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This issue is, I hope you'll agree, packed with features on some truly great cars. How about, not one but two, rare g11Rs, for example? It's not often you can bring together a pair of these original factory hot-rod g11s, let alone drive them on the road. Johnny Tipler hasn't stopped smiling, and who can blame him?

Then there's Robert Barrie's beautiful – and I mean beautiful – Pre-A 356 coupé. I was the one who had the pleasure of driving that for the photo shoot (above) and, like Johnny, I haven't

“Enjoy yourself and get ready for an exciting 2016...”

stopped smiling, either! It is a true credit to all the parties involved with its rebuild into a competitive historic racer.

And what about our cover cars? We've got a pair of perfect g11Ss, one a 2.0-litre, the other a 2.4, which begs the question: which would you choose? Steve Wright made up his mind, but let us know your feelings on the subject. We'd love to know.

If hot-rod g11s are your thing, then you'll be envious of Adam Towler's opportunity to drive the pair of 'stealth' cars fresh out of Redtek's workshops. You build 'em, we drive 'em – and feature them in detail. Sounds like a perfect arrangement, if you ask me.

Finally, I must wish you all a very Happy Christmas, and a successful, peaceful New Year. I'm actually writing this at the end of November, so both Christmas and the New Year still seem some way off, but I'm sure the next few weeks will pass in a blur, as they always do! Enjoy yourself and get ready for an exciting 2016. Roll on summer, is all I can say...

