations have a habit of biting you. It's a matter of when, not if...'

The bare shell was taken to Canford Classics to be media-blasted in readiness for its full restoration at the hands of Barry Carter. The only area of concern as far as the blaster was concerned was the bonnet – it soon became obvious that it was covered in a 4–5mm-thick layer of bondo. 'No

completed, including the sills and front end sheet metal. The old slam panel was removed and the tank support, chassis legs and one battery box were cut out, all of which represented the largest amount of rust that needed to be removed from the generally sound 'shell'. The chassis legs, when cut open, showed evidence of new metal being welded over the top of old – a common sight on 911s that have been repaired in the days before they had achieved their current stratospheric values.

Barry being Barry, couldn't quite bring himself to simply weld in a new tank support panel – he spent extra time and effort 'backdating' the new panel to exactly match the pressings of the original. Although it will probably never be seen by anyone again, this was indicative of the level of detail both he and Richard wanted to achieve.

At the rear of the chassis, the torsion bar tube appeared

“ But I tried not to be smug as I know how restorations have a habit of biting you... ”

wonder the bonnet struts wouldn't hold it up!' laughed Richard. But overall, the 'shell' looked good, although it was evident at least one of the doors would need to be reskinned.

Underneath, it all appeared relatively sound, apart from the poor repairs that had already been carried out in a former life. When Barry Carter took a good look round, though, Richard's heart sank: 'I'm afraid I've got some bad news,' said the metal master, pausing before adding 'I'm not going to be making much money out of you...'

The floor needed little more than a number of small holes sorting, although this work was done to the usual Carter high standards, leaving no evidence of repair. The rest of the repair work to the underside was similarly

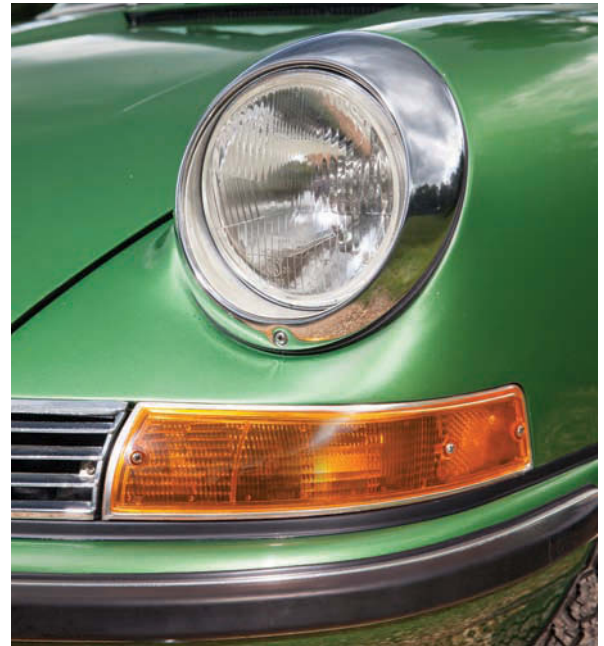
to be 2–3mm out, side for side, but there was no evidence of damage or past repairs, so it's quite possible that's how it came from the factory. Fortunately, that small a discrepancy could easily be allowed for when setting up the suspension geometry at a later date.

There was, however, evidence of minor damage from a misplaced jack (or several misplaced jacks...) under the torsion housing – not enough to cause anything other than cosmetic damage but still sufficient to warrant the attention of Mr Carter. Cutting out the damaged section also gave him the opportunity to look inside the double-skinned areas. All was well, other than some minor surface rust, which was easily dealt with.

*185/70VR15 Michelin XWX radials are period perfect and the ideal choice for a car that's been restored to factory standards*







As the Targa is a 911S, oil pipes for the front-mounted cooler needed to be accommodated. These had been refurbished by Canford Classics and were then fitted to the bare chassis, with a new kidney bowl pressing modified to suit. Things were starting to come together...

The first big 'moment' came when the rear wings were welded back onto the car – they'd come off earlier for repair, and to give free access to the inner wings and torsion bar housing. Richard was excited, and sat back to assess the project to date.

'What we'd found was that the on the whole the 'shell was great, but the outer panels posed something of a conundrum. There was an argument for replacing all of them (wings, door skins, bonnet, etc), and yet another for saving them. What I wanted was as much of the original metal in the car – and this meant that a huge number of hours was spent on fiddly little repairs. As Barry said "It's not the most spectacular build, where you cut out swathes of metal and replace with fresh and new" – I suspect that was Barry's code for "this build has been a bit of a pain in the proverbial..."

'But what we realised was that this build had become something else – it seemed to fall into the "conservation" camp: most of the hours had been spent repairing wings, bonnet, deck-lid, etc. We couldn't save the door skins, but that wasn't a problem for me – we had to be pragmatic about things. There was no point in accepting second best...

'So Barry spent ages honing the rear wings (another pain in the...), lead-loading, reconstructing the front wings, fixing the deck-lid and hammering out some 120 different dimples that we found in the bonnet. The latter appeared to be the result of some bodyshop in the past who thought it would be a good idea to hammer down any high spots and then cover them with about 3kg of filler. Nice.'

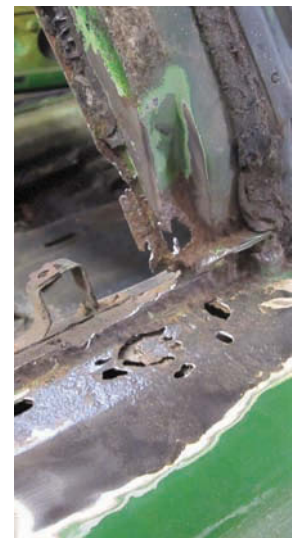
It was now time to take the project to the next level: final prep and paint. Fellow DDK regular Darren Tompkins had offered to paint Richard's car at his Swindon-based workshops, but before it could go in the spray booth, it was decided to seam-seal the 'shell to prevent the onset of rust at a later date. Richard takes up the story...

'I know this is not how the factory did it, and I make no apologies for that. Now that better products are on the market, it made sense to give this car the best of protection for the future. As Rich (the painter) put it: "Spending time here could probably add another 10 years of life to the 'shell" – that sounds like a well-invested few hours to me...

'Onto the underseal. This is where it started to get a little bit ambiguous in terms of what's "right". We were keen to make sure that we didn't over-restore so we deliberately left some rough and ready bits, just as they would have done in the factory. We asked Rich to imagine that he had another 10 cars to do in the next hour, as would have been the case on the production line, which hopefully resulted in the desired

*Engine and gearbox were both rebuilt prior to the restoration by Mike Bainbridge. Richard decided to retain the US-spec 'sugar scoop' headlights*

*Barry Carter's workmanship on the bodyshell was second to none. Those minor paint blisters at the base of the Targa bar were the tip of the iceberg!*





“rough around the edges” look we were after!

Again, taking the opportunity to make use of improved materials, Richard decided to install some modern soundproofing pads to the floor panels to help reduce road noise. However, these were stripped of their impervious coating so that any overspray from the application of the top coats would remain, soaked in to the surface as with the original material used.

The bodyshell was painted in two sessions: the inside first, and then remasked so the exterior coats could be applied.

result was breathtaking – here, it is fair to say, the end result probably is somewhat better than the original factory-applied finish, but nobody’s complaining! And to make sure the car was going to last, a coat of Waxoyl was applied to vulnerable areas of the underside.

All that remained to do now, in terms of paint at least, was to apply the black finish to areas of the interior to, once again, replicate the original factory detailing. This meant the tunnel, dashboard (but not the entire dash top), seat mounts and parts of the inner door panels were

“ As a final touch, the car’s chassis number was applied in yellow wax pencil to the dash top... ”

The whole ‘shell had been treated to high-build primer, offering plenty of protection, but again, bearing in mind the desire not to over-restore the car, the colour was not applied in a uniform manner. Some corners of the interior, and especially the luggage compartment, were barely dusted over with the metallic green top coats – mimicking the paint-and time-saving technique used by the factory paintshop.

Once the top coats were applied to the exterior, the full effect of the restoration could be seen and admired. The end

sprayed black, with small details hand-painted just as it would have been done back in the day. As a final touch, the car’s chassis number was applied in yellow wax pencil to the dash top, along with the painter’s signature (to be joined later by Barry Carter’s, too).

Another detail that had to be sorted out was the matter of wheels. As mentioned previously, Richard’s car had come to him with a mixture of deep and flat 6Jx15 Fuchs rims, but he managed to track down a set of suitable deep sixes

*Out on the open road, Targa top safely stowed away, what could be better? Although Richard’s work has now taken him halfway round the world, he has the Targa to look forward to on his return*







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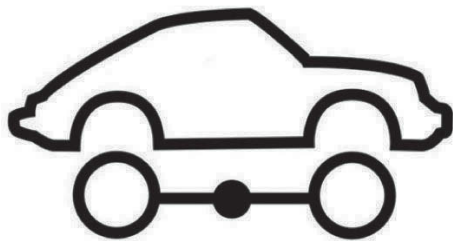
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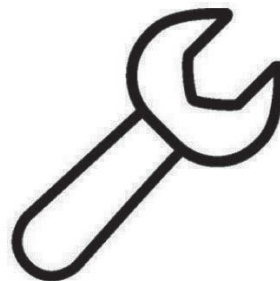
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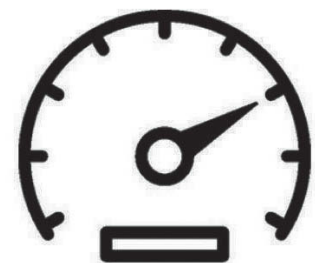
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without 'hearts': I found out that Porsche fitted these for only a few months (approximately August 1970 to around February or March 1971), after which they went to flat sixes. My car was built in September 1970, so this is spot on. Although the set is not date-matched, they are 9-,10-,11- and 12/70. I think this was one of those "near enough" moments without compromising too much – they were just too lovely to pass up.

I decided to refurbish my "heart" wheel as a spare – all the wheels were restored for me by Harvey Weidman in California, who suggested it was likely that my car would have had a "heart" as a spare, as the pile for the spares seemed to last longer in the factory – the fact that mine is just on the crossover date would seem to make this correct. I never thought I was going to get to this level of anal detail, but it just sort of sneaks up on you! laughs Richard.

With the 'shell back in Richard's garage, the process of rebuilding could begin, one of the first tasks being to refit the wiring loom. It proved to be a slightly easier task than he'd expected: 'Using a wiring diagram and some photos I took before disassembly, I wired the fuse box, put the live loop feed to the RHS battery behind the petrol tank, and the right-hand indicator and washer bottle feeds round the front of the car, just under the bonnet catch. All in all, it worked out well. I

have to admit, I was surprised that I could actually do this myself – it just took a bit of patience and the ability to decipher the wiring diagram.'

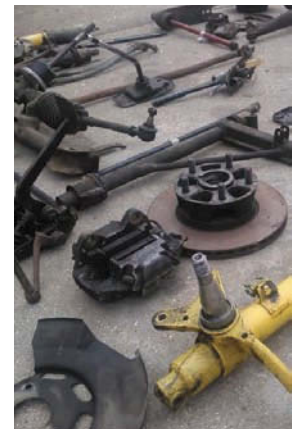
The suspension and brakes came next, all the major components having been refurbished and refinished by Canford Classics. The end result was, once again, mouthwatering. There's nothing like seeing shiny black suspension arms complemented by freshly cad-plated smaller components. 'Good enough to eat' is the term that comes to mind here.

Naturally, work got in the way of the project on some occasions, and towards the end of 2013 the Targa took a bit of a back seat while Richard concentrated on earning a living. But as soon as time allowed, he was back on it with a vengeance. One of the joys was to install the freshly-restitched leather-wrapped 380mm steering wheel, the handiwork of Jonathan Parr, another DDK regular. Notice we said 'restitched', not 'restored' – once again, Richard's desire to keep the Targa as original as possible made him stop short of having the wheel recovered with new leather.

The gauges came next, having been restored (but not overly so) by Julian Reap of Reap Automotive Design. 'He's done a fantastic job,' says Richard. 'The theme was conservation, so the bezels and glass were sorted and the

*Sports seats are perfect, as is the freshly-restitched leather-clad steering wheel. Restored gauges are the handiwork of Reap Automotive Design*

*Barry Carter modified many of the proprietary panels so they would match the original pressings. Suspension (below) laid out ready for restoration*





cases cleaned (but not repainted – they still retain all of the date marks on the back), but the numerals have been kept “bone white”, and the needles are a custom job.

The car had clearly had some work done on the dials in the past, and some of the needles had been replaced. The speedo is new (to me, that is, but dated 10/70, so within a month of build – that will do for me), but the oil and petrol gauges were untouched and had distinctly “sun-faded”

getting excited at the prospect of joining his DDK pals on the trip to the 2014 Le Mans Classic in July. Bleeding the brakes with friend John Milburn, though, brought him back to earth when a mistake using a pressure bleeding kit soaked the luggage bay with fluid. Fortunately, no damage was done to the fresh paintwork, but it was a timely reminder not to hurry.

With the rest of the plumbing taken care of, it was time to fire up the engine – it wouldn't be its first time ever, but it

“ He airbrushed the needles to make them all match. I think they look fantastic... ”

needles. I asked Julian to replicate the sun-faded appearance of the oil and petrol gauges and he has done a lovely job – apparently he airbrushed the needles to make them all match. I think they look fantastic...’ And so they do.

Mike Bainbridge, aka the Sage of the Lakes, came down to help Richard further assemble the car, notably helping with the installation of the drivetrain and the braking system. The car was really starting to come together now, and Richard was

would be the first time in over two years. After a couple of coughs, it started right up and idled happily, gently smoking as excess oil was burnt off.

In April 2014, the car was taken along to Canford Classics for the final assembly, including installing the glass, interior trim, carpets and seats, and finishing off the myriad jobs that everyone forgets about when embarking on a project like this. There, Alan, Randy and the rest of the team did an amazing

*Hard to believe this started out as a car that had all the usual Targa rust problems, requiring the removal of both rear wings!*







job of turning the longterm project into a functioning reality, ready for the very closest examination.

Richard still had to come up with some tyres to mount on those deliciously-restored wheels. Really there was only one choice, even if the bill for them would be enough to make many a grown man weep: 185/70VR15 Michelin XWX radials. Period perfect, they're the ideal finishing touch.

Finally, early in June, it was time to collect the car which

the final panel-gapping – and then it was done. Finito.

Ready for the road. And that road led to Le Mans, followed by trips to the Scottish Highlands and Spa. The Targa may look museum-quality (actually, far better than that) but it's no trailer queen.

It had been a long journey, with its share of ups and downs, but nobody can deny – least of all Richard – that all the effort was worth it. Sadly, at the time of writing, Richard's

*For too many years, the Targa has been overlooked by enthusiasts, but finally this versatile model is coming into its own...*

“ Murphy’s Law stepped in and it rained – and then hailed – as the car was towed on an open trailer... ”

looked exactly the way a new 911S Targa would have looked back in 1970: mouthwatering. Richard took it for a little blast round the lanes near Canford Classics’ Dorset workshops, before loading it on a trailer to deliver it to Center Gravity for full suspension alignment. Needless to say, Murphy’s Law stepped in and it rained – then hailed – as the car was towed along on an open trailer...

From there it went back to Darren Tompkins’ workshop for

work has taken him halfway round the world to Singapore, meaning that he can’t enjoy the Targa for the time being.

But on his return, you can bet your bottom dollar it’ll be out on the road where it belongs, Targa top stowed away, the smell of fresh grass percolating through the cockpit, the wail of a high-revving flat-six serenading Richard as he smiles his way through the countryside.

Can life be any better? **CP**

*Completed chassis was seam-sealed to protect against future rust issues. Underside was then stone-chipped and Waxoyled. Fresh from the paint booth, the bodyshell looked simply breathtaking*







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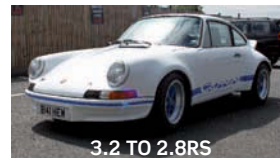


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# IN STEVE'S MEMORY

Words & photos Stephan Szanta



The late Steve McQueen was a huge motorsport buff, showing interest in a wide variety of two- and four-wheeled vehicles, as demonstrated by his filmography. Since 2008, an event created in his memory brings together an eclectic selection of cars and motorcycles, which he would surely have appreciated – and naturally Porsches always turn up *en masse!*

Above: A wide range of cars showed up for the event, Porsches making up the majority, as one might expect in a celebration of the man who brought us the film *Le Mans!*

A study of Steve McQueen's filmography reveals how much cars and motorcycles played a key role in a number of his releases. Ford Mustang aficionados will likely remember the movie *Bullitt* (1968), while *The Thomas Crown Affair* (1968) has a special place in the

heart of dune buggy fans. McQueen also rode motorcycles with dexterity, as established by *The Great Escape* (1963) – although the actor didn't actually ride the bike (for liability reasons) during the legendary jump over the barbed wire. Of course, Porsche devotees know McQueen for



Far left: Later 911s were part of the festivities, too, such as the gorgeous 1985 Carrera 3.2 in this line-up

Left: Amazingly, Bill Manuel's 1970 911T has covered no fewer than 850,000 miles since new!



Bottom left: A motorhead in his own right, Chad McQueen (Steve's son) has been key to the success of the event

Bottom centre: Here's one for the outlaw 911 fans... Porsches, incidentally, represented about a quarter of the entries  
Bottom right: Paul Newman and Bill Freeman competed with this 1969 911S



# McQUEEN TRIBUTE SHOW

Right: Daniel Resse and his 1970 911T are regular fixtures at R-Gruppe outings



Far right: late-model Cup car made interesting contrast to Polak RSR



Bottom left: Every model, every hue...



Bottom right: Rather than trophies of questionable taste, car show contestants received inspired awards featuring automobile parts



“It’s an annual get-together intended as a tribute to the superstar’s memory...”

another reason: the feature-length film *Le Mans* (1971), starring the actor/director and a host of Porsche 917s. Filmed on location during the June 1970 race, it has gained cult status, though it experienced limited success when released. The opening scene additionally shows ‘The King

of Cool’ driving a 1970 Slate Grey Porsche 911S. He went on to own that specific car, too; it later made some waves within the automotive auction world, as it sold for a staggering \$1,375,000 in 2011.

Founded in 2008, ‘The Friends of Steve McQueen Car

Top left: The crowd loved Herb Wysard’s ‘tribute’ 917, a vehicle extensively used on LA’s freeways!



Top right: While Gelo Racing 917/10 was the real thing...



Bottom left: Several race cars made the trek to Chino Hills, including an unrestored 911 RSR purchased by Vasek Polak in late 1974



Bottom right: Thomas Shaughnessy showed his ‘hippy’ 911ST, which participated in the 1971 Tour de France Auto





Right: Yes, even some 'moderns' showed up – all part of the family, right?

Far right: Though only about two decades old, 964s such as Davie Lee's Speedster are becoming increasingly collectable

Bottom left: Unveiled by Bisimoto, this 1976 twin-turbo 911 with Fifteen 52 rims develops an astounding 850bhp

Bottom right: 914s have always been popular in SoCal, whether four- or six-cylinder models



Below: Ray Crawford, the owner of this 1970 911S, has been influential in the R-Gruppe development over the years

Show' is an annual get-together intended as a tribute to the superstar's memory and his passion for anything mechanical. This year's event allowed visitors to peruse vehicles that helped him shape his career, from dune buggies to Ford Mustangs – including a dozen clones of the green 1968 fastback model seen in *Bullitt*. As you might tell from our pictures, other cars played an important role in the happening: 1950s Cadillacs, Triumph TR6s, a cohort of Chevrolet Corvettes, etc. With 350 rides

on site, there was something for everyone.

The 2015 edition of the show had a theme called 'On Any Sunday', a name based on a documentary about the sport of motorcycle riding, co-produced by McQueen in 1971. It resulted in a large number of historically-significant motorcycles showing up. But it was another huge group which grabbed our attention: Porsches. They represented about a quarter of the car entries, thanks to the efforts of the 356 Club of Southern California and the





# McQUEEN TRIBUTE SHOW



Far left: The annual get-together always draws top-notch restoration projects, as exemplified by John Laur's 1956 Cabriolet

Left: McQueen tribute shirts and classic Porsches abounded at the show - love the yellow headlights on this 1970 911S



Bottom left: 'rat look' VW Bus contrasted with immaculate 356C Cabriolet

Bottom right: Another strange contrast was this 550 Spyder ahead of a trio of Yank low-riders!

“ But it was another huge group that grabbed our attention: Porsches. They represented a quarter of the car entries... ”

Below: Vintage Porsche specialist Benton Performance made a few folks envious with this 1968 912







Above: Based on a 1971 911, this ST-inspired coupé was for sale for \$98,000

R-Gruppe. The event offered some great surprises, such as Brett Mohr's red 1966 912 with just 42,000 miles since new, parked next to its polar opposite, Bill Manuel's yellow 1970 911T which has covered a massive 850,000 miles!

One area of the site was home to a fantastic selection of track cars, most of them Porsches. The list included the Gelo Racing Team 1972 917/10, an IMSA/Trans Am 1975 911 RSR, a 1971 911ST that participated in the Tour de France Auto, along with many more.

This year's event (the eighth) took place on the grounds of the Boys Republic, a Southern Californian non-profit school founded in 1907 dedicated to troubled

teenagers. McQueen, a 1949 alumnus, credited the establishment with helping him on the path to a successful career; he also frequently visited and supported the school during the years that followed. Profits of the 2015 show therefore went to the Boy's Republic, as has been the tradition since 2008. Co-chairmen Ron Harris and Chad McQueen, Steve's son, helped raise the funds.

If you plan on visiting the LA area in 2016, how about including the event in your schedule? It offers a perfect mix of vehicles, with a strong emphasis on Porsches. **CP For further information: [www.stevemcqueencarshow.com](http://www.stevemcqueencarshow.com)**



Top left: Robert Heiman paid \$500 for his '63 coupé in 1986; it then morphed into a competitive racer

Top right: 1974 911 by Kundensport looked great parked next to David Bouzaglou's '72 911ST



Far left: Yellow 914/6 with a stout 3.0-litre engine was for sale at \$27,000

Left: It wouldn't be a McQueen tribute without a 'Bullitt' Mustang or two!





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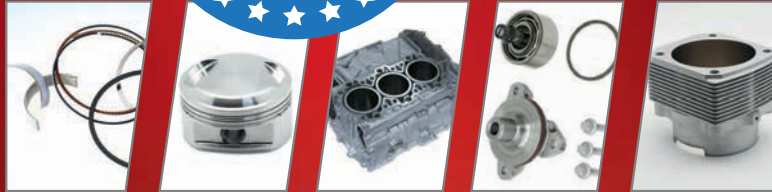
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# WHEN YOU WERE YOUNG

If it's original 'first paint' there's every chance it'll appeal to Belgian collector Bert Houtmann, and when this sweet white 2.0-litre SWB 911 came on the market, he was first in line

Words: Johnny Tipler  
Photos: Antony Fraser





'Original' is another of those oft-uttered expressions that's become so overworked it's in danger of becoming meaningless. But this pristine 'Light Ivory' 2.0 SWB 911 is as close as it gets to just that: an 'original' 1965 car, and that is also the watchword of its owner, Bert Houtmann.

We've come to Kalmthout in northern Belgium, close to the Dutch border, to check out Bert's collection, and this particular jewel took our fancy. Short-wheelbase, narrow body with unflared wheelarches, steel wheels and gawky stance, the '65 incarnation is the quintessential 911 design. Unfailingly upbeat, Bert is correspondingly positive: 'I think it's the most original '65 911 you'll ever see. Every rubber, every pane of glass, paint – all as it was when new. Underneath it's never seen the rain!'

Long ago, Bert was inspired by a contemporary photo of 911 stylist Butzi Porsche posing with a Light Ivory '65 car just like this one and vowed he'd have one some day. 'It's an exact copy of that car, so I call this the "Butzi Porsche" because of that famous picture of him with that 911.' By further endorsement, in 2008 the car was a star at Amsterdam's Car of the Century exhibition, selected as the most beautiful 911 and presented as Porsche's 'Car of the Century'.

Bert hands me the dossier. Its first owner was Lou Meribre, President of the Porsche Club of America (PCA), an appropriately exalted status with which to begin its life in California. Next up is a Doctor West in Los Angeles, who bought the car from Lou Meribre. A letter dated 31st May 1999 from Norman Wykes in LA to Wim van Houton of Sint-Oedenrode, North Brabant in the Netherlands, confirms he bought the 911 from Doctor West when it had covered 42,000 miles.

In 12 years of ownership he added another 3000 miles, and sold it with 45,000 miles on the clock. During his tenure it took on the role of show car. 'I had great fun working on the 911,' he writes. 'I showed it in about 40 concours events, and won about 30 of them.' Porsche Club of America's Zone 8 comprises California, Nevada and Arizona, and this car was Zone 8 Champion.

'These are the best states in the USA to own a car,' claims Mr Wykes: 'No rain equals no rust.' Another letter from Wykes says that, 'I worked one-and-a-half years on this Porsche, showing it and improving it, and as well as winning 20 or 30 concours events, most times it was also best in show.' One such was Orange County East PCA region, white glove concours d'élégance, held on 22nd March 1981.





Mr Wykes records that he sold the car in 1994 to Willem Mues from Tremelo, Belgium, who seems to have sold it quickly to Wim van Houton, Mr Wykes' transatlantic correspondent. Wykes also says he fuelled the car on low octane fuel: 'unleaded gasoline works very well, and I also used ethyl gasoline.'

Mechanical issues were few: 'the engine was removed one time when an oil leak got on the clutch plate, and that was repaired and a new clutch fitted. The valves were always adjusted by Dieter Voguer, a specialist German

the gun, because since 1998, cars built before 1972 running in California don't have to be smogged...

Bert had to win the trust of the previous owner to persuade him to part with the car by showing him photos of some of his other classic Porsches. 'I went over to see him three times to win his confidence, and after that he said, "OK you can buy it." There was also another guy in the frame, but he wanted to use the car every day, and the owner said, "No, I want this car to go into a collection," and that's why I was able to buy it.

“Bert had to win the trust of the previous owner to persuade him to part with the car...”

Porsche mechanic. The rest of the car is original,' he asserts. Wykes blames swingeing Federal smog legislation as the reason he passed it on.

'I sold the car because of the emissions controls; California is very smog conscious and it was getting even stricter. To comply with emissions standards the price to smog the Porsche and bring it up to the necessary standards went from about \$100 to \$450. I wasn't showing the car very often so I decided to sell it.' Doesn't sound too drastic, even in 1994, and with hindsight, Mr Wykes jumped

'I will use it probably three times a year, to go to an exhibition or classic car race, something like that. It's a piece of art, and I wouldn't want to devalue that by over-using or over-exposing it.' People do, though: Bert cites a 40-year-old woman in nearby Antwerp who uses her early '65 car every day and apparently thinks nothing of it.

In the early days of the 911, Bert reminds us, it was not uncommon for enthusiastic but untutored owners to ballast the nose of the car to counteract the rear-engined car's inherent oversteering characteristics by placing all manner

*Handling is taught, thanks to the good-as-new suspension. Car rides on the correct 165-section radials, and has not been modified in any way. It's just as Porsche intended...*







of artificial weights in the front luggage compartment. However, Bert's not thus inclined – and he's no slouch as a driver, having watched him perfecting a sideways attitude with a 968CS on the track at Abbeville.

No, horses for courses, and he simply prefers the unadulterated handling of the original short-wheelbase 911 to remain what it is – rear-weight biased and demanding, sympathetic handling on a twisty road. 'You will feel the car's originality when you drive it,' he asserts, 'and you can feel exactly how it felt when it was delivered by the factory in 1965. This car hasn't been used for heavy roadwork, it hasn't been used for races or track days, so it still drives like it did from the day it was delivered.'

'You can feel the difference between this one, which is unmolested, and a restored car because they are always optimised – the restorers always iron out the original handling characteristics to try and make the car perfect. Most of these early cars are over-restored, and they do everything they can to make the car better than it ever was when it left the factory,' says Bert. 'That makes it harder to assess the differences between a 1965 car and a '72 car; there's a really big distance between them.'

Fair point: if you've got something that is perfectly original

like this then you leave it alone, but if you've got a car like the woman from Antwerp with her '65 car that's in everyday use, then you're perfectly at liberty to make it better.

The previous owner also kept a meticulous logbook. He notes that he changed all fluids every 2000 miles, though his annual mileage increase was miniscule. Between 2008 and 2014 he only added 700 miles to the odometer's tally. Note 'miles', not kilometres, because it's a US car.

Bert admits the car has a small oil leak, but he won't touch the engine to staunch the leak because the gaskets are still the original ones, and to split the crankcase would destroy its perfect originality. The previous owner even offered to fix the leak before the sale went through, but Bert declined, heeding the opinion of a well-known valuer who pointed out that, since it still had all the original bolts, he shouldn't touch a single thing. 'So, it has a small oil leak, but I will keep it like that.'

On the '65 car the chassis plate – 302180 – is under the front lid, to the left-hand side of the smuggler's box, beneath which is the heating plumbing. Every panel bares the last digits of the chassis number, and to prove the point, Bert dismantles a headlight to reveal the figures etched inside the bowl. 'For instance, behind the grille in the engine

*Bert's retained the original Solex overflow carbs, preferring to live with their notorious 'flatspot' for the sake of originality. Paperwork history is extensive and irreplaceable*

*On the open road, the 911 is clearly from a different era yet is still tremendous fun to drive. In its day, driving the 2.0-litre 911 must have been a revelation*





lid on original cars you can also see the original number. He opens the lid of the smuggler's box. 'Every electric cable is original; none of these parts have been restored. This is what it's looked like all its life.'

Sitting in the car, it's so evidently from a different era it's almost indistinguishable from a 356 from the 1950s. The leatherette seat covers have a combination of perforated

oil pressure to the left, the larger rev counter in the middle, and the speedo and then the clock to the right. And even though it's a left-hooker, the gauges are displayed in mph because of its US history.

Below the dash is a horizontal strip of wood that includes a wooden-faced ashtray, the Blaupunkt Bremen radio and its elementary controls that emerges from the

“Sitting in the car, it's so evidently from a different era it's almost indistinguishable from a 356...”

panels and hound's tooth upholstery, a chromed supporting frame, with natty little headrests. I'm sitting more 'on' than 'in' the seat, which is perhaps a measure of their scant usage.

The stock wooden-rimmed steering wheel has four closely-positioned spokes and a neat horn ring superimposed on them. The trend-setting 911 dials are all present and, apart from their chrome bezels, if you drive a 911 that's thirty years younger you'll recognise the dashboard instantly, with fuel, oil level, oil temperature and

woodwork – and, amazingly, it actually seems to work – while the glovebox lid continues the wood veneer theme. There are just Porsche lap restraints, and no over-the-shoulder belts. It's got manual windows, opening front quarter-lights, and press-button door 'handles' projecting from the front of the armrests.

The lever sprouting ahead of the gear stick is the heater control, actuating the hot air vents to the sills. It's got a single Durant door mirror and a radio aerial that

*Short-wheelbase, narrow-bodied 911 is the very definition of purity. This was how Butzi Porsche meant it to be*







manually pulls up out of its housing, and opening rear quarter-light windows. The contours of the rear seats are sunk snugly into the rear of the cabin chassis. All the controls and closure panels operate with that just-out-of-the-box precision. Everything is so taut, and the doors are perfectly aligned with no need to slam, and the seat runners work beautifully.

The tyres are a new one on me: they're Pneumant steel radials, originally an East German brand sold in the USA till 1990. And of course they are the same size all round – 165 R15. The indicators are positively dinky by modern standards. It's got those charming optional spotlights below the bumper, located in recesses specially cut out of the front valance, plus chrome overrider bumpers and lavish – or what would have seemed lavish at the time – chrome hubcaps all round. Note, too, the 911 badge on the engine lid, and a chromed exhaust tailpipe, chrome grille, and the brightly-polished window surrounds, which are also in a chrome finish.

Time for tinkling the (light) ivory. My outing with this curvaceous antique sculpture feels like an expedition, transporting me back in time to 'dad-era' territory. Apart from giant tractors it's pretty rustic around here, too. Bert keeps the battery on trickle charge so it fires up easily enough, given a decent churn on the starter.

The 1991cc flat-six is fed by Solex overflow carbs, an aberration in 1965 that was quickly superseded by Webers for '66 because of an incurable flat-spot at 2500rpm. The raw, small-capacity 901 engine is a joyfully raucous thing at any revs, however, and you forgive it any foibles.

Progress is brisk and fluent, with hardly a trace of the anticipated wallowing. The remarkable thing about the speed we're doing on the country lanes is that, if you transport yourself back to 1965, a car this swift and this agile would undoubtedly be a real eye-opener.

There's no play in the wheel, and the only thing that is slightly iffy is locating second gear from first; that upward movement from the 'dogleg' first needs such a delicately-judged motion to the right to slot into second rather than fourth, and there's a certain smugness about getting it right, even when the technique's mastered.

If you came fresh to this car in 1965 you would think, 'Wow!' It's also a rare thing: a mere 3065 911s were built that year. Sure, 911s have come a very long way in 50 years but, as Bert says, 'When you compare it with the Porsche 991 of today you see what a big difference there is; it is fundamentally different, but still you can see what a great car it was in 1965.'

What's not to like? It's charming, it's light, it's sprightly – a veritable time capsule. Just like when we were young. **CP**

*Interior is entirely original – like the rest of this time capsule 911. Hound's tooth fabric has survived in perfect condition.*

*Instruments are not dissimilar to those of the preceding 356 range*

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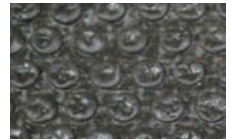


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# SMALL WORLD



As the Porsche 356 rolled off the assembly lines in 1950, it did not take long for the toy and model manufacturers to take notice of its popularity. They tooled up to produce their version of this sports car – in miniature. One of those toy manufactures was Johann Distler KG, located in Germany's main toy industry of Nürnberg

Words & Photos: Robert Gilmore

The Distler Porsche 356 first appeared on the toy shelves in the early 1950s and was part of the Electro Matic 7500 line.

At first look, the toy car is very easily recognisable because of its famous Porsche 356 silhouette (you know, the rounded corner, inverted bathtub look). It is 254mm long and the body represents that of the 356 Cabriolet model.

In further describing this toy car, the body is a tin-plate stamping with a centre cut-out exposing the interior. The body has indentations forming the doors, front and rear hoods and wrap-around bumpers (with chrome trim insert). The body was painted in various colours that included red (most common), grey, aqua blue, mint green, peacock blue, metallic blue, metallic green, and beige.

These toy cars came in a very colourful and attractive box with instructions, and there was a round sticker on the outside of the box which indicated the colour of the toy inside. Details of the body included tin button headlights, taillights, licence plate light, front hood handle,

engine compartment grille and plastic turn signals. The body has attached to it a celluloid 'split' windscreen with a tin frame.

There were minor changes or variations introduced during the production run, which collectors sometimes classify by versions or numbers. For instance, the licence plate number on the first version was 'PORSCHE', which then changed to 'JD 750' and changed once again to 'DISTLER' on the later version. Also, the tin button headlights were changed to plastic lenses with metal bezels.

The interior is complete with a detailed dashboard, seats, steering wheel (with the Porsche emblem) and lithographed tonneau cover. The gearshift knob actually shifts gears, moving from left to right: reverse, neutral, low gear forward and high gear forward. Oh, by the way, you also need a key to start the engine.

The key is a short metal rod with a leather strip riveted to it, and an original key has a 'Shell' insignia embossed or inked into the leather fob. The key is inserted into the dashboard, and





## DISTLER 356



turning it switches on the battery to the electric motor. Speaking of the dash, it is the old 356 type with gauges and the big radio in the centre. This old style dash was used through to 1954 on the Pre-A models and changed to a different design with the introduction of the 356A model. Even though Distler produced the model through the early 1960s, the old-style dashboard remained unchanged in their toy version.

Now, usually you would turn over an electric toy car to gain access to a battery compartment door, but a look underneath the Distler reveals a smooth grey-painted tin chassis with instructions to locate the battery replacement, the Distler trademark and 'Electro Matic 7500'. It is quite simple: the rear engine lid grille is slid back and the tonneau cover then removed to expose the battery compartment.

The first-series Distlers used a rectangular 4.5-volt Pertrix battery that, according to the operating instructions, was good for 50 hours of operation. Because this toy car was later

exported, the battery compartment was modified to handle two common 'C' type batteries. Hence there are two versions: the 'European' and the 'Export' models. The instructions on the chassis were also changed to suit the 'C' type batteries.

The steering wheel turned the front wheels. Rubber tyres were used for traction and plastic or rubber whitewalls mounted on plastic rims with Moon-style hubcaps finished off the rolling chassis. An accessory item allowed for a five-foot flexible cable to be attached and locked to the steering wheel and gearshift knob for remote operation.

Sometime in the early 1960s, production of the previously German-made model moved to Belgium. The Belgian version was basically the same with the exception of plastic 356B-style bumpers with long bumper guards, and only the red body colour was produced.

A new version, straight off the Belgium production line, was the 'Polizei' (police) version.

This was painted white with the 'Polizei' script on the doors. Additional items included a front fender-mounted grey plastic siren, rear fender-mounted black plastic antenna, twin taillights and chrome grilles with the front turn signals. The tin chassis was also painted grey and included instructions for both the European and export battery replacement, the Distler trademark and 'Distler Toy' (the Electro Matic 7500 wording was removed).

In 2004, the famous German toy manufacturer Schuco acquired the original tooling, dies and processes, and released a replica version of the Distler 356 Porsche. This replica version is also very nice, with the details and quality carried over from the original. The replica had a limited production run and the chassis is stamped 'Replica', so it is easily distinguished from the original series.