**Keith Seume**  
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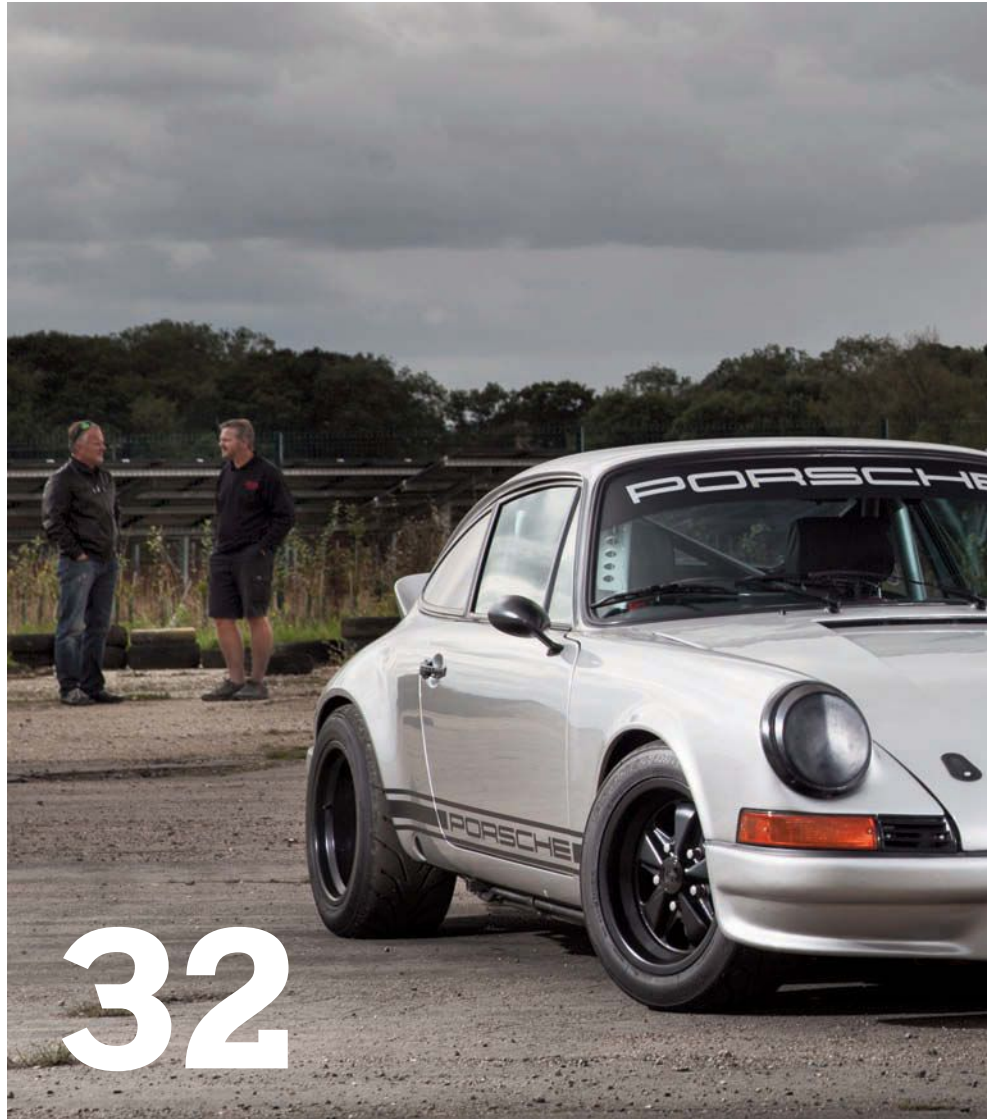
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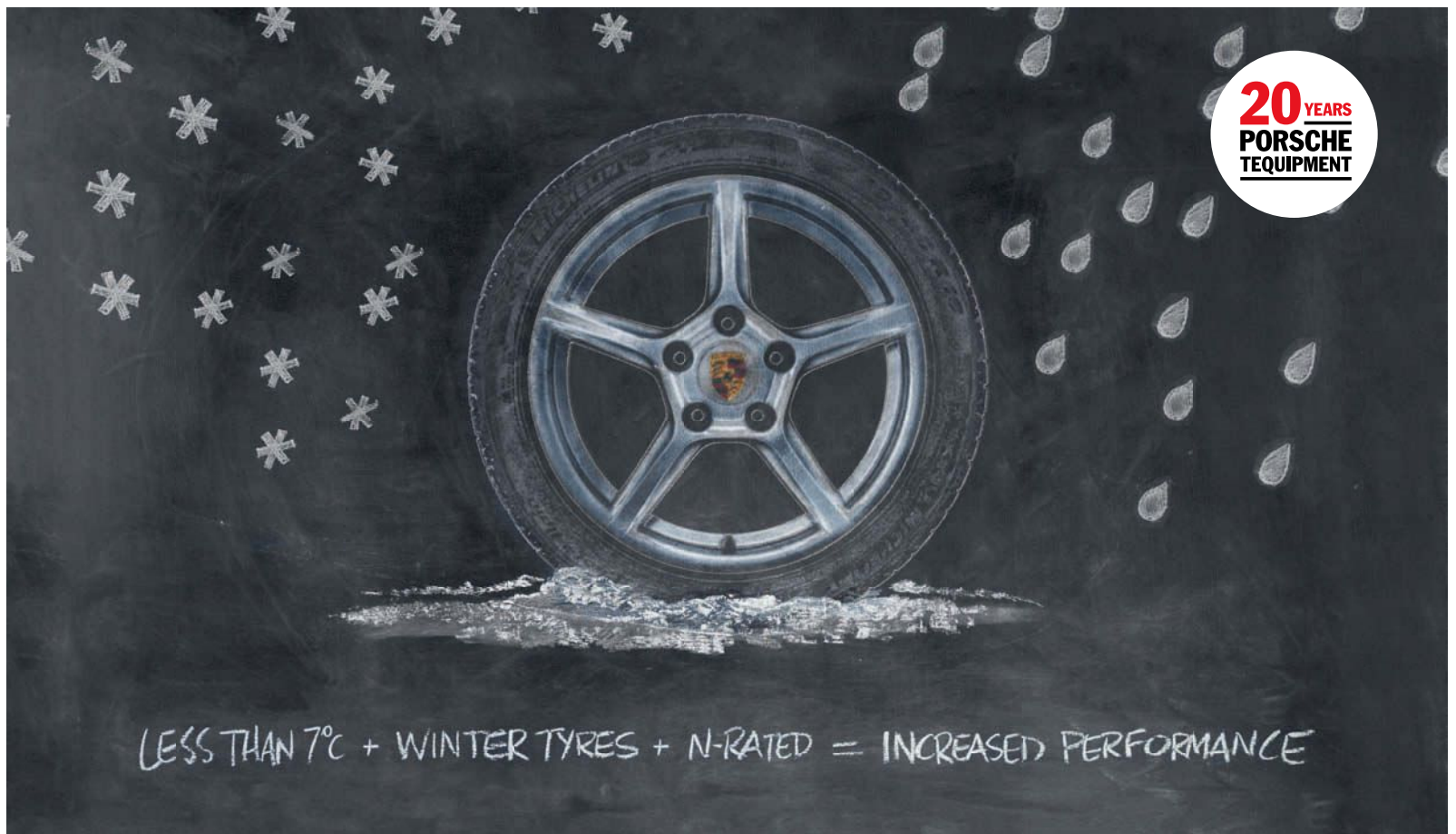
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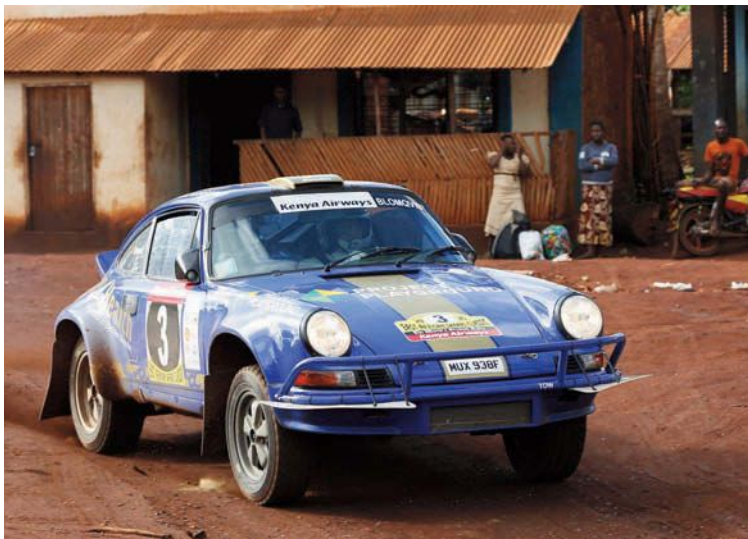


# NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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

## TUTHILL PORSCHE WINS THE SAFARI



Stig Blomqvist and co-driver Stéphane Prévot of the Swedish Team Tido Race4Health rally team have won the 2015 East African Safari Classic Rally in a classic Porsche 911 rally car prepared and run by Britain's Tuthill Porsche.

After taking an early lead on the nine-day, 4000-kilometre rally

through Kenya and Tanzania, Blomqvist and Prévot never looked back. While many other competitors were forced to retire through accidents or mechanical issues, Blomqvist – the 1984 World Rally Champion – called on his decades of experience to maintain a blistering pace through the East African bush.

After nine tough days of rallying, the number three Porsche crossed the finish line eight minutes ahead of its closest rival, the 911 of Race4Health team-mates, Swedish touring car ace Richard Göransson and co-driver Emil Axelsson. Blomqvist's win was the second time a Tuthill-built 911 has claimed victory on the Safari: the first came with the late Björn Waldegård in 2011.

'Congratulations to Team Tido on this well-deserved victory,' said Tuthill team boss, Richard Tuthill. 'Both leading crews delivered impressive performances and certainly earned their podium places on an exceptionally challenging Safari.'

'African terrain is as merciless now as it was fifty years ago when this rally first started, so it's a great feeling when a car built by Tuthill crosses the finish line. Seeing so many Tuthill 911s go the fully rally distance is a very proud moment.'

Tuthill-built Porsches claimed six of the top ten positions on this year's Safari, with local boys Alastair Cavenagh and co-driver Gavin Laurence coming home first of the Tuthill Porsche team cars in fourth overall. Tanzania's Jayant Shah and co-driver Ravi Chana claimed seventh position, while the British pairings of Richard Jackson/Ryan Champion and Steve Troman/Calvin Cooledge came home eighth and ninth respectively.