Why are these toys so desirable? Perhaps it is a combination of their size, quality, features, details and, of course, it's a Porsche 356! **CP**







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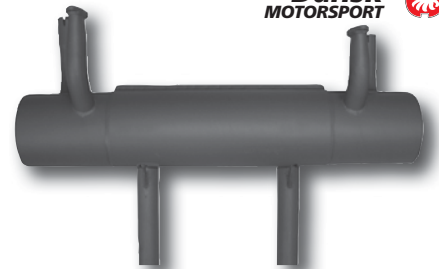
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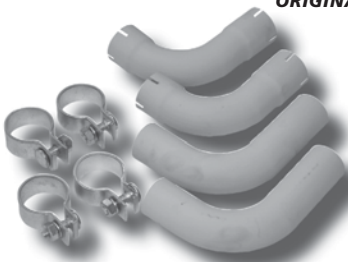
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**Euro Car Parts Part No:**

706 33 0201

**£68.00**



## Rear Exhaust

356 B/C Painted Steel with Polished Stainless Steel 63mm Twin Tailpipes and 2 Clamps

**Dansk Part No:** 1620603100

**Euro Car Parts Part No:**

705 33 0300

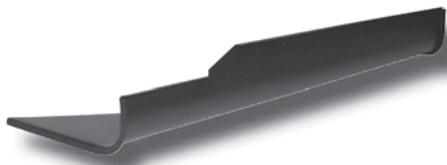
**£343.00**



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# 356 Body Parts



## Inner Rocker Panel

356 A Painted Steel without Jack Support

**Dansk Part No:**

L: 1682500170 R: 1682500180

**Euro Car Parts Part No:**

L: 800 33 0951 R: 800 33 0961 **£59.00**



## Outer Lower Door Panel

356 A/B/C Painted Steel

**Dansk Part No:**

L: 1681000170 R: 1681000180

**Euro Car Parts Part No:**

L: 815 33 0411 R: 815 33 0421 **£105.00**



## Floor Pan Front

356 A/B/C Painted Steel without Mounts

**Dansk Part No:**

1683100300

**Euro Car Parts Part No:**

800 33 0931 **£105.00**



## Floor Pan Rear

356 A Painted Steel without Mounts

**Dansk Part No:**

1683100400

**Euro Car Parts Part No:**

800 33 0921 **£93.00**



## Floor Pan Rear

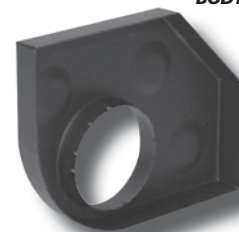
356 B/C Painted Steel without Mounts

**Dansk Part No:**

1683100500

**Euro Car Parts Part No:**

800 33 1021 **£93.00**



## Reinforcement Side Member

356 A/B/C Painted Steel

**Dansk Part No:**

L: 1682200100 R: 1682200200

**Euro Car Parts Part No:**

L: 800 33 0851 R: 800 33 0861 **£17.00**



## Headlight Bucket Left/Right

356 A/B/C Painted Steel

**Dansk Part No:**

1682000100

**Euro Car Parts Part No:**

470 33 3560 **£46.00**



## Lower Rear Panel with Louvres

356 B/C Painted Steel for Straight Pipe Exhaust

**Dansk Part No:**

1680600100

**Euro Car Parts Part No:**

817 33 0141 **£349.00**



## Bonnet

356 B T6 /C Painted Steel

**Dansk Part No:**

1680100900

**Euro Car Parts Part No:**

801 33 0141 **£1,255.00**

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# 911 Exhausts



## Rear Exhaust OE Specification

911 >1973 Painted Stainless Steel with 60mm Polished Stainless Steel Tailpipe

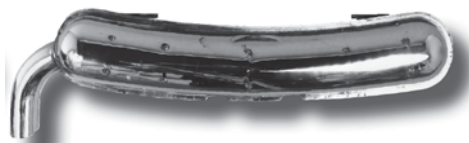
**Dansk Part No:**

1620609000

**Euro Car Parts Part No:**

705 33 0010

**£312.00**



## Rear Exhaust 2 in - 1 out

911 >1973 Polished Stainless Steel with 70mm Tailpipe

**Dansk Part No:**

1620603400

**Euro Car Parts Part No:**

705 33 0971

**£356.00**



## Heat Exchanger Set

911 >1973 Not for mechanical injection models Polished Stainless Steel

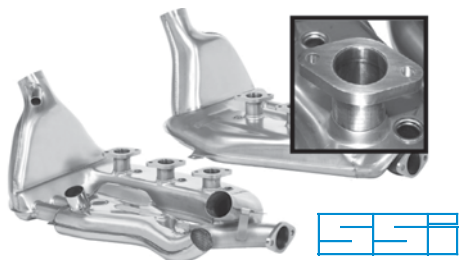
**Dansk Part No:**

1623104910

**Euro Car Parts Part No:**

708 33 0310

**£928.00**



## Heat Exchanger Set

911 >1973 For mechanical injection models Polished Stainless Steel

**Dansk Part No:**

1623105010

**Euro Car Parts Part No:**

708 33 0320

**£981.00**



## Rear Exhaust OE Specification

911 74-77 Painted Stainless Steel with 60mm Polished Stainless Steel Tailpipe

**Dansk Part No:**

1620609100

**Euro Car Parts Part No:**

705 33 0020

**£312.00**



## Rear Exhaust 2 in - 1 out

911 74-77 Polished Stainless Steel with 70mm Tailpipe

**Dansk Part No:**

1620603500

**Euro Car Parts Part No:**

705 33 0991

**£391.00**



## Heat Exchanger Left

911 >1977 Not for mechanical injection models Polished Stainless Steel

**Dansk Part No:**

1623102570

**Euro Car Parts Part No:**

708 33 0010

**£463.00**



## Heat Exchanger Right

911 >1977 Polished Stainless Steel

**Dansk Part No:**

1623102580

**Euro Car Parts Part No:**

708 33 0020

**£463.00**



## Rear Sports Exhaust 1 in - 1 out

911 2.7/3.0 74-83 Polished Stainless Steel with 75mm Tailpipe

**Dansk Part No:**

1620609200

**Euro Car Parts Part No:**

705 33 2121

**£238.00**



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# 911/Boxster Exhausts



## Free Flow Exhaust Conversion

911 78-83 With single loose 84mm tailpipe  
Polished Stainless Steel

**Dansk Part No:** 1620000310

**Euro Car Parts Part No:**

708 33 9000

**£1,360.00**

**Dansk**  
MOTORSPORT



## Rear Sport Exhaust

911 78-89 With 84mm tailpipe  
Polished Stainless Steel

**Dansk Part No:**

1620606400

**Euro Car Parts Part No:**

705 33 0941

**£373.00**

**Dansk**  
ORIGINAL



## Pre-Silencer

911 78-89 Polished Stainless Steel

**Dansk Part No:**

1620500300

**Euro Car Parts Part No:**

706 33 0050

**£135.00**

**Dansk**  
ORIGINAL



## Heat Exchanger Left/Right

911 74-83 Polished Stainless Steel

**Dansk Part No:**

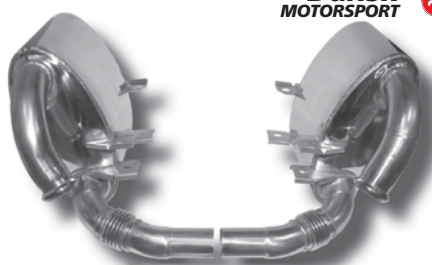
1623103500

**Euro Car Parts Part No:**

708 33 0040

**£311.00**

**Dansk**  
MOTORSPORT



## Rear Sports Exhaust Set

911 98-05 Polished Stainless Steel  
With TÜV/EEC Approval

**Dansk Part No:** 1620601010

**Euro Car Parts Part No:**

705 33 1061

**£511.00**

**Dansk**  
MOTORSPORT



## Sport Exhaust OE

986 00-04 Polished Stainless Steel with Super  
Sound bolt on tailpipes With TÜV/EEC Approval

**Dansk Part No:**

1620605100

**Euro Car Parts Part No:**

705 33 1141

**£648.00**

**Dansk**  
MOTORSPORT



## Sport Catalytic Converter Set

993 Turbo 94-98 100 Cells  
Polished Stainless Steel

**Dansk Part No:** 1620300710

**Euro Car Parts Part No:**

706 33 0471

**£1,243.00**

**Dansk**  
MOTORSPORT



## Sport Catalytic Converter Set

996 02-05, M96.03 200 Cells  
Polished Stainless Steel

**Dansk Part No:** 1620301110

**Euro Car Parts Part No:**

706 33 0751

**£1,045.00**

**Dansk**  
MOTORSPORT



## Sport Exhaust Set with Catalytic Converters

987-1/987C-1 05-09 200 Cells  
Polished Stainless Steel

**Dansk Part No:** 1620602410

**Euro Car Parts Part No:**

706 33 0891

**£1,112.00**

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# 911 Body Parts



## Fuel Tank and Battery Support

911 74-89 Painted Aluminised Steel

**Dansk Part No:**

1682700400

**Euro Car Parts Part No:**

800 33 0071

**£47.00**



## Repair Piece for Windscreen Frame

911 65-89 Painted Aluminised Steel

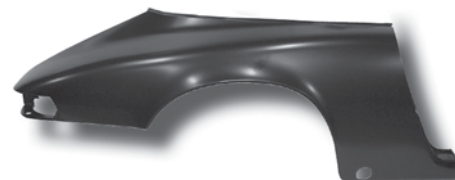
**Dansk Part No:**

L: 1684000170 R: 1684000180

**Euro Car Parts Part No:**

L: 800 33 0281 R: 800 33 0291

**£53.00**



## Quarter Panel

911 Targa 2.7 74-76 Painted SPCC Steel

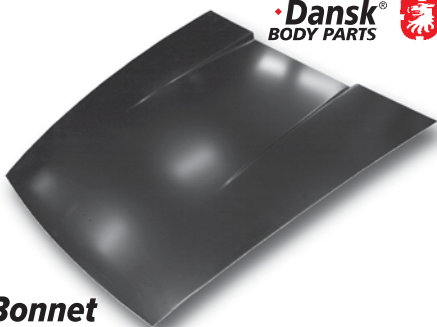
**Dansk Part No:**

L: 1680400670 R: 1680400680

**Euro Car Parts Part No:**

L: 816 33 0251 R: 816 33 0261

**£636.00**



## Bonnet

993 94-98 Painted SPCC Steel

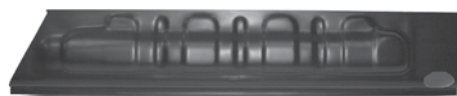
**Dansk Part No:**

1680100400

**Euro Car Parts Part No:**

801 33 0081

**£815.00**



## Inner Rocker Panel

911 >89 Painted Aluminised Steel

**Dansk Part No:**

L: 1682500270 R: 1682500280

**Euro Car Parts Part No:**

L: 800 33 0111 R: 800 33 0121

**£40.00**



## Lower Sill Panel

911 >89 Painted Galvanised Steel

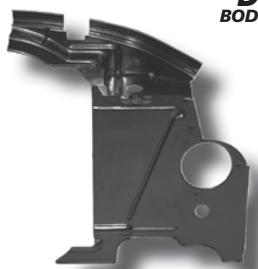
**Dansk Part No:**

L: 1681000370 R: 1681000380

**Euro Car Parts Part No:**

L: 815 33 0011 R: 815 33 0021

**£40.00**



## Engine Cover Right

964 89-94 Painted Aluminised Steel

**Dansk Part No:**

16822600280

**Euro Car Parts Part No:**

208 33 0231

**£134.00**



## Engine Cover Left

964 89-94 Painted Aluminised Steel

**Dansk Part No:**

1682600280

**Euro Car Parts Part No:**

208 33 0221

**£178.00**



## Bonnet

911 74-89 Painted SPCC Steel

**Dansk Part No:**

1680100200

**Euro Car Parts Part No:**

801 33 0011

**£812.00**



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# 911 Body Parts



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## Bonnet

911/912 65-73 Painted SPCC Steel

**Dansk Part No:**

1680100100

**Euro Car Parts Part No:**

801 33 0021

**£812.00**



**Dansk**  
BODY PARTS

## Rear Bumper Corner

911 69-73 Painted SPCC Steel

**Dansk Part No:**

L: 1684400670 R: 1684400680

**Euro Car Parts Part No:**

L: 831 33 0331 R: 831 33 0341

**£298.00**



**Dansk**  
BODY PARTS

## Rear Centre Panel

911 65-73 Painted Aluminised Steel

**Dansk Part No:**

1680600200

**Euro Car Parts Part No:**

817 33 0131

**£72.00**



**Dansk**  
BODY PARTS

## Rear Light Support

911 69-73 Painted SPCC Steel

**Dansk Part No:**

L: 1680600570 R: 1680600580

**Euro Car Parts Part No:**

L: 816 33 1031 R: 816 33 1041

**£53.00**



**Dansk**  
BODY PARTS

## Quarter Panel

911 Coupe 69-73 Painted SPCC Steel

**Dansk Part No:**

L: 1680400370 R: 1680400380

**Euro Car Parts Part No:**

L: 816 33 1091 R: 816 33 1101

**£581.00**



**Dansk**  
BODY PARTS

## Front Cross Lock Panel

911 69-73 Painted Aluminised Steel  
with Hole for Washer Tank

**Dansk Part No:**

1680500200

**Euro Car Parts Part No:**

800 33 0561

**£192.00**



**Dansk**  
BODY PARTS

## Front Bumper

911 69-73 Painted SPCC Steel  
without Holes for Fog Lights

**Dansk Part No:**

1684100500

**Euro Car Parts Part No:**

803 33 0431

**£407.00**



**Dansk**  
BODY PARTS

## Quarter Panel

911 Coupe 74-77 Painted SPCC Steel

**Dansk Part No:**

L: 1680400570 R: 1680400580

**Euro Car Parts Part No:**

L: 816 33 0191 R: 816 33 0201

**£581.00**



**Dansk**  
BODY PARTS

## Fuel Tank

911/912 65-73 Painted Steel without Inside  
Baffles 62Ltr

**Dansk Part No:** 1684100500

**Euro Car Parts Part No:**

879 33 0011

**£160.00**

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# DUEL PURPOSE

After ten years of racing his scarlet short-wheelbase 911s in Historics, Ed Poland set about creating a 904 from scratch at his Dutch Engine Laboratories workshop. Sanctioned by Jürgen Barth, the first Duel 904 is a winner in the hands of Roman Caresani and Barth himself

Words & photos: Johnny Tipler







Les Combes is tight. It's where Rosberg took out Hamilton in the Belgian Grand Prix, and it's one of Spa-Francorchamps' defining complexes. An hour into the 2014 Spa Six Hours endurance, I notice the silver 904/6 jinks right, clips the apex and aims for the left-hand exit, slipping inside an Aston Martin Zagato on the way.

The 904/6 is that kind of car; nimble and, horsepower deficit notwithstanding, powerful enough to make passes like that stick. Back in the day, between 1963 and 1965, Porsche's racing department produced 106 street-legal flat-four 904 Carrera GTs, plus 20 flat-six-engined 904/6s, and a couple of flat-eight 904/8 racing cars.

Seven 904s ran at Le Mans in both 1964 and '65, finishing as high as 4th overall in '65. Following on from the successful 718 RSK-60/61, from which it derives much of its frontal appearance, the 904 emulates the early 550 Spyder in

having a ladder chassis, though its two-section glassfibre 'shell' was a company first – produced for them by plane-makers Heinkel. It paved the way for the succession of ultra-successful sports-prototypes from 906 to 917 that cemented the marque's reputation for producing world-conquering competition cars.

As rare as a kingfisher on the riverbank, the 904 stands out today as the pretty one amongst a field of historic racers; aesthetically appealing, yet effective enough to be worth remanufacturing, in a similar way to historic racers like the Lola T70, Chevron B8 and Lightweight E-type. A few specialists reproduce what many people consider the cutest car ever to wear the Porsche badge, including Chuck Beck in the States and our very own Thruxton-based Martin & Walker.

Most recent contender is Duel, (an acronym for Dutch Engine Laboratories), well-known in classic racing circles as



purveyors of lightning-fast short-wheelbase 2.0-litre 911s. Stars of events like the Spa Six Hours, you can tell whereabouts their narrow-bodied cars are on a lap of Francorchamps circuit by virtue of their strident flat-six scream, barking like no other with each staccato shift.

We know proprietor Ed Poland and his star drivers at Duel well, and three years ago we visited their Heerhugowaard base just north of Amsterdam on a feature quest. To my surprise, Ed was in the preliminary stages of creating a brand new 904 – I had him down as an exclusively 911 man.

numerous races driving Duel 911s. Keen to move on from the rear-engined coupés, Roman hankered after a car that could bring at least a class win if not outright success. 'It was important for me to stay with Porsche as a brand, and I also wanted the car to be older than 1965. Apart from the 904, though, there's not really much available besides the 911 and 356. You can think about a 356, but after you're through with 911s you really want to move forward in speed and performance. So Ed and I discussed the 904.'

Roman's lifelong devotion to the marque goes back to the

“Ed was in the preliminary stages of creating a 904 – I had him down as an exclusively 911 man...”

The Duel 904 is a ground-up copy fabricated from all-new chassis rails, spaceframe and running gear, its glassfibre bodywork exactly replicating that of the original car. Measurements were taken from another 904/6, a buck then assembled to provide a basis for the construction, while moulds were made from the original bodywork to lay up the upper and lower body halves. A 906 engine was sourced and rebuilt, along with a 901 transmission.

The first chassis belongs to Roman Caresani, veteran of

mid-1960s. 'I'm from '64, so 911s were always my fascination when I was young. When you get involved with historic racing you get interested in particular models from those years, and in my case it was the 911, the 904, Carrera Six, 907 and 908, and it was especially the performance those 904s had in '64 and '65, even with four-cylinder four-cam engines.'

The additional weight of the flat-six doesn't make the car any more tricky, reckons Roman: 'It would even work with an eight-cylinder engine, because it was homologated for eight

*The notorious Eau Rouge bend at Spa-Francorchamps holds no fear for the 904/6, the handling of which is little short of perfect*







as well. This car can handle real horsepower, so that's not an issue. The four-cylinder car is a little bit lighter but the performance of the six-cylinder is better. I've driven 904s with the four-cylinder engine, and it's different to the six, of course, but in my opinion you have more safety with the six because it's got more torque.'

The flat-six is also less problematic, he believes. 'In fact a four-cam Carrera four-cylinder engine is much more difficult to maintain, so we decided from the beginning we would run a six-cylinder engine. We wanted every nut and bolt to be original, but the most difficult thing is the chassis, because it's a ladder platform and tubular spaceframe, and though it's strong and fundamentally simple, if one thing doesn't fit it's a disaster.'

'Duel decided to build five, and the first one would be mine. The others are all sold as well – one Dutch, one Belgian, one Swede and one German.' By November 2014 they'd finished Duel 904/6 number two.

Obtaining the dimensions for the car was not a problem. 'We were able to use a genuine car as a template for all the measurements we needed to make jigs and moulds, so we went ahead and built the first chassis based on that. That served as a blueprint for our second chassis, and a year later the bodywork was ready and we had assembled the Carrera 6 engine, and the next components to fit were the suspension wishbones and running gear.'

'You need a different transmission, because it's not a 901 gearbox like in a 911, it's a gearbox specially made for 904s, and luckily I knew somebody in Austria who had an original empty Le Mans gearbox. A friend of Ed's made a 3D print of all the different cogs so we could make moulds for die-casting them, including Le Mans gearing, and now we've always got spare ratios when we need them.'

Crucially, there was another key figure behind the project. 'Ed and I know Jürgen Barth quite well, so we told him what we were busy with, and he said, "Oh, I can help you; what do you need?" And he provided us with original drawings – he came over two or three times to the workshop, checking measurements and fittings, and he is really delighted about the car, because he started in the Zuffenhausen factory when they were building 904s, and his father Edgar raced them as well.'

'We really had a great time, and eventually we had a running 904/6. When the car was finished, he asked me, "Why do you not have any Porsche stickers on the car?" and I said, Jürgen, it's simple: it's not an original Porsche.' He said nothing, but then a week later I received an envelope with a note saying "Best regards, Jürgen", together with a Porsche sticker!

The shakedown was the Spa Six Hours in 2012, when Ed and Roman debuted the car. Problems in practice meant they started almost at the back. The Six Hours grid forms

*Rain is a great leveller and the svelte 904/6 proved to be more than a match for many of the big-bangers at a rain-soaked Spa*

*The 904 was unique at the time it was built, the chassis being bonded into the glassfibre bodyshell. It's based around a ladder platform combined with a tubular spaceframe*





“ Handling, balance and braking are incredible, because we have the same brakes as a 908... ”



up on the old start-finish straight, and with over 100 cars it snakes right back up around La Source hairpin, and that's where they were. Ongoing issues with the oil-cooler malfunctioning saw their race run after just a few laps. 'This particular oil cooler had manufacturing problems so that the return flow was blocked, and we couldn't cure that during the race.'

Since then they've done two Historic Grands Prix at Zandvoort, rounds of the Dutch HTGT championship, plus a couple of races at Dijon, the Nürburgring and Assen. They arrived at 2014's Spa Six Hours fresh from outright victory in the historic GT race at the Zandvoort Historic GP. Roman's co-driver on the sand dune circuit was none other than Jürgen Barth, and there's no greater testimony to a car's legitimacy than the endorsement and involvement of Porsche customer racing department's father figure.

The Duel squad are in a buoyant mood in the old pits garage. They've brought a pale blue swb 911 and the silver 904/6, and have a customer 2.0-litre 911 in custody as well. They're looking to achieve a 2m 55s lap time with the 904/6. Smiles turn to frowns, however, when it's clear from the stuttering engine exiting tight corners that there are fuel pick-up problems.

'At the Bus Stop I have to go down to 1st gear, and when it picks up again on the straight the result is dramatic,' says Roman when we chat back in the pits garage. 'But it's also misfiring in the fast corners, too, where the car is pulling maximum G. Quickest time was 3m 02s, which is far below what we can achieve.'

Duel co-driver Pascal Pandelaar explains that it's fuel surge in the carburettors, and they're surprised because the car ran fine earlier in the year. 'So you'd expect everything would be fine for Spa, though yesterday the 3m 02s was

achieved when there was a lot of traffic and oil on the track.' That compares with the quickest GT40's 2m 41s, and they'll start the 904/6 from 20th spot behind a raft of GT40s, Jaguar E-types, Cobras, Astons and Mustangs.

But aside from the carb glitch, how does the 904/6 handle? 'This car drives as if on rails! You have to aim for almost sports car lines, which means changing your style as well. It cost me half a year making the switch from 911 to 904. Handling, balance and braking are incredible, because we have the same brakes as a 908. With a 911, after six hours the pads are finished; with the 904, I can drive 24 hours.'

Roman makes another interesting comparison between driving the 2.0-litre 911 and the 2.0-litre 904. 'With the 911, you throw it into a corner and you're on full opposite lock and, depending on grip, traction and reactions, it could be a good corner or it could be a bad corner, but with the 904 it's always a good corner. So it's predictable.'

'The simple thing is it's a racecar and the handling is nice, the performance is good, but you still have to work to go fast, and you discover you can brake very, very late. There is a saying that a 904 is a racecar and the 911 is a street car. But the funny thing is, the 911 forgives you much more than a 904, because if you are going into extreme oversteer with the 911, especially in rain, you lose a lot of traction, but with the 904 I have maximum three-quarters of a turn of the wheel, so if I came to the same point with that, nine out of ten times it would be too late. Steering a 911 you have 30 per cent left to play with, so the margin is less with the 904.'

The transition from 911 to 904 was also interesting. 'It was an adventure discovering what the car would do, because the step from 911 race car, in terms of lines and braking points, meant driving much more precisely. The thing

*The Duel Motorsport 904/6 hunkers down and charges out of the bends. The car is beautifully balanced, and has exceptional brakes, says owner Roman Caresani*



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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.

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with the 904 is to get a four-wheel drift going. I looked at old movies featuring some advanced race drivers in 904s, and to go fast with those cars involves a little drift, but not only as oversteer but with all four wheels, and that's because it is a mid-engined car.

'It's the same in rain; it has a lot of traction in the wet but you must be careful not to overcorrect. The margins are much less then, and it really is a snake! So, now I've discovered that, I know better what the limits are.'

Brake too late for the Bus Stop or La Source, you run wide and lose places.

Most spectacular point on the circuit is Eau Rouge, the left-right jink approached at breakneck speed down the old start-finish straight, cars powering in a right-hand arc up to Raidillon, carrying momentum onto the long Kemmel Straight. Having started in warm sunshine, all too soon the race is dogged by heavy rain and safety car periods, against a spectacular thunderstorm that illuminates the surrounding

*Plenty of room to accommodate the six-cylinder engine - the factory squeezed an eight in there, too; car owner Roman Caresani (above, left) with Alexander van der Lof at Spa in 2014*

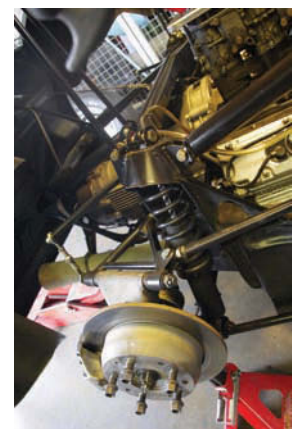
“ It has a lot of traction in the wet, but you must be careful not to overcorrect... ”

Spa Six weekend inevitably elicits that 'wouldn't want to be anywhere else' feeling, and the paddock bar and Brasserie are brimming with Brits abroad. Following the start, the GT40s hold sway, and after that it's a capacity thing, with brute power telling on the two long straights, and much infighting in the ranks through Les Combes, with plenty of out-braking, diving and swooping inside into every other turn.

Ardennes forests. Even the marshals take shelter while the safety cars are out.

As the gloaming imperceptibly darkens, the race appears to have settled down, but all too soon another safety car period slows the action, with what remains of the 107-car pack divided into two groups headed by two separate safety cars. We've seen yellow-and-red oil flags quite often, and

*Front-mounted aluminium-clad tank contains FIA-approved fuel cell; 906-spec engine runs on Weber carburettors; rear suspension features coil-overs, as per original 904*





now the black and orange 'meatball flag' waved vigorously at Raidillon, indicating a car has a serious mechanical issue.

Two hours in, most cars have their lights on due to the gloom, many bedecked with coloured riding lights of ever more bizarre shapes, sizes and bodywork locations to reveal their identity in the dark to their pits' signal crews. The trail of headlights is hypnotic; only by the pits is it easy to tell which car is which, though it helps to be attuned to the bark of a flat-six, straight-six roar and V8 rumble.

The upshot is that the GT40s have an easy time of it during the cruising periods and don't fall by the wayside, which they are generally wont to do at flat-out race speeds. The 904/6 runs well, and Roman soldiers on, demonstrating his and the car's undoubted prowess around this daunting course. The Duel squad time their refuelling and driver changes perfectly, Roman swapping with Alexander van der Lof, and hitting the paddock filling station with no queue.

Assuming no breakdown or crash, the race

is won or lost on fuel stops. There are no refuelling rigs in the pit garages, so all cars are obliged to run down through the old pit lane and into the paddock to line up at the petrol pumps. It's tough luck if there's a queue; fighting for split-second advantages in lap times is futile if fuelling-up takes a quarter of an hour.

Normally, their strategy means staying in contention until 8.00pm, when the real racing starts, building up to the 10.00pm finish. This year it's different because of the weather; you can't overtake under a safety car. With half-an-hour to go the race stewards call time on the waterlogged racers and the Six Hours is over for another year.

Undeterred, Roman remains committed to the 904/6. 'Maybe in ten years the same thing will happen as now, with the 911, and I'll have reached the end of the line with that car, too, but every single race I discover some new facet of the car's character, of driving it to the edge, and that is really exciting.' With four more similar Duel cars in the pipeline, it seems that other drivers are in for a treat, too, and the 904/6 won't be such a rarity. **CP**

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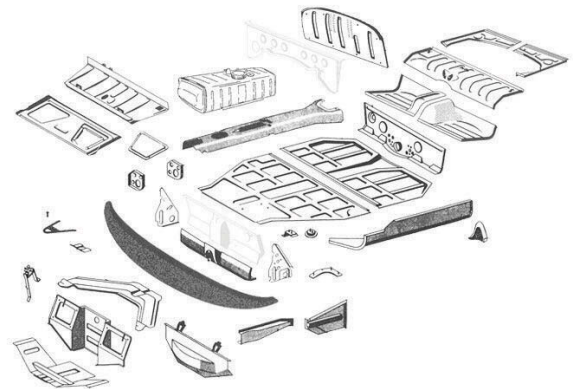
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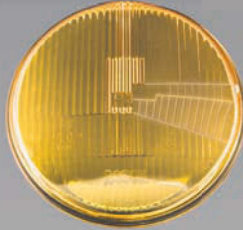
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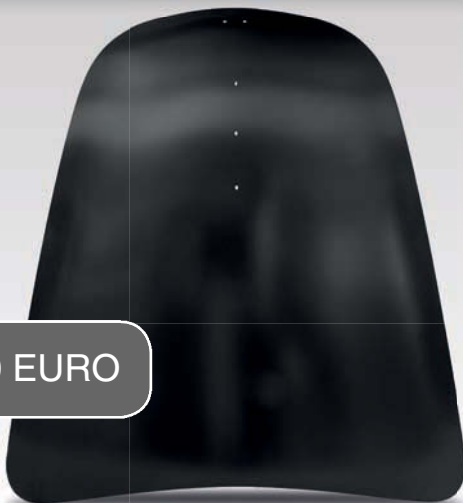


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# The Modrod

After seven years in the making, Chris Jury's hot-rod Porsche is full of one-off details that help set it apart from the crowd. This was no cheque book rebuild, though, as the owner chose to do the majority of the work himself - the hard way...

Words: Keith Seume Photos: Daniel Schaefer





In a scene populated by high-dollar hot-rods and perfectly-restored classics, it takes a very special Porsche to grab people's attention on the Internet these days. Everywhere you look, there are web forums with threads dedicated to the minutely-detailed restoration of some rare early 911, or the construction of a fire-breathing outlaw. So many threads, in fact, that great cars often get overlooked, drowned in a sea of cheque-book rebuilds.

But that was never the case with Chris Jury's Modrod 912 – yes, we did say 912, but we'll come to that part in a minute. The discretely-hued hot-rod has been a star of forums on both sides of the Atlantic, the owner's often witty dialogue showing that he's 'one of us', happily sharing the ups and downs of a lengthy, and frequently taxing, rebuild.

And lengthy it was – as in seven years, three countries, three jobs, two operations, two children...and six different garages. The story of this car begins back in 2006 – the previous year, Chris had moved to Portland, Oregon, having been transferred there from Germany by his employers, Adidas. He'd studied transport design at university, but somehow found himself designing trainers rather than transport systems. As he says: 'I like cars, but I have a passion for sneakers!'

Once ensconced in Oregon, Chris had the opportunity to buy a red 1967 Porsche 912 from a Vietnam veteran in Seattle. 'As a kid I always wanted an old Porsche,' says Chris, 'but never thought I would ever be able to afford one. I actually went to look at a BMW 2002 but came home with the Porsche...'. Sounds fair enough to us.

'I really liked the car and enjoyed driving it in and around the Portland area. Around this time I discovered the DDK and Pelican forums and slowly but surely began to slip into the world of classic Porsches. The little red 912 was serving me well – I had bought some Fuchs wheels from a David Hanning in Portland, and considered updating the suspension and engine. But the car was very original – I was only the third owner!'

Instead, Chris decided to look around for a project car, inspired mainly by the original factory hot-rod, the rare 911R. He loved it for its simplicity, enjoying its 'less is more' ethos. The search came to an end when his wife bought him the rolling shell of a 1968 912 for his 30th birthday (some present, huh?).

'I – or should I say we – bought it from my new Porsche contact, David Hanning, shaking hands at \$900. Included in the price was delivery to my house, which was only 10 miles





away. David had joked that I should think of it as a big Airfix kit!', laughs Chris.

And so it proved to be. The words 'project' and 'rolling shell' will be enough to strike terror into the hearts of many readers, and not without due cause. Chris spent a lot of his spare time reading about similar projects on the web forums, and it soon became obvious what repairs were going to be necessary. The list included the floor, suspension pan, battery support and several areas of the bodywork.

At this stage, it would have been easy to hand the whole

only for his benefit but, as it proved, for the education of others on-line. Finally he got to the point where he needed to think about replacing some of it.

'I had always like the idea of welding, so I bought myself a MIG welder,' says Chris. 'After a few test pieces to make sure I wasn't going to set myself on fire, I slowly began to weld on the car for real. I borrowed a rotisserie and, with the help of three friends, we lifted the shell onto it. It turned out the flanges around the floor edge were really bad, so I made a metal break tool and bent new flanges, which were spot-

“ My idea was to build a lightweight street-legal road car – a one-off ‘special’... ”

deal over to someone with experience of restoring rusty old Porsches, but Chris wanted to do things his way: 'My idea was to build a lightweight street legal road car – a one-off "special". And I wanted to do as much as possible myself for two reasons: first, I wanted to be able to stand back in a few years' time and say "I did that", and second, I don't have an open cheque book!'

Using a two-car-long garage in his Portland home, Chris set to work, cutting out as much of the rusty metal as he could, making sure to take photos every inch of the way, not

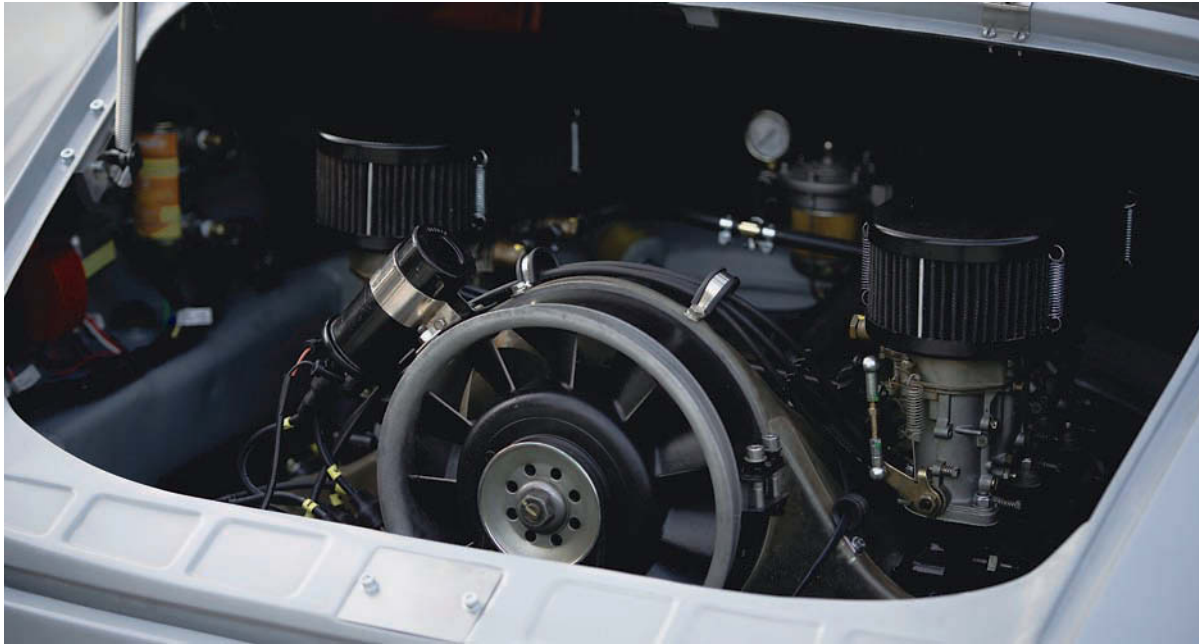
welded into place. The rear seat section was completely removed as I had an idea to make removable panels, which would aid engine and gearbox access later.'

All was going well, but then in the summer of 2007, he had to go into hospital for an operation on a knee he'd damaged in a BMX accident six years earlier. 'Welding a car with a leg brace is not easy, but by the end of the year all welding and fabricating was finished, and everything primer coated. Then in April 2008 my twin girls were born. Needless to say progress on the car was slow!' smiles Chris.

*Chris enjoyed making many of the small details on the car, such as the bonnet retaining straps. Single windscreen wiper was hard to get right, but it does look very cool...*







He began to acquire the parts needed to progress with the project, having the suspension components powder-coated and installing a set of Koni adjustable dampers. Elephant Racing poly-bronze bushings were fitted, along with adjustable rear spring-plates, 15mm front and 18mm rear anti-roll bars with SuperPro bushings, Sway-A-Way 22mm front torsion bars and 26mm rears – the 'shell was rolling once again.

In the summer of 2008, Chris and his family moved back to the UK, both cars shipped over in the same container and delivered to his father-in-law's garage. There followed another period of inactivity while Chris bought a new house – which, once again, came with a less than ideal tandem garage. First, though, the small matter of a new kitchen took priority, the units being stored in the garage – which meant no space to work on the car (not that there was any time, either...).

Working as a freelance designer at this point, Chris had precious little chance to work on the car, even when the kitchen was finished. He concentrated, though, on the bodywork, more specifically fitting – or trying to fit – the recently-purchased glassfibre body panels (wings, bonnet, bumpers and rear decklid). 'I was prepared for the panels not to fit out of the box, but they were far worse than I expected,' says Chris. 'The front bumper alone had to be cut and narrowed from the centre by around 10cm – also no

mounting brackets were supplied, so these needed to be made. Only after acceptable panel gaps had been achieved could I think about paint.'

And here's where the project takes an interesting turn: 'From the outset the car was never supposed to be a big budget build,' says Chris. 'I had read a few years ago about a painting method using rollers, so I chose to paint the car with Rustoleum metal paint using a 4-inch high-density roller. There are 12 coats in total, each one sanded after curing.

'The paint process took around two months to complete, with a lot of elbow grease used to sand and polish. I admit that the finish is not concours perfect, and the process would not be for everyone, but I am fine with that. The paint method would allow me to change and repair parts in the future without worrying that I would destroy an expensive paint job.'

The whole paint process ended up costing Chris around \$100 – yes, one hundred dollars. How's that for economy measures? The worth of the process was highlighted soon after when Chris changed his plans for the engine in the car. 'I originally intended to keep the car a four-cylinder, but I was offered a 2.2-litre 911 engine, so I went down that route. I had to cut out the 912 engine mountings and replace them with those from a 911 and, once welded in place, I simply sanded the area and painted over the welds.'