**For more information, log on to [www.tuthillporsche.com](http://www.tuthillporsche.com)**

## PORSCHE CLASSIC EXPANDING



The world's first Porsche Classic Centre has just opened: since 26 November 2015, the Porsche Classic Centre Gelderland, just outside Arnhem, has been offering services for classic Porsches of all ages and model types.

This is the first time that service, workshop and

sales exclusively for the classic sports cars have been brought together under one roof. A small number of additional certified Porsche Classic Centres are set to follow around the world and produce an even more closely-knit Porsche Classic network.

Porsche is establishing an international dealer and service network with some 100 centres to reach completion by 2018. This mainly involves Porsche Centres which will provide support for sports cars of earlier eras, in addition to the current models, and will be certified as Porsche Classic Partners.

Services will not only include the supply of some 52,000 original spare parts and complete and partial overhauls, but also repair and maintenance work and the sale of classic Porsches.

There will be separate areas for this purpose, with classic vehicles on display, plus parts sales, together with technical literature and information.

**For more details, go to [www.porsche.de/classic](http://www.porsche.de/classic)**

## CAR BONE STYLE



For some time now, Car Bone has been the one-stop shop for anyone after factory-style side-stripes for their 911, be it an early or late model.

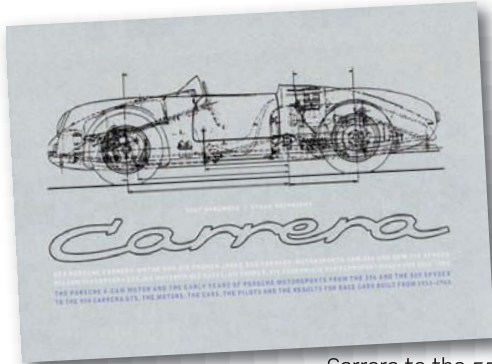
This Poland-based company now offers a range of what it describes as 'subtle customised' designs, with a script-based striping kit to suit every model (see above for an example). However, the traditional factory-style stripes are still available, of course, in every design to suit every year of production.

There are also Martini-inspired custom striping kits, as well as exact reproductions of many of the most popular accessory and component manufacturers' decals – perfect for the restoration of a rally or race car. Also of note are all the decals you need when restoring the engine bay of your Porsche.

**For more information, log on to [www.car-bone.pl](http://www.car-bone.pl)**



# PORSCHE MASTERWORKS!



For the first time in the English language, here are two definitive works on two Porsche legends. The first is about the Carrera four-cam engine (left). The name 'Carrera' is as much part of the Porsche vocabulary as 'Turbo' or '911'. It commemorates the race win at the legendary Carrera Panamericana in 1954 by a 550 Spyder. The original Carrera engine was unique: designed by Dr. Ernst Fuhrmann, the four-cam unit was used successfully in a long line of famous Porsche racing cars, from the 356

Carrera to the 550, and 718 Spyder to the 904 Carrera GTS.

The Porsche archive and two exceptional authors worked together on the history of this racing engine and the cars that used it. Rolf Sprenger, Porsche employee for 40 years, explains the technological development of the 'Fuhrmann engine'. Many previously unpublished documents and photos from the factory's archive are included, along with interviews with people who were directly involved at the time.

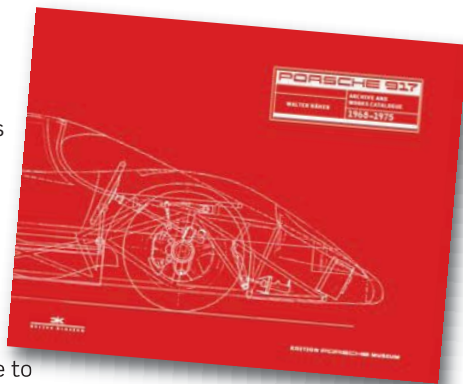
Co-author Steve Heinrichs researched every race undertaken by Porsches fitted with the Carrera engine. In doing so, he created a comprehensive listing of chassis and engine numbers that will serve as an invaluable resource for Porsche historians.