Then came another house move. In 2010, Chris was

*Although the car began life as a four-cylinder 912, it now sports a 2.2-litre 911T engine built to 911E specs. Distinctive wheels are 964 aluminium space-savers, which are shod with Continental radials*

*Original 'shell was in a bad way, so Chris set to and cut out the rust and taught himself to weld. Glassfibre panels proved problematic to fit, requiring a lot of work*





“ Acrylic side-windows have been stamped with an authentic Plexiglas logo using a heat stamp... ”



offered a position once again with Adidas, which meant moving back to Germany – with the two Porsches, of course. ‘After renting a house for a few months we bought a house close to work,’ says Chris. ‘The house had a decent-sized double garage. It was only about four minutes away from work, if I chose to drive, which meant that I could come home at lunchtime – and also work on the car before going back to the office.’

‘This process was very effective, as I would measure and plan one evening, cut and shape the following lunchtime, assemble and weld later that evening, grind the next morning – and so on.’ It meant that, at last, real progress was being made on the long-running project.

Chris continues the story: ‘The window frames were rechromed and then fitted with acrylic side windows, which have been stamped with an authentic Plexiglas logo using a heat stamp that I had made in a Chinese shoe factory! The rear window was initially cut from acrylic but I changed my mind and it’s now the original glass, but still with race-style retaining straps. The front windscreen is a heated one with small elements in the glass.’

‘Early in the build, I had decided to install a single windscreen wiper. I have to admit this is one thing I would not do again, but it works OK. The single centre wiper means that the fresh-air vent at the top of the bonnet is redundant, so I fitted an inline blower under the dashboard to blow air over the screen. I had to make a custom wiper linkage,

starting with an aftermarket unit intended for a Golf GTI. At one point, I had various wooden stick models on the work bench to get the angles and lengths correct, before making it in aluminium, with riveted pivots.’

The next major task on the list was the wiring, and here Chris called on the services of a friend he’d met one evening. Phil Smith was another ex-pat who’d moved to Germany to work with Siemens and it was his suggestion to wire the car completely from scratch, using all new wiring and modern relays and a blade-style fuse box. Chris once again: ‘As Phil carried on with wiring, I concentrated on some of the finishing details. I made a centre-fill petrol tank, which was sandblasted by another friend I met who had happened to have built his own sandblast machine above his garage!’

‘The 2.2-litre engine started out as a T, but had been rebuilt to E spec, and is fitted with Weber 40 IDA carbs, fed by a Facet fuel pump via a Malpassi fuel filter. The ignition was upgraded to an MSD 6AL system, and lightweight R-

*You could be forgiven for thinking Chris’s 912 was a genuine factory-prepared race car. It bristles with imaginative touches, from front to back*



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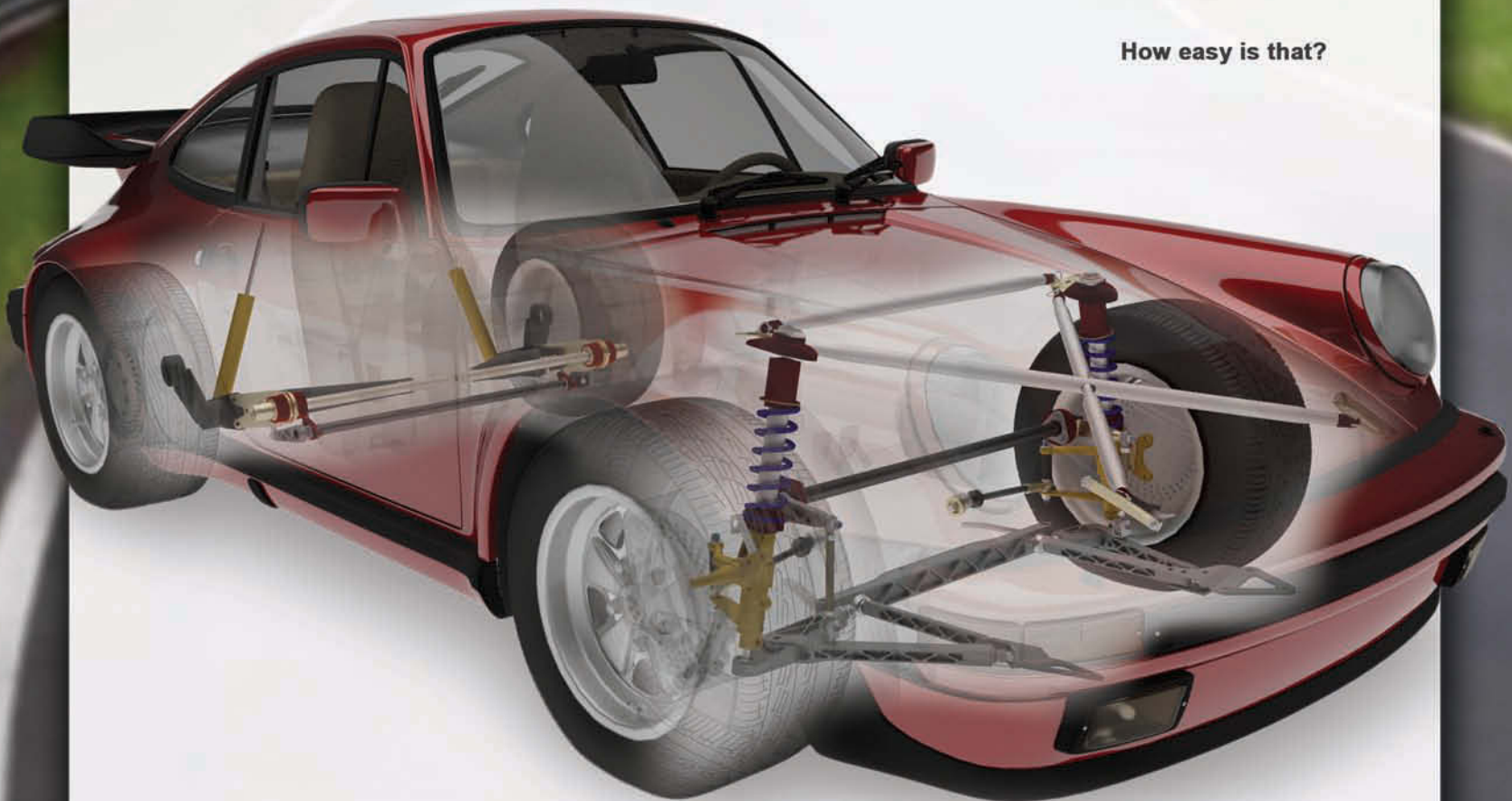
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style glassfibre cooling shrouding installed. The engine now sports stainless-steel racing headers feeding into a two-in-two-out g11R-style exhaust from Turbo Thomas. It's all mounted using an RSR-style support, fitted with SuperPro bushes.

'The gearbox is a g01 dogleg type, which hasn't been rebuilt (yet), although the diff was removed, inspected and cleaned after I had a problem refitting the output shafts – the moral of the story here is only ever remove one output shaft at a time,' says Chris ruefully.

The stock braking system was overhauled and reinstalled using new hard lines and braided-steel flexible hoses from Goodridge. The calipers are rebuilt g12 parts, but future plans call for the installation of billet six- and four-pot calipers from R-to-RSR in Devon. But what about the wheels? They're a defining part of the project and are 16-inch Porsche 964 aluminium space-saver rims, shod with 195/50x16 ContinentalSportContact tyres.

Although the project was well on the way to completion, there was still a lot to do, such as the interior. 'The car's minimally trimmed in some grey carpet I found in a local DIY store,' says Chris, 'with leather pull straps and check straps for the doors, all sewn and punched by myself. A pair of period-looking bucket seats were fitted, and finished with

new Repa four-point harnesses supplied by Dave O'Conner on DDK. I used my design and computer skills to create some original Repa logos and tag files for Dave to use for his own business, and in return I got a set of harnesses.

'I always liked the big P-O-R-S-C-H-E script on the engine lid of the g11R, but I thought I could do something a little more personal with it. I would not consider myself a "Mod" as such, but I do like the aesthetic and minimalist ideals of the early Mods. I felt that this minimalist approach suited the type of car I was building and, after posting a picture of the custom Porsche script on-line, the name "Modrod" was suggested – and it stuck.

'The Momo Prototipo also has a "Modrod" logo – once again I'd created a stacked Momo horn-push computer file for Darren Tompkins, who's also a regular on DDK. As payment he made me a stacked Modrod horn push.'

At this point, it seemed the car was finally finished, or at least to the point that Chris felt he could do no more. 'I had had the emotional first start-up moment, and also driven the car out of the garage for the first time under its own power. I'd spoken to a few Porsche specialists in the local area who all said that they could take the car and prepare it for the dreaded German TÜV but, for one reason or another, the car remained in my garage, and I began to lose

*Interior is Spartan, with just a pair of simple bucket seats and a set of full harnesses. Painted and carpeted dashboard dispenses with clock in favour of battery cut-out. Centre-fill fuel tank was another of Chris's touches*

*Rear bulkhead area has been cut out and replaced by a framework, which supports removable panels. Somehow we think Chris enjoyed cutting up his g12 – but it was very rusty*





hope (*I know the feeling well – KS*).

'It was in 2014 that I got chatting to Tom Gadtke who was setting up his own business, Onassis, making specialist parts for Porsches. I'd helped out Tom with some logo and graphic work and we remained in touch. Then, a good friend of Tom, Daniel Schaefer, had recently completed his own car, which looked very impressive,' says Chris.

'I contacted Tom and asked him what the story was. It turns out that Daniel and his father Karl owned Classic Boxers near Düsseldorf. A few phone calls later and the car was picked up and trailered to their workshop. I then drove north a few days later and met with Daniel to discuss the work needed.

'He felt that TÜV approval might be possible, but some adjustments would be needed first. We decided to get the

car running correctly and go from there. The car ran OK, but Daniel removed the carbs and re-cleaned them, so it ran perfectly. After a full suspension alignment and setup the car was weighed – it tipped the scales at just 860kg! At the time of writing, the engine hasn't been fully dyno'd but after a few test drives, Daniel estimates it probably produces 160-170bhp.'

So, is that the end of the story? No, not quite, for the summer of 2015 has seen Chris and his family move back to Portland, Oregon, once again so he can take up another position, this time with Nike – and, of course, the two 912s have gone with him. 'The Modrod's about there, but I quite fancy taking on a 356 project – this time, though, I hope the journey might be a little more conventional.' Really, Chris? We'll believe that when it happens... **CP**

*Rain guards keep moisture out of the dual Weber carburettors. Two-in-two-out exhaust system was made by Turbo Thomas*





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FOR ALL THINGS PORSCHE





# RAIN DANCE

**This was our third race of the season in the RAC Tourist Trophy for Pre-'63 GT cars at the Silverstone Classic, and for the third time there was no rain in the weeks leading up to the race and then rain of biblical proportions over the weekend itself**

Words: Steve Wright Photos: Tom Fawdry

**W**e're certainly getting a bit of practice racing in the wet, that's for sure. We've done quite a bit of development on the car since our last race at Snetterton, focusing on the brakes and suspension, so we took advantage of the test session laid on for competitors for the Classic the day before qualifying to test the changes.

We got just two 30-minute sessions, which seems terrible value for money, but with so many competitors wanting to test their cars prior to what is now the largest historic motor racing event in the world, apparently, I figure we're lucky to get even that.

Our best time on the old Grand Prix circuit prior to testing had been a 2m 52.5s lap, which I set last year at the same event. Ian immediately takes 3 seconds off that by doing a 2m 49.5s, and we know we always go faster in the heat of a race, so the changes have worked! What's slightly frustrating for me is that I can

only manage to equal my old time, not better it.

The car feels a lot looser and if I'm honest I'm uncomfortable with this – in reality I think the previous set-up (with lots of understeer) just masked the fact that I was driving at the limit of my competence and the changes suit a better racing style. It's a difficult lesson to learn, especially as the predicted wet weather for qualifying and the race would only accentuate this set up.

As forecast, the rain on Friday morning drenches the track. The car feels even more nervous than the day before and I struggle, trying too hard and racing with a tense style which I know is not ideal.

But Ian is obviously more comfortable with the car now and posts a blinder of a time, a 3m 34.7s, putting us in 27th position on the grid of 40 cars and ahead of four Lotus, two Astons, including a DB4, a couple of E-type Jaguars and an assortment of other cars. Those ahead are only fractionally faster as well, so I know we'll do well



*Far left: Ian Clark prepares himself for the battle – like Steve, he can't wait to race at a dry meeting for once!*

*Left: Pits offered welcome respite from the rain*

*The great thing about going racing with the Historics is that it can be a real family affair. There's plenty to see and do...*



during the start of the race as we usually get the jump on a few. In the dry they'll power away but the traction in the wet will be to our advantage.

On my last few laps of qualifying, however, the gear shift suddenly feels different. Second is weirdly at an angle back towards your hip and third is suspiciously notchy. Back in the garage afterwards, Ian whips off the shifter and the base-plate is lying on the tunnel in two pieces – that'll be the reason then. It's Friday night and we've no gears...

Fortunately Exhaust Mike (actually his last name is Hausmann, but that's what I call him after he built the beautiful system on the car) lives 10 minutes away, so he very kindly pops over with his TIG welder and grinder to repair it. His welding is so perfect it's as good as new in a few minutes, and Ian has it installed in a jiffy.

The Classic is always a family affair – we all camp and the kids help out, while my wife keeps them out of trouble or amused while I'm racing. It's great they're all involved.

And so to race day. The start of the previous historic single-seater race is a shambles due to the weather. A

standing start with zero visibility sees six cars crash before the first corner and the race is shortened to just 15 minutes from the scheduled 30. I can't imagine how difficult it must be in an open car with rain pouring in on you and zero visibility, but frustratingly race control then starts our race under the safety car and we spend almost 18 minutes lapping behind it.

Anyway, grumbling over, on to the race proper. While we're still under the safety car, the Reliant Sabre in front spins on the main straight in a big, lurid pirouette, going round at least twice – it's mechanical as the car is immediately retired. An E-type dives into the pits slowing quickly, presumably with an electrical gremlin, given the water.

I have the chance to reflect that at least we finish races – it's the fourth time we've raced the Reliant in the past 12 months and it's not finished a single race, all due to mechanical issues. Aside from development, we pretty much just change the oil and put petrol in, everything else like the gear shift is pretty minor, thank goodness.

There's a pool of standing water inches deep on the

*Below: Tip-toeing his way through the pack, Steve Wright managed to stay out of trouble, even when other competitors found the conditions challenging*

“ While we're still under the safety car, the Reliant Sabre in front spins on the main straight... ”





Right: Not ideal spectating conditions, which was a shame as Silverstone Classic is the biggest event of its kind in the UK. At least the pit garages were warm and relaxing...



entry to the Hanger Straight and every car steps a couple of feet to the right each time they cross it. I make a mental note not to put my foot down there and to have the wheels pointing straight ahead for that bit of circuit from now on.

As I go over it I catch a glint of movement and can't help but look down: there's already two inches of water sloshing about like a bath in the bottom of the car, now washing over the centre tunnel and over my right foot.

Plugging the holes in the floor to stop water ingress from Snetterton didn't work, then, since it's obviously getting in from somewhere else and the holes in the floor were previously letting some of it out! Back to the drawing board on that one.

The safety car finally peels in and we can get down to the business of proper racing. The level of spray instantly goes up as the speed rises on the straights, creating a grey, misty blanket that envelops everything. And I do mean literally everything. At times it's so bad I can't see beyond the bonnet of the car, even the mandatory high intensity rain lights on the rear of all the cars are obscured.

If someone spins, the first I'll know about it is when

they fill my windscreen with colour and we come together in a high-speed crunch. As we blast past the start/finish line, the TVR in front momentarily lifts off and I race him side by side up the main straight.

Further on the Ferrari 250 GT 'Breadvan' brakes early for the sharp right-hander before the hairpin and an E-type and I draw alongside. We go into the right-hander three abreast with me in the middle and inches between us.

They both pull wide to the right to take the usual racing line for the hairpin and I use the traction of the 356 to cut a straight line up inside them. It works and I inadvertently shout a triumphant 'Yes!' into my helmet as I make the overtaking manoeuvre stick as there are fewer satisfying driving experiences than full-on racing and overtaking faster, beautiful cars.

A lovely silver/champagne coloured Aston Martin DB4 is now right in front of me, slewing about as he tries to put the power down over those unweighted rear wheels. As I accelerate hard in the top of third there's a big twitch and the 356 slides towards the Aston. Fortunately we don't touch but we're now so close I could reach out and touch his side window as we race towards Stowe.

I manage to out-brake him but the Ferrari slips up the

Below and opposite page: Conditions were treacherous, but rain can be a great leveller as the little 356 held its own against bigger, more powerful machinery





inside of both of us (damn him) as we peel into the left-hander that is Vale, and then I overtake it again round the outside of Club.

As we flash past the pits, a stack of cars dive in and I notice the pit board is being waggled for me to come in next lap as we've been out for 25 minutes, which is half the race. Sorry lads, I think to myself – I don't do this very often but I'm invoking owner privilege and will be doing a few more race laps.

I have a big moment at Copse and a Sebring Sprite behind me zips past, only for him to fishtail in front of me from the momentum of the overtaking manoeuvre. He's struggling with the rear being so twitchy in such a short-wheelbase car so as we approach the sharp right hander before the hairpin (The Loop) I leave my braking as late as I dare and get in front as we come into the apex.

I make it stick but carry way too much speed into the hairpin and have such a big moment I have to let one hand go of the wheel and twirl it trucker style in order to get enough opposite lock on to hold the spin. Surprisingly the Sprite doesn't get past. The leading car, an Aston Martin DG4 GT, goes past like I'm standing still. How do these cars carry so much speed in such conditions?

Our pit stop is quick and Ian is instantly up to race speed. He later recounts the racing experience as not doing well, as his only reference point during his stint is being passed by the leading cars, but in reality he posts consistently faster laps than I do, clawing further up the grid: my best time is a 3m 35.9s, Ian manages a whole six seconds quicker with a best of 3m 29.5s, taking five seconds out of his wet qualifying time.

Ian has a couple of big moments but managed to keep the car on the circuit and stays out of trouble, before finally taking the chequered flag in 23rd place, later promoted to 22nd as another E-type was given a 30-second penalty for a pit lane infringement. Not bad from 40 starters. Last year we finished 27th overall from 43 entrants. Happy with the result? You bet. We're now running mid-pack and not just bumbling about at the back of the field.

But I have already booked race tuition (see page 104 of this issue) and am practicing my late apex on the journey to the station each morning. This is to take advantage of the obviously faster set-up we now have in the car, which I've not yet managed to access... Next race is the Oulton Park Gold Cup at the end of August. **CP**



*If you want an idea of what it was like to race at Silverstone, scan the QR code printed above, or take a look at <https://youtu.be/teREZNT6A30>*







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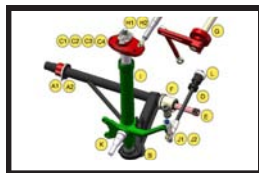
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# RACING RARITY

One of Porsche's rarest ever racers, only three examples of the now legendary 936 were built at the factory, but incredibly each of them became a Le Mans winner

Words: Paul Davies

Photos: Author and Porsche AG

This profile of the Porsche 936 Group 6 sports racing car could just as well have been titled 'Come Back Kid'. After wins at Le Mans in 1976 and 1977 by the second and first examples (in that order) to leave the sports department at Weissach it was four years later that the third and last complete car off the workshop floor was prized from a premature resting place in the Porsche Museum to take the chequered flag in France.