The second book is about the mighty Porsche 917 (right). There is a reason why it is known as the 'racing car of the century': from 1969 to 1975 this unique racing car and its derivatives dominated world championships and Le Mans.

Ferdinand Piëch's preface is the prelude to a book that, unlike any other written about the Porsche 917, is based solely on factory documents. As a young engineer, Walter Näher was involved in the development of the 917 and serviced it at many races. His expert knowledge enabled him to write the ultimate book on the subject – a documentary work that gives detailed descriptions of development and test drives, and includes a list of race reports, too. It also details every single one of the 64 917s built. Almost 600 colour and black and white photos (many previously unpublished) make this 576-page book a 'must-have'

**These two books are both priced at £85.00 and can be ordered in the UK by visiting:**

[www.accdistribution.com/uk](http://www.accdistribution.com/uk)



# CARRERA 2.7 BIBLE

Over the last 40 years the 1973 2.7 Carrera RS has been covered in dozens of books and articles, yet its successor, the Carrera 2.7 MFI – a car with the identical engine and similar DNA – remains either largely unknown or misunderstood, even by long-time Porsche enthusiasts. This new work tells the complete story of these remarkable, yet unheralded sports cars.



The Carrera 2.7 book has been meticulously researched using the Porsche factory archives, private collections, period documentation and intensive study. With over 800 photos in its 406 pages, author Ryan Snodgrass's masterwork has covered everything anyone would ever want to know about this intriguing model.

Content includes comprehensive discussion of original options, photos of key details, insights into factory production and competition history. A considerable amount of this material has never before been published. Although primarily focused on the MFI-equipped Carrera 2.7, this book will also prove valuable to enthusiasts of any of the Porsche 911 and 930 Turbo models produced during the mid-1970s.

A Limited Edition of 2500 numbered hardcover copies have been produced in, enclosed within a protective slipcase. Price? £166.25, and worth every penny.

**Order on-line from [www.parabolicapress.com](http://www.parabolicapress.com)**

# CALIPERS BY CARBON12



Here are the latest 911-fitment six- and four-pot calipers from Carbon12 Racing. These lightweight RSR-inspired calipers have been designed and developed with both form and function in mind, and are machined from military-grade aluminium, with cooling fins that help dissipate heat and add rigidity. Other features include internal fluid transfer, thin-walled stainless-steel pistons and a shot peened, hard-anodised finish. They are designed to fit within a 15-inch Fuchs wheel and available as bolt-ons for both SWB and LWB 911s.

Prices start from £400 (+ VAT) for the rear four-pot caliper, while a full set of four calipers and mountings to fit standard discs starts at £1840 (+ VAT). There are plenty of applications available, including kits to accept larger-diameter discs.

**Contact: [info@carbon12racing.co.uk](mailto:info@carbon12racing.co.uk) for all enquiries and further tech data.**

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## CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-32. 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)

## LA TOY & LITERATURE SHOW



Need parts for your Porsche? Want to add to your memorabilia collection? Well, head for Los Angeles on 5th March for the 33rd Annual Porsche & Vintage VW Literature, Toy/Model and Memorabilia Swapmeet!

Held at the LAX Hilton, right next to the airport, this is a real 'can't miss' event for anyone who's serious about classic Porsche collectibles.

If you want to visit or are interested in trading, log on to the website at

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

## PETER AUTO 2016 CALENDAR



The definitive calendar for all meetings organised by Peter Auto has now been released. Two new venues feature in 2016: Jarama to start the season and Imola to finish it. There are, of course, still the three well-established events in the calendar: the bi-annual Le Mans Classic, the Tour Auto Optic 2000 (which is celebrating its silver jubilee in 2016) and the third Chantilly Arts & Elegance Richard Mille concours.

**Jarama-Classic