And in these pages we have a double coup. The car you see over the page in detail is no less than 001, the Le Mans winner of '77 and now in the acclaimed Fica Frio collection, while you'll also see comments from Derek Bell who, with Jacky Ickx, guided 003 – now back in the museum – to victory in 1981. We do strive to bring you the best!

That final race for the pensioned-off 936 was a bridge, spanning a time when the factory was supposedly concentrating on promoting its production models in motor sport and the start of the Group C era of the all-conquering 956 and 962. To many – myself included – we're right in the middle of the glory days of Porsche racing.

As many times before, it was the ever-changing rules of motor sport, and the in-built desire at the factory to be on top whichever way the international governing body should wander, that made things happen.

Let's set the scene. Mid-seventies there was a line drawn in the world series for sports cars. To win the Manufacturers title you had to have a Group 5 car, based on a pretty wild interpretation of a production vehicle; to win the actual Sports Car championship it really had to be

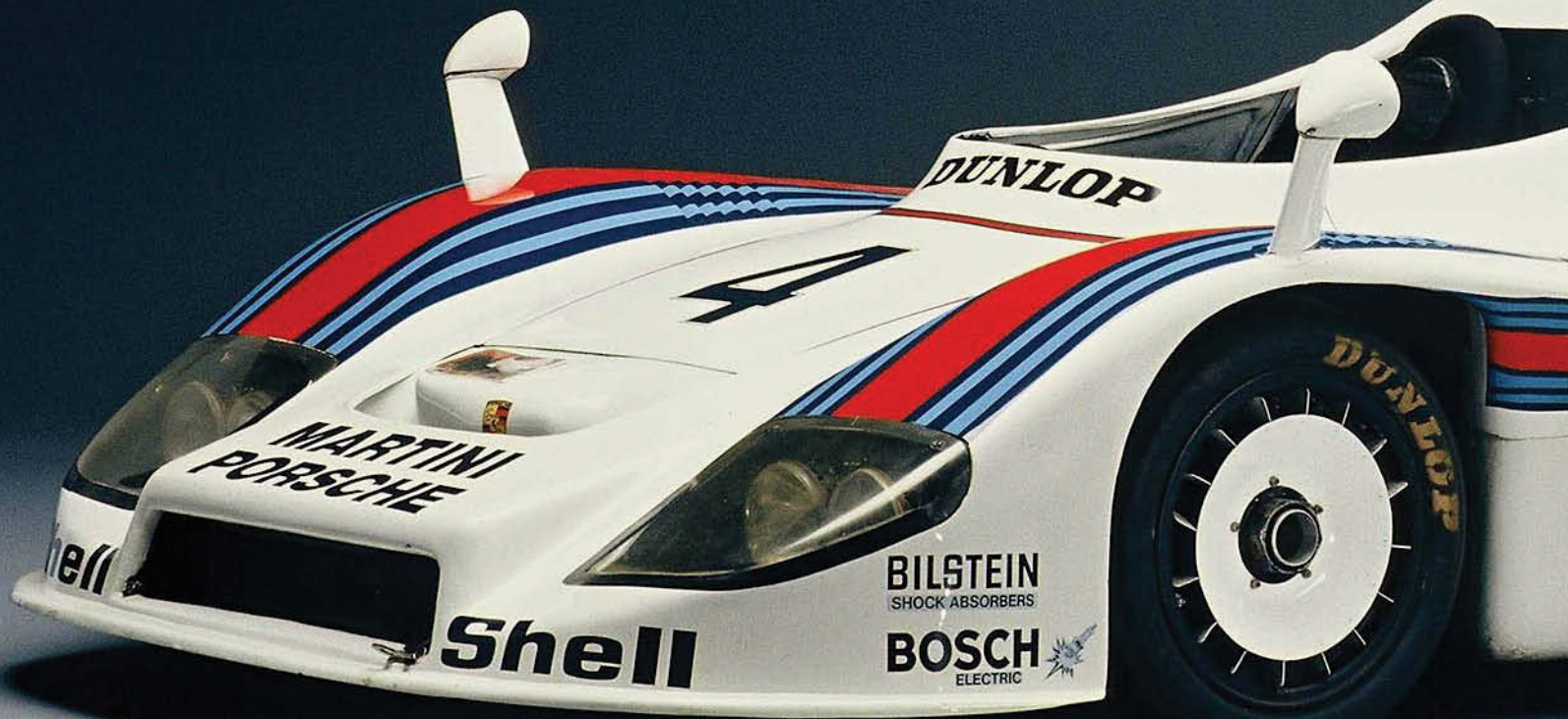
a Group 6 prototype, where the engine capacity limit was three litres. The 935 was Porsche's highly successful Group 5 car; the 936 was the contender in Group 6.

Additionally, the biggest race of all, the Le Mans 24 Hours, was going through one of its wobbly periods and had elected not to be a qualifying race for the world championship. But Le Mans was always the main goal for Porsche and, initially, this was to be the car's prime target. But the idea of leaving the rest of the races to the three-litre prototypes of Alpine Renault and Alfa Romeo (who later opted out) was too much for Stuttgart and so, for 1976, Porsche decided to mount a full challenge.

The 936 was made for Le Mans. Apart from its first year and one later exception, the cars were contrived specifically to be front-runners in the day-long marathon. This in a period when, confusingly, Porsche management was also looking to establish itself as a 'serious' motor manufacturer by entering production vehicles in motor sport – hence the effort put into competition versions of the 924. It was, remember, a time when the company was considering whether or not the rear-engine 911 was reaching the end of its life.

Thankfully (for motor sport) Porsche's top man of '75, Ernst Fuhrmann decided the attraction of going head-to-head with the French and Italian manufacturers was too much to resist, and thankfully (for all of us) Fuhrmann's replacement, Peter Schutz, was to agree six years later that the 911 was still the future!

The 936 moved from drawing board to race track in





just seven months, in part because – like many of the best Porsches – the engineers were able to dip deeply into the parts box. Fuhrmann was the catalyst, giving Hans Mezger and his race design department the green light in September 1975.

The Group 6 project was top secret, known to only a few at Stuttgart, and almost a complete surprise to everyone else when Rolf Stommelen debuted the car (936.001) at the Nürburgring 300km on 4th April the following year. Only 'almost' a complete surprise, because Porsche's cover was blown when it was spotted testing at the Paul Ricard circuit, in France, in mid-February.

Mezger's men did, literally, raid the parts bin. Although the tubular aluminium space frame chassis was almost new – it was in fact an adaptation of the frame underpinning the successful 908 race and hillclimb car – much of the rest, including suspension uprights, springs, brakes and steering, came from the 917. The gearbox was the five-speed, confusingly-termed Type 917 unit, the final drive housing separated from the centrally-positioned engine by a 12in (305mm) aluminium distance piece to stretch the wheelbase and improve front/rear balance.

The link with the 908 was such that, later, several of Porsche's privateers would take the earlier chassis to build their own '936' clones, usually termed 908/80, which ran as Group 6 and, later, Group C cars.

In more detail, the 936 front and rear suspension comprised fabricated wishbones attached to 917 Can-

Am uprights and hubs – the rear further located by pivoted longitudinal links extending forward to the near centre of the chassis, along with variable rate coil springs over Bilstein gas-filled dampers. The brakes, again, were basically 917 with heavily finned alloy, four pot, 'endurance' calipers and ventilated, cross-drilled discs, the dual circuit system having a front/rear bias control. Both front and rear brakes had massive ducting to assist cooling.

The steering rack for the 936 came from (guess where?) the 917, while the centre-lock 15in-diameter BBS wheels were 10.5in wide at the front and 15in wide at the rear.

The engine was familiar, as well. With Group 6 having a three-litre limit and taking into account the 1.4 factor that applied to pressurised-induction engines, Porsche's single turbo 2142cc engine (83mm x 66mm) – as proved in the Carrera RSR race car of 1974 – just sneaked under the limit.

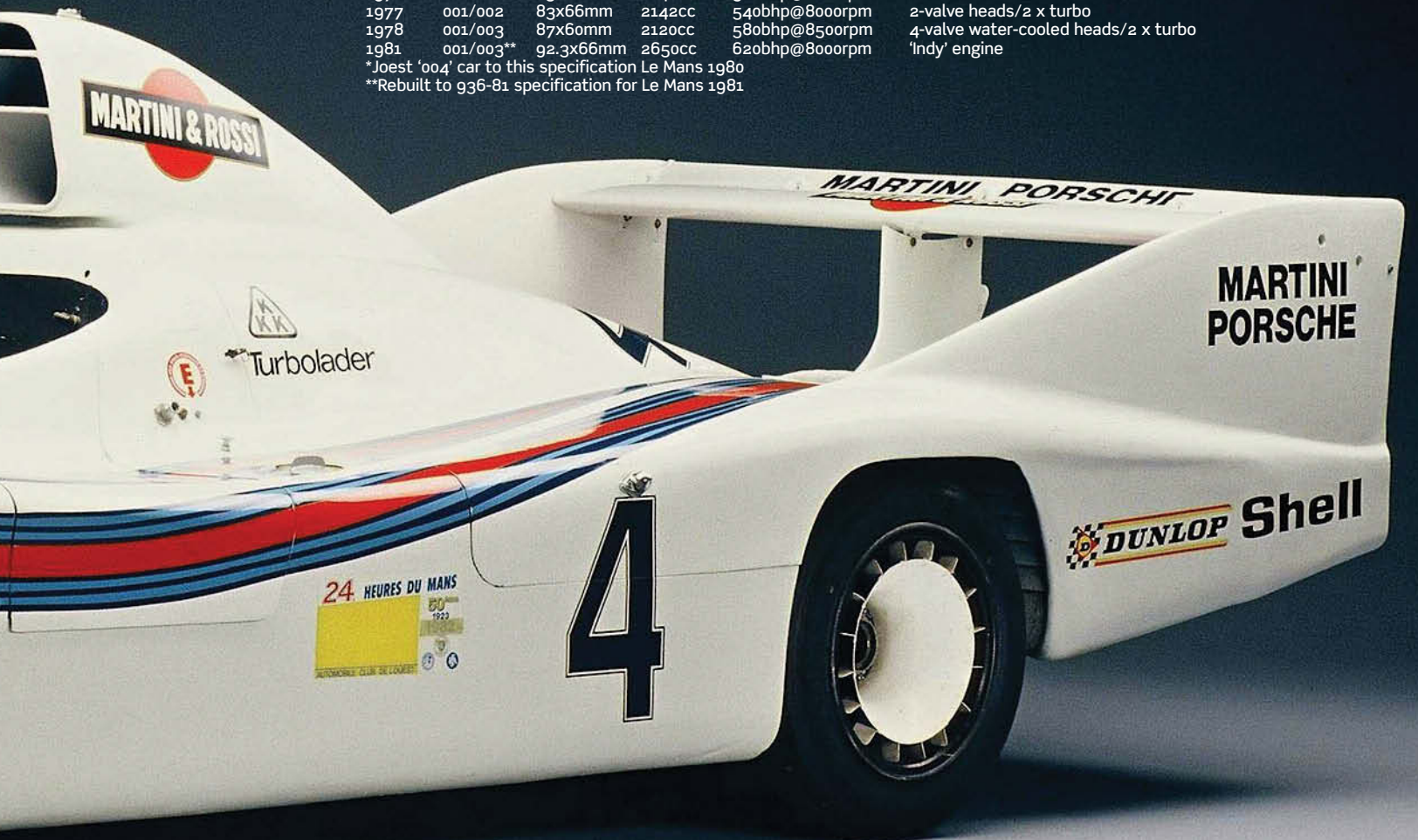
The air-cooled, flat-six engine, built on the magnesium Type 930 crankcase, with two valves and two spark plugs per combustion chamber, had the same horizontal cooling fan as the Carrera RSR Turbo. The single KKK blower was positioned low at the rear of the car, with an Air Research wastegate limiting boost pressure to 1.5bar in normal running, although for more exciting times this could be altered by a cockpit-mounted knob. Twin air-to-air intercoolers sat above the engine and fuel flow was

## PORSCHE 936 ENGINES

Year	Car	Bore/Stroke	Capacity	Power	Notes
1976	001/002*	83x66mm	2142cc	520bhp@8000rpm	2-valve heads/1 x turbo
1977	001/002	83x66mm	2142cc	540bhp@8000rpm	2-valve heads/2 x turbo
1978	001/003	87x60mm	2120cc	580bhp@8500rpm	4-valve water-cooled heads/2 x turbo
1981	001/003**	92.3x66mm	2650cc	620bhp@8000rpm	'Indy' engine

\* Joest '004' car to this specification Le Mans 1980

\*\*Rebuilt to 936-81 specification for Le Mans 1981







## DEREK BELL'S STORY

Derek Bell won Le Mans in 1981 with 936.003, sharing the driving with Jacky Ickx. It was the one and only time the British driver would race the Porsche Group 6 car. They next came together at Goodwood this year...

'I didn't even sit in the 936 until the first day of practice in 1981. It was a case of get in it, win the race.

The previous year I'd raced a 924 Carrera GTR at the circuit and, with Al Holbert, finished fourth in class. Afterwards I wrote to Manfred Jantke (who at the time combined the Porsche motorsport and press activities) and told him that it was a very nice car, but I was a big boy and next time I'd like to drive a big boy's car!

I'd done a deal with Pink Floyd manager and amateur race driver Steve O'Rourke to race a factory-supported Group 5 BMW M1 in the World Championship through 1981, but Steve had said, in what was probably a pop music-fuelled moment, that if Porsche should call on me for Le Mans then he'd let me go. At Monza Valentin Schaffer (Porsche's turbo specialist) said that they would use the 936 at Le Mans and Jantke thought I should drive. So I called Manfred. He said 'wonderful, with you and Jacky I've got the best team in the world!'

I'd won Le Mans in '75 with Jacky (Mirage) and knew I could do it again. It was a premonition; I knew it was going to happen.

Jacky of course had raced the 936 before, but it was completely new to me when I sat in it in the pits. It was a fantastic car, I went out and did my fastest ever lap at Le Mans almost straight away. We were quickest in qualification.

It was remarkable. Everything worked perfectly - I don't recall the mechanics ever having to take the bodywork off during the race. I started, but Vern Schuppan (936.001) got ahead of me for about two laps, then I took over and we led right through to the finish. We were 14 laps ahead at the end, in front of a brace of Group 6 Rondeau.

There was, of course, some turbo-lag, but once the power came in it was magnificent, very smooth all the way to the 8000rpm limit. The handling was as good as I had experienced outside of F1 at the time. The brakes were excellent, perfect for that car after five years of development.

The 936 was my ultimate sports racing car, until the 956 of the following year with its stiff monocoque chassis and ground effect, which took handling to another level.

The next time I sat in the '81 Le Mans car was at this year's Goodwood Festival of Speed. It was very special to get back into the cockpit. The car was so easy to drive; the engine produces a lot of torque. I'd forgotten it only had a four-speed gearbox but, like at Le Mans, that was no problem.

The win in the 936 confirmed my place with the Porsche team and the following year Jacky and I won again with the Group C 956. I won again for Porsche in '83, '86 and '87. Once you're part of the Porsche family, you're always part of the family'.



controlled via a Bosch mechanical injection pump.

With 520bhp and a car that would weigh just 700kg, the 936 was likely to be competitive against the turbo V6 Renault and the normally-aspirated Ford DFV cars.

Group 6 was, as described by the FIA world governing body, for 'two-seat racing cars' and so that meant Spyder open bodywork, something Porsche had perfected since the 550 of the early 1950s. The glassfibre shell was in just three pieces - nose, centre, and rear - with the addition of a pair of half-size doors. The long tail carried a full-width aerofoil, with adjustable rear edge, attached to vertical fins and with a central support.

The central body section 'tub' contained an L-shaped fuel tank, which occupied the right hand pontoon and bent around the rear of the driver's seat. The oil tank was positioned in the left pontoon along with the fire extinguisher system. The very earliest body designs featured a small windscreen, but this was soon replaced by a raised cowl around the cockpit.

In this, initial, specification 936.001 emerged from Porsche's 'skunk works' painted in dramatic 'stealth' black (retained after testing at the request of Count Rossi of sponsors, Martini-Rossi) and nicknamed 'the beast' to contest its first race. The resultant fifth place at the Nürburgring, the car delayed with a broken throttle, was to be the lowest placing of the year.

A second car (936.002) joined the first 936 in the World Championship for Sports Cars, and after four races Porsche (now in white Martini-Rossi colours) had secured the title. The company went on to complete the final races of the year, the two cars notching up five wins and a third slot in the qualifying rounds. On top of all this, 002 took victory at (non-qualifying) Le Mans to record the marque's third win at the event. Needless to say, Porsche also won the separate 1976 World Championship of Makes with the 935.

After the successes of '76, the factory took the decision to pull out of the Sports Car series for the following year to concentrate on Le Mans, but continue their participation in the Makes championship with the 935. The endurance race the one and only objective, Porsche further developed the two examples of the 936 made to date.

*Second Le Mans win for the 936 was in 1977 with 001, and Barth/Haywood/Ickx driving*

*Opposite page, from top to bottom: 936 debut, April 1976 - in 'stealth' black with original cockpit cowl, low rear fins, and no air-box. Rolf Stommelen took 936.001 to 5th place at the Nürburgring 300km*

*Derek Bell and Jacky Ickx took 003 to a third Le Mans victory for the 936 in 1981*

*So-called '004' was the car built by Reinhold Joest from parts supplied by Porsche with 12-valve, single turbo engine. Joest/Ickx finished 2nd at Le Mans 1980*

*936.001, the first of the three factory-built cars, is now resplendent in the Martini colours in which it won Le Mans in 1977*



## PORSCHE 936 PROFILE

Development of the Group 6 racer's power unit broadly followed that of the 935, with a change to twin (smaller) KKK turbo compressors, raising power output by around 20bhp, along with an improvement in flexibility. Wind tunnel testing produced subtle changes to the bodywork (plus the not-so-subtle addition of the tall induction intake behind the driver that had first been used at the '76 Le Mans) along with a reduction in track (50mm front, 30mm rear), an increase (10mm) in wheelbase, and a general height reduction (60mm). Both 001 and 002 were upgraded to the new specification.

Le Mans, as our results panel shows, was another victory for the 936, this time the 001 car taking the honours. In fact it wasn't an easy win. The first production car, driven by Hurley Haywood and Jurgen Barth, was delayed by fuel-injection pump problems, while 002, driven by Jacky Ickx and Henri Pescarolo, retired after just under three hours when a connecting rod broke.

With 001 way down in 41st place after its fuel pump problems, the side-lined Ickx was drafted in to try to make up time. After 18 hours, and 10 hours of typically hard driving by the Belgian, the car was back with a good lead, but then – just 46 minutes from the chequered flag – a piston seized. With ignition and fuel feed cut off from the damaged cylinder, Barth completed two slow, nail-biting laps to victory.

Porsche policy remained the same for the following year with Le Mans the target for the Group 6 car. A third 936 (003) was completed and further work undertaken. Primarily, the engine came in for major changes.

In the quest for more – and more reliable – power the Group 6 engine again mirrored the development of that fitted to the 'ultimate' 935/78 Group 5 machine, Moby Dick, which raced only four times. Whilst the bottom end – the faithful 930 Turbo crankcase – remained the same, the combustion chambers had four valves operated by a pair of gear-driven (instead of chain) camshafts for each bank of cylinders. With two inlet and two exhaust valves, one central spark plug was fitted. Additionally, the separate heads were electron beam welded instead of bolted to the individual cylinder barrels (to eliminate troublesome head gaskets), and were water-cooled.

Water cooling for the heads (with a separate exhaust cam-driven water pump for each bank) meant the fitting of radiators – one for each bank of cylinders – on each side of the engine, with cooling air taken in through NACA ducts in the sides of the bodywork, was necessary. The adoption of this system meant the horizontal fan was not required to do so much work and was replaced by a small version of the traditional vertical 911-style fan, with one-third the capacity of the 'flat' fan.

The new-design power unit also changed its internal dimensions. Bore was increased to 87mm (to allow more space in the combustion chamber for the four valves) and, correspondingly, the stroke was reduced to 60mm. The capacity was then 2120cc. In this specification, the twin-turbo, four camshaft, 24-valve engine developed 580bhp at the increased rev limit of 8500rpm. Both 936.001 and 936.003 received the new engine for the '78 Le Mans, whilst the third entry (002) retained the '77 spec, 12-valve, unit.

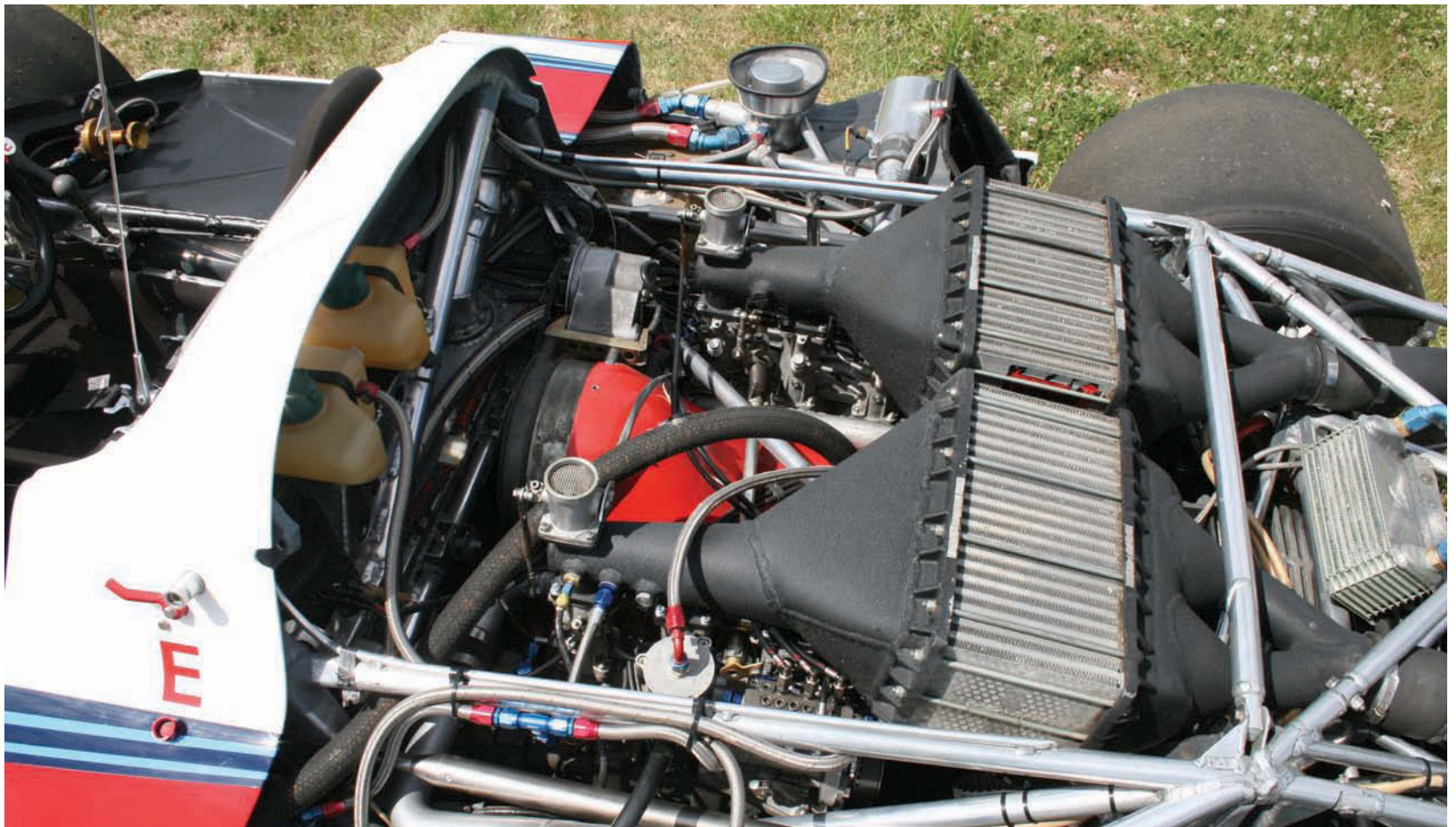
More body changes were made for '78, the most significant being a revised rear aerofoil developed with German aircraft manufacturer Dornier, along with a longer nose section. This was used just on the 001 car at Le Mans that year, and later by the others.

Porsche had, doubtless, hoped to make it three in a row for the 936 at the French track but, despite Ickx doing one of his car-hopping exercises, the cars had to give way to the Renault-Alpine of Didier Pironi and Jean-Pierre Jaussaud. Jochen Mass crashed 003, whilst 001 and the 12-valve 002 finished in second and third places.

The following year (1979) Porsche was without Martini support but a last-minute deal was put together with Essex Petroleum for the big event. The 24-valve engine,







Massive twin air-to-air intercoolers were fitted between the turbo (single or twin) and the induction chambers. Throttle bodies look tiny; Bosch mechanical injection was employed

Later rear aerofoil was developed for 1978 in conjunction with aircraft manufacturer Dornier and, with an extended nose section, helped to improve straight-line stability post 200mph. With the 580bhp of the 24-valve, engine the five-speed g17 gearbox was on its limits. To cope with the power of the 2.65-litre unit, Porsche fitted a Can-Am four-speeder



with a few upgrades to the intake and exhaust manifolding to improve flexibility, was used in both entries (001 and 003) but neither finished, Ickx suffering the indignity of being disqualified for accepting outside assistance when trying to fit a new injection pump belt (that had mysteriously appeared trackside!) on the circuit.

The Porsche factory left Le Mans alone for 1980, leaving Ickx and Reinhold Joest to take second place in the latter's own '936.004' after gearbox problems. The car was in fact built by Joest from parts supplied by Porsche, and fitted with the 520bhp single-turbo engine. Porsche,

meanwhile, had officially 'retired' the 936.

But, as you will know if you were paying attention at the start, that was not the end of the story. This was a period when Porsche was going through a mid-life crisis, seeking to establish itself as a serious and stable manufacturer. To do this, management decided they should follow a policy of racing cars that looked like the ones they sold to the public, hence the entries of the g24 Carrera at Le Mans in 1979 and 1980. But the front-engine car could only ever be a class winner – a fact new boss Peter Schutz knew only too well.

### PORSCHE 936 RESULTS (SOURCE: PORSCHE AG)

Race	Country	Drivers	Chassis	Sponsor	Result	Notes
1976						
Nürburgring 300kms	Germany	Stommelen	936.001	Martini	5th	Both cars 12-valve,
Monza 4 Hrs	Italy	Ickx/Mass	936.002	Martini	1st	1 x turbo
Imola 500kms	Italy	Ickx/Mass	936.002	Martini	1st	
Le Mans 24 Hrs	France	Ickx/van Lennep	936.002	Martini	1st	
Le Mans 24 Hrs	France	Joest/Barth	936.001	Martini		DNF(engine)
Enna 4 Hrs	Italy	Mass/Stommelen	936.001	Martini	1st	
Mosport 200 miles	Canada	Ickx	936.001	Martini	3rd	
Dijon 500kms	France	Ickx/Mass	936.001	Martini	1st	
Salzburgring	Austria	Mass/Barth	936.001	Martini	1st	
1977						
Le Mans 24 Hrs	France	Barth/Haywood/Ickx	936.001	Martini	1st	Both cars 12-valve,
Le Mans 24 Hrs	France	Ickx/Pescarolo	936.002	Martini	DNF(engine)	2 x turbo
1978						
Le Mans 24 Hrs	France	Wollek/Barth/Ickx	936.001	Martini	2nd	24-valve, 2 x turbo + tail
Le Mans 24 Hrs	France	Haywood/Gregg/Joest	936.002	Martini	3rd	12-valve, 2 x turbo
Le Mans 24 Hrs	France	Ickx/Pescarolo/Mass	936.003	Martini	DNF(incident)	24-valve, 2 x turbo
1979						
Silverstone 6 Hrs	UK	Mass/Redman	936.001	Essex Oil	DNF(incident)	Both cars 24-valve, 2 x turbo
Le Mans 24 Hrs	France	Wollek/Haywood/Barth	936.001	Essex Oil	DNF(engine)	+ Dornier tail
Le Mans 24 Hrs	France	Ickx/Redman	936.003	Essex Oil	Disq.	
1980						
Le Mans 24 Hrs	France	Ickx/Joest	'936.004'(*)	Martini	2nd	1977 spec, 12-valve, 1 x turbo
1981						
Le Mans 24 Hrs	France	Ickx/Bell	936.003	Jules	1st	'Indy' engine
Le Mans 24 Hrs	France	Mass/Schuppan/Haywood	936.001	Jules	12th	'Indy' engine
Le Mans 24 Hrs	France	Joest/Niedzwiedz/Whittington	'936.004'(*)	Joest	DNF(incident)	12-valve, 1 x turbo

(\*) Built from factory parts by Joest





Dial for power! Normal boost pressure was 1.5- or 1.6bar depending upon the engine, but the driver could turn on extra pressure if required by twirling the brass knob. Twin KKK turbo-compressors mounted low at the rear with the Air Research wastegate (centre) to control boost pressure equals 620bhp for the 'Indy-spec' engine

Against a background of the design department hard at work on the 1982 Group C car, Schutz asked the racing people what was needed to win at Le Mans in '81, the final year of the Group 6 formula. Always a rule unto themselves, Le Mans had relaxed the Group 6 limit of three litres for that year, so a little thinking produced the answer - bring back the 936 and slot in the 2.65-litre engine developed for the aborted (when the USAC organisers lowered the permitted turbo boost pressure) Indianapolis 500 project of the previous year.

With conversion from methanol to petrol fuel the 'Indy' engine - basically the same 24-valve, part water-cooled unit used in the 936 of 1978 - proved a fairly easy fit into the 936 chassis, but to cope with the, now, 620 horsepower it was mated to a much stronger four-speed transmission developed for the (1000+ bhp) Can-Am cars.

Chassis 001 and 003 were the factory entered cars, supported by the Jules men's perfume brand, and Joest's 'outlaw' 936.004 completed the line-up. Jacky Ickx and Derek Bell ran a faultless race to give 003 a third 24 Hours win for the 936 (see Derek's story on these pages) before it was pushed back into the Porsche Museum. After a decent time, 001 passed into private hands, and most recently into these pages. Dear reader, we do spoil you. **CP**

## PORSCHE 936.001

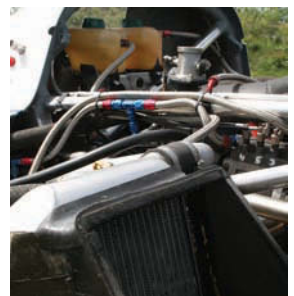
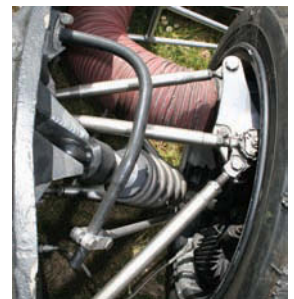
*The 936 in most of our pictures is now the property of the Fica Frio Collection. Our thanks go to the owners, the collection's curator James Haithwaite, and also to the custodians of the car, Pearsons Engineering, who assisted with our photography.*

*This car is the first of the three to be fully built at Weissach. It was the first 936 to race, at the Nürburgring 300kms on April 4, 1976 - painted in the black, afterwards changing to the more regular Martini & Rossi white when sponsor Count Rossi observed the 'stealth' colour did not show up well in photography on a murky day on the Nordschleife!*

*After a chequered career, including the win at Le Mans in 1977 (see results list), 001 was placed in the Porsche Museum only to be removed - along with 003 - to be fitted with the 2.65-litre 'Indy-spec' engine for the 1981 Le Mans. Then in the colours of the Jules male perfume brand it finished 12th after being delayed by clutch problems.*

*The car was sold by Porsche to Tom Trabue in 1991 in a deal brokered by US historic cars specialist Dale Miller (as part of a trade with other cars) and became the property of David Morse in 1994. It passed into the Fica Frio Collection in 2010, and is now in the Martini colours it carried the year it won at Le Mans, but retains the more powerful 'Indy' engine and the revised bodywork - including the NACA ducts and Dornier-developed rear aerofoil - from the 1981 race.*

Front suspension has triangulated wishbones married to 917-base uprights and hubs, plus Bilstein coil-over dampers. Heavily finned brake calipers are also from the 917 parts bin. Rear suspension is also part-917, with the addition of a lengthy pivoted longitudinal link running forwards. The big white pipe picks up air from under the car for brake cooling. Water-cooled heads on the 'Indy' spec engine on 001 require dual radiators (cooled through the NACA side ducts) fed from plastic header tanks on the bulkhead behind the driver







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# NUMBER ONE

**Autofarm has recently changed hands. We visit Oxfordshire to see how the new owners are getting on, and learn of their plans for the future**

Words and photos: Paul Davies

One of the nice things about a Porsche is its consistency. Classic or modern, once you've sampled one you have a pretty good idea how any car that carries the Stuttgart coat of arms is going to drive. The same precise handling, the slick operation of the controls, the sheer driveability, it's all there, and has been for over half a century. Somewhat like Autofarm.

The company is not quite as old as the marque itself, but there's still that same feeling of togetherness radiating from the various buildings on the farm (naturally) north of Oxford from where the independent specialist services, repairs and restores Porsches of all ages, with a particular penchant for the classic 911 and its younger siblings.

Autofarm was – to the best of my knowledge, and please correct me if I'm wrong – the first of the Porsche

independents. It's been in existence since 1973, and there are very few of today's official Porsche Centres that can claim this distinction.

Now things have changed. As of the beginning of this year founder, Josh Sadler is no longer the boss. No doubt mindful of the fact that, as they say, 'none of us is getting younger' he's passed control to new directors, Steve Wood and Mikey Wastie. Actually that's not the earth-shattering development it may seem: Mikey has been a fixture for some years, Steve owns the company that did much of the body work – and Josh is still around!

Things are looking good at Autofarm. I last visited the company back in 2010, and can report that five years later there's still the same togetherness. Steve and Mikey have plans (in fact they say they have a six-year plan) for the

*Above: Steve Wood (left) and Mikey Wastie are the new owners, but they're old hands at Autofarm*





future, and Josh is helping by concentrating on a growing sales operation, as well as just being there to offer advice; Steve says the new owners don't intend to let him go easily!

Josh is the consistent part of this Porsche saga. Over 40 years ago – when the 911 was still in its fast-developing infancy but not yet a teenager – he was relieving the boredom of a hum-drum desk job selling car parts in the evenings through *Exchange & Mart* and racing a clubmans

liked the idea of working on a farm, so called the company Autofarm, but for various reasons it would be four moves and 20 years before the business ended up in real agricultural premises.

Josh and his co-founder went separate ways many years ago, but two members of the (almost) original staff, Mike Evans (technical) and Jack Phillips (parts) remain. Four decades of fixing, fettling and supplying Porsche spares

“ Josh is helping by concentrating on a growing sales operation... ”

sports racing car at weekends. His work mate was into Porsches, and the pair of them had a joint project to rebuild a 911L, sourcing most of the parts from Germany because, at the time, such bits were not available in the UK. Before long they were supplying Porsche parts to other people, and...well, you can guess what happened.

The pair left their day jobs and set up in business. They

has meant the build-up of a tremendous knowledge bank amongst the core of the, now, 14-strong workforce at Oddington Grange.

Josh is one of those guys who knows, and is known by, almost everyone who's anyone in Porscheworld. He also knows his early 911s as well as any man. That pinnacle of excellence, the Carrera RS of 1973, seems to have been a

*Above right: Matt rules in the engine shop. Here he laps in the valves on a refurbished Carrera 3.2 cylinder head, air-cooled 911 crankcases in the background*

*Right: Josh Sadler still advises – with visiting engine expert Bob Watson (left, back to camera) he discusses the merits, or otherwise, of throttle bodies and Motec engine management systems*







*Far left: Diamond pattern brown leather, plus a whole host of 21st Century creature comforts, is included on a 964 Turbo*

*Left: Such is the growing value of the Carrera 3.2, this (not from Autofarm!) body conversion is soon to be removed to reveal the true product*

constant presence over the years (it was brand new when the business started) and there are few examples alive in the UK that have not at some time passed through the workshops. So it follows that Autofarm was one of the very first to back-date later cars to early 911, specifically RS, specification.

The company's founder has also become known through his wide motor sport activities, a hillclimbing Allard, various 911 racers and a share at the wheel of Richard Chamberlain's well-known 935 look-alike, being top spots in a long and active career. When we met for this

pair. Now they are jointly at the wheel so to speak, with Steve running the administration side and Mikey in charge of the Special Projects department he has built up over the years. Josh is in his new sales position – or 'heritage director' as it says on the company website.

While we can almost take for granted the repair and service side of things – folks keep coming back so there can't be much wrong with that – Mikey's Special Projects division needs more of a mention. Since those early days of RS back-dates things have progressed to offering a complete bespoke-build 911 service.

“ As early 911 prices have rocketed, so the SC and Carrera 3.2 have followed... ”

feature (as I said, he's still there so deserves good mention in this company up-date) he was about to leave for Le Mans Legends – the 40-minute races that precede the 24 Hours marathon – to share the driving of a Mini Marcos.

But, back to the new management: not really brand new, as we said, as Mikey can count 15 years with Autofarm, and Steve, who comes from a family of artisan coachbuilders, has had dealings with the Porsche specialist for some time, carrying out body and paint work as an outside supplier at his Brackley premises.

The opportunity to take control, says Steve, came some two years ago when Josh put the proposition to the

Mikey and Steve are, however, suffering from the recent hike in values of later air-cooled 911s. As early 911 prices have rocketed, so the SC and Carrera 3.2 have followed, modestly in comparison but to the point where an impact bumper car can be no longer cost-effective as a base for a project. Good 3.2s that might have made donor cars a few years back are now being kept by owners who see profit down the line.

Back-dates, to RS spec or that of the earlier R, are still undertaken, but Autofarm has also developed its own classic-look Porsche, combining the modern day usability of the Carrera 3.2 with more traditional early 911 look. Or,



*Left: Not bad for a small showroom! Two 911 2.2Ss and one 2.4S for sale along with a 964 Turbo that's in for a Special Projects make-over*

*Right: 'Just' a pair of Carrera RSs - Autofarm have probably handled more than their fair share of this sought after model over the years...*



Entering Mikey's lair, where Autofarm Special Projects will create a Porsche to any specification you want



if you like, they'll build a car just as you want it; such as a 964 Turbo with modern touches like xenon lighting, keyless ignition, start/stop technology, rain sensitive wipers, suspension lifter kit and brown leather interior, all finished off with an RS 'ducktail' engine lid!

Autofarm services and repairs other Porsches (they have all the necessary gizmos to deal with the very latest Carrera, Boxster or Cayman) but the increase in value of older 911s, and the consequent readiness of people to spend more on their cars, means that air-cooled cars currently make up a full 50 per cent of business. It's also a very strong sales area, where Josh's expert knowledge – chances are he's seen a specific car several times over four decades – is a benefit to both company and customer.

Air-cooled power also makes up a big chunk of the work-load in Matt Wiltshire's engine shop, although, sad to say, the company's Silsleeve conversion for M96 water-cooled engines that have failed, and the replacement of leaky early intermediate shaft (IMS) bearings, is still big business. But the same technology, developed in

conjunction with Capricorn Automotive, to deal with these problems, can be applied to earlier engines in the form of piston and bore conversions that will take Type 930 crankcase-based engines to 3.5-litres.

So, what about Steve and Mikey's six-year plan? First off, they say, is to build up the sales side (and make the most of the presence of their new heritage director) which means a new website is in the offing. The Autofarm site itself is to be re-vamped, with a new showroom – the present is cramped to say the least – reorganisation of office space to improve efficiency and improve what is known nowadays as 'the customer experience', and a general refurbishment of the buildings that make up the farm site. In other words, look out for a new-look Autofarm sometime soon.

The new owners have sound ideas where they want to go, and they believe the current market for the classic 911 is strong enough to help take them there. Things may start to look a little different before long, but be assured that the same consistency that sets out the Porsche product above all others will also still be very much in evidence in Oxfordshire. **CP**

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# BACK TO SCHOOL



We all think we can drive well – racing drivers especially so – but it came as a bit of an eye-opener when our man Steve Wright spent a few hours at the Porsche Experience Centre at Silverstone, having his driving critiqued by the professionals. It's all for the best, though, as he probably learned more in those four hours than in most of his races put together...

Words: Steve Wright

Photos: Keith Seume, Thomas Fawdry, Porsche AG

**W**e all think we're reasonable drivers. Anyone who races thinks they can at least pedal a car with some competence, so getting tuition on this somewhat ego-orientated pastime is not an easy thing to do, at least not for me. However, with Ian Clark, my co-driver, now consistently faster than me in the car after having the 356 professionally corner-weighted and suspension tweaked, I had to do something.

Happily I was offered a trip to Porsche's Driving Experience at Silverstone the week after the Classic (see page 84 for a full report), so I swallowed my pride (and ego) and pointed the car north, yet again, for the journey up to the heart of Formula 1.

The set-up is typically Porsche: clean, thoroughly thought through, nicely designed without being flash, and completely oriented around cars. Former Le Mans winner Richard Attwood casually strolls in wearing an instructor's jacket – OK, they're taking the tuition thing seriously then! In fact all the instructors are cut from the same cloth.

They're all ex-racers who've been hand-picked by the senior instructor, not just because they can punt a car quickly, but more crucially, because they can analyse another driver's technique and explain what they're doing wrong – and how to change it.

Which is lucky because there's an awful lot wrong with my driving, apparently! My instructor (Brian) is typically



straight forward and blunt, which is perfect as nothing goes into this writer's head unless it's painted in large black and white letters. We do four laps, from having 'a crate full of eggs' in the car, to getting progressively faster, the last being as quick as I can reasonably make it on a narrow circuit with little run off.

While the brand new GT3 RS – no, not my 356, but still a classic in my eyes – ticks and cracks as it cools down, Brian offers this brutal assessment: my hands and input into the steering are good, the rest is pretty bad... Excellent, at least there's plenty of opportunity to improve!

We then spend a long time on the 'Kick Plate', a large skid pan painted with a plastic and coated in water to resemble icy conditions, with an automatic plate that kicks just the rear of the car sideways, invoking a slide. Easy-peasy I thought – I spend my entire circuit time correcting slides. Except I can't hold the slide even with the traction control switched on. Each time the damn thing gets away from me because the speed of the sideways kick is too much for me to react to, or at least that's my belief.

Brian's coaching is disarmingly simple and shatters my belief about what is happening. Simply look where you want to go – his observation is that I'm looking at the middle of the corner, not where I want the car to end up,

*Who should show up but 1970 Le Mans winner Richard Attwood. He is one of the professionals employed by Porsche to give instruction. Although Steve didn't benefit from Richard's experience, he couldn't turn down the photo opp!*



*Kick Plate (far left) literally kicks the tail of the car left or right – you never know which. The super-slippery surface beyond teaches you to react quickly to a slide. Ice Hill (left) teaches you to take it easy on the throttle – no traction means no car control...*



shortening the distance my eyes have to focus on. It's easier said than done, but I gradually realise that I've spent my entire driving life judging when and how to control the car from feel rather than eyesight.

So when your eyes are looking directly in front of you rather than where you want to go, you instantly compromise your ability to react. I practice looking up and at where I want to go, and instantly find I've got an eternity to control the car and move my hands a fraction of the amount I was previously.

The GT3 RS obediently reins in its tail, even with the traction control switched off. There's none of the fish-tailing that often characterises my slides, nor the sharp

chair. It's very different when the chair is inside a car at speed and you're trying to unwind 30 years of habits that have literally become unconscious in their application.

Then it's back out onto the circuit to practice using my eyes. I thought I did this but Brian assures me I'm not – it's easy to do when driving slowly, far more challenging when driving quickly as your instinct is to look at where you're going (ie, the mid-point of the corner), not your destination (ie, the vanishing point that signifies the road opening up to the exit of the corner).

Brian teaches me to look through the corner, then back at the mid-point to determine its radius, camber, length etc, to determine how much speed needs to be removed

“I'm acutely aware I'm making the basic racer error of turning in too early, lifting off mid-corner and then applying more lock...”

and abrupt correcting of the slide, just a small and carefully metered input on the wheel.

The next thing we try is the 'Ice Hill'. A similar set up to the Kick Plate, but it has a steep incline. We induce the slide by approaching it from the side of the hill and then weaving around water fountains. This brings my lack of finesse into sharp focus.

With an ice-like surface and 500bhp, the rear wheels of the RS simply spin the moment any throttle change occurs. What Brian impresses upon me is that when the wheels are spinning you've no traction, which means the rear, where all the grip is on a 356 and g11, is free to move about. This loss of traction isn't confined to forward motion either, but sideways grip, too.

The moment the wheels are spinning, they've lost traction, meaning the car will then go wherever the momentum and weight transfer takes it. So you have to retrieve the traction before you can change direction or do anything else with the car.

It takes a long, long time for me to master this one, when I finally 'get' locking my ankle – an explicit instruction from my brain to physically not do something (ie, keep my ankle motionless). The moment I accomplish this the RS obediently claws its way up the hill rather than wildly spinning its wheels and swinging its hips from side to side.

It's all easy and common sense stuff, especially when it's written down and being read in the luxury of a comfy

and when to begin turning the wheel. He forces me to apply lock just once, only on entry when you've committed to the corner, and never to apply more.

I'm acutely aware that I'm making the basic racer error of turning in too early, lifting off mid-corner, and then applying more lock two-thirds of the way round to get through the remainder of the corner – because my early entry carried too much speed, tightened the corner unnecessarily and aggressively begins the weight transfer too early.

All of a sudden my driving begins to flow and the car corners flatter. I don't get it right every time, but I can begin to glimpse what might be possible. All too early the lesson is over and I realise we've been on the circuit for a total of four hours and I'm absolutely shattered.

Brian finishes the day with the observation that more track time does not make a better racer: it just reinforces bad habits up to a level of competence and then makes them harder to unwind. It's the ruthless and analytical way he's unpicked my driving that has struck me most.

I'm reminded of the Chinese proverb: I hear and I forget, I see and I remember, I do and I understand. By unpicking my driving down to a very basic level he's revealing the habits that had become unconscious and hence impossible to fix without coaching.

Days like these aren't cheap, but I suspect it will be the cheapest way of going faster from here. **CP**

*A far cry from his usual 356 racing steed, Steve received instruction at the wheel of the new 991 GT3 RS – it's still rear-engined but has 350bhp more than the 356!*





# A FRESH START

A move of workshops signifies our taking one step closer to our goal: having *El Chucho* on the road this summer – but don't hold your breath, for we've still got a few bridges to cross first...

Words & Photos: Keith Seume



Earlier this year, my 1966 912/6 project moved premises as R-to-RSR vacated their old unit at Heathfield and moved to a new workshop at Daddiscombsleigh on the edge of Dartmoor. Well, *El Chucho's* just moved again, this time from there to 356 restorer Roger Bray Restoration's facility at Whimble, near Exeter. Roger had often kindly offered to house the car for me, so I finally took him up on this as it had been at R-to-RSR for two and a half years!

As we're getting close to actually driving the thing, one big advantage is that the workshop is located alongside the old A30, which at Whimble, Devon, consists of a long stretch of relatively quiet road, with few neighbouring properties – ideal, in fact, for roaring up and down as I/we try to finalise the ECU mapping. That can't come soon enough!

I'd run into a problem with the alternator, though. The original that came with the engine was an SEV-Motorola unit, with an external regulator. It looked OK but was dirty and showed signs of wear (and acting as a home for spiders...), so I looked into getting an exchange unit. The cost, though, looked a little excessive for my tight budget, so I began looking round for somewhere that could rebuild it for a reasonable cost.

My research came up with a company down in Portsmouth which goes by the name of 'Alternatorman'. The alternator was duly sent off, and returned a few days later looking almost as good as new. But as I was a long way from firing up the engine at that point, I didn't give it a second thought. However, with the engine installed and running, it became obvious that the battery wasn't holding its charge – if I left the car for more than a day, it was completely flat.

I checked and discovered there was a current drain at the battery, so I tried pulling all the fuses, one by one, to see if there was one particular circuit which was causing the

problem. Nothing showed up, so it started to look like there might be a drain at the alternator itself. Disconnecting the alternator showed this to be the case.

With the unit removed from the car, using an ohmmeter I discovered that the internal diodes were faulty, allowing current to drain back through the alternator to earth via the regulator. The unit was returned to Alternatorman who have now fixed it. It's back on the car and will hopefully be fine now.

I have also just reinstalled the Megasquirt ECU. Tim Bennett, who kindly devoted a couple of days to helping me get the engine fired up, suggested I send him the ECU so he could make a few tweaks to it to match the EDIS system we decided upon. Another reason Tim wanted it back was to improve the fuelling so that I could get the engine to respond to the throttle being cracked open from idle. Until now, all I could do was gently coax the engine off idle. Tim also tweaked it so the stock tacho would read.

So that's about where I am at the moment. With the alternator and ECU reinstalled, in theory the car should be drivable, which means I should be able to get an MOT. On a recent trip to the Porsche archives, I managed to discover the car was built on November 15th 1965, and was finally delivered to Sunset Porsche in Portland, Oregon, on August 15th 1966. Yes, it sat around for nine months – mind you, two of those were probably taken up in transit.

The project has, to be honest, been getting me down of late – I was away for three weeks in June/July, meaning I couldn't get near the car to work on it, and when I came back I was up to my ears in work. Hopefully (my favourite word, it seems), as soon as this issue of the magazine is put to bed, I'll be able to spend a few days at Roger's workshop in an effort to get the car running properly.

I've never had a project take so long (or cost as much, but that's another matter). Let's just hope it's worth it! **CP**

*Outside its new (temporary, I hasten to add!) home, El Chucho sees the daylight for the first time in several months. One day it (he?) may even take to the road...*



*Far left: Rear light units have been swapped for some modern LED-based ones, which are far, far brighter than the repro Hella units fitted before. They may not be 'period', but at least they're safe*

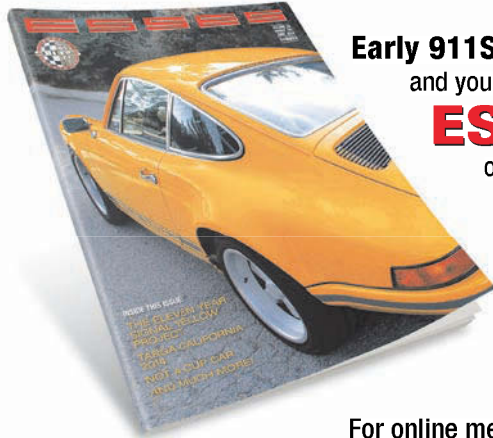
*Left: Alternator has been rebuilt for a second time. Fingers crossed it works*





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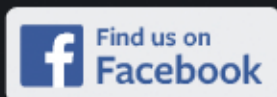
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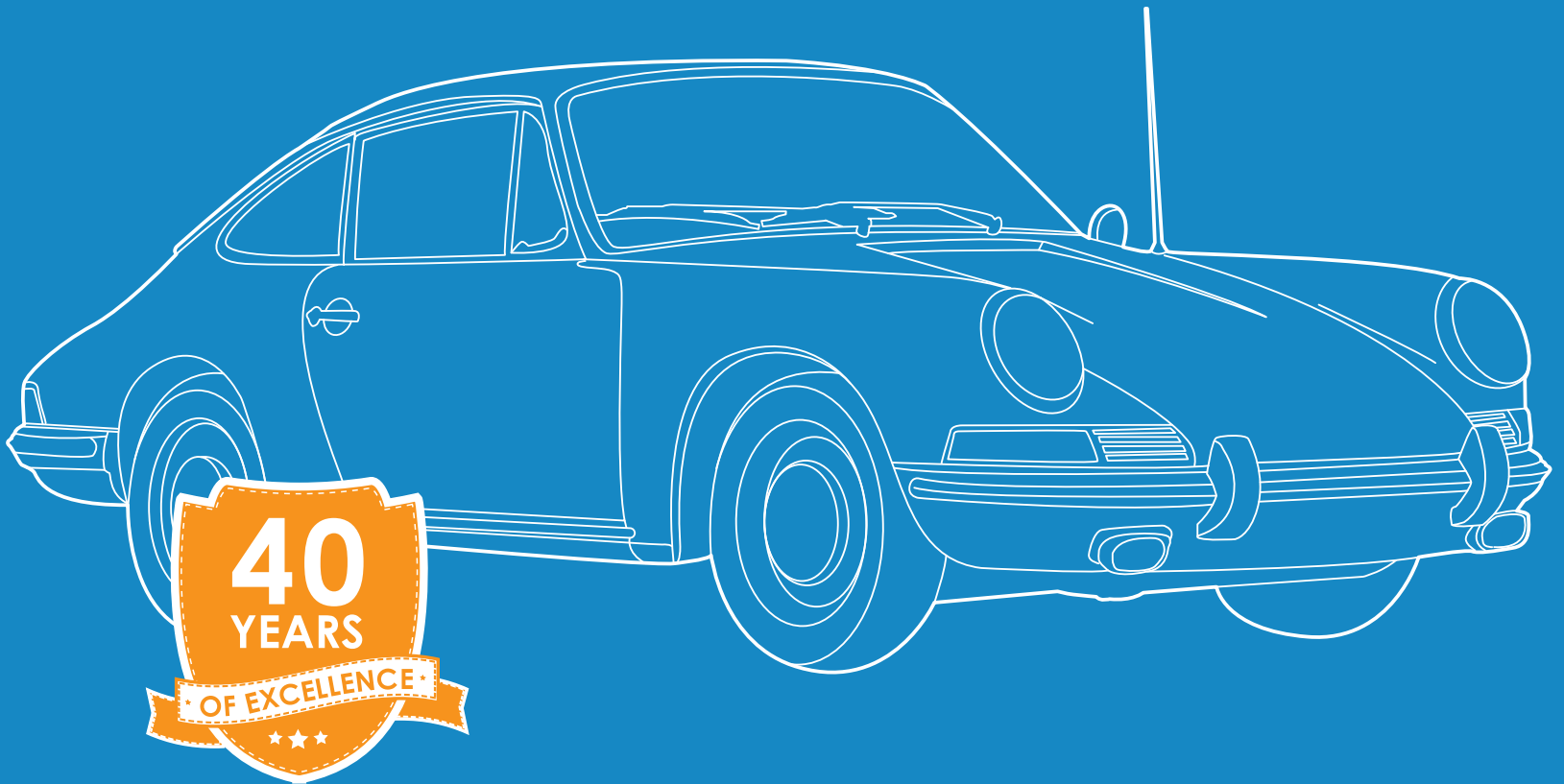
**NOV/DECEMBER 2015 ISSUE ON SALE: OCTOBER 15TH**

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## 1973 Carrera RS Touring

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## 1973 2.4 911S Sunroof Coupe

A blue plate California car just out of 26 year ownership. Great documentation including the window sticker. Optional Sport seats, through the grill fog lights, rear muffler skirt, and full books and tools. This great S is very original throughout. No rust or crash damage, outstanding body and panel fit, and fresh and fully sorted mechanicals. Last of the great 911S. \$275,000.



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# MAXTED - PAGE

FINE HISTORIC PORSCHE



## 1989 Porsche 911 Speedster - 'narrow body' | Chassis #91ZKS152438 652 kms

We are pleased to be able to present a practically flawless, 652 km example of this much sought-after and highly regarded 1980s Porsche design icon.

The Porsche 911 Speedster (option M503) was a limited-production model produced by Porsche between January and July 1989. The car featured a lower and more steeply raked windscreen than the 911 Cabriolet and was also equipped with an emergency low hood, which could be stowed completely out of sight beneath the distinctively-designed double-bubble, rigid tonneau.

A total of only 171 cars were produced with the narrow-body.

Supplied new to Sweden via Porsche Centre Stockholm finished in Linen Grey metallic and Linen leather interior with Navy Steering wheel, door cappings and mohair hood. This exceptionally low-mileage collectors example was kept by its original owner until 2014 and remains practically 'as new' with just 652kms recorded on the odometer. The car is complete with all original tools, books, spare keys and new fob and still sits on its original Dunlop SP Sport D40 Tyres.



## 1986 Porsche 911 Turbo SE - 'flat nose' RHD | Chassis #WP0ZZZ93ZG000987 4,900 miles

The racing 935 pioneered what would become known as the 'slant' or 'flat' nose and this new look was soon in demand from 911 customers.

The 911 Turbo SE was an exclusive version of the 911 Turbo, which at £74,000, cost almost twice the new price of a normal Turbo (£39,299). Instantly distinguished by the flat-nose front bodywork incorporating cooling vents and pop-up headlamps, plus flared rear wheel arches to accommodate 9J x 16in rear wheels with air ducts and black grilles cut into them for ducting for brake cooling. The Turbo SE performance was lifted to 330bhp through higher-profile camshafts, plus a larger turbo-charger and intercooler and a modified sports exhaust system.

The SE's maximum speed was increased to 171 mph, making it the fastest-ever production 911 at the time.

One of 50 cars built for the UK, this immaculate and exceptionally low mileage example supplied new by Charles Follet Limited of Mayfair in August 1986 - finished in Grand Prix White with Blue leather interior. The car was built by Porsche to special order (Sunderwunchen) and also incorporated a 360bhp, tuned Type 930/36 factory engine.

Complete with original, stamped service booklet, plus numerous MOT's, original drivers manual, wallet, spare keys and tools.

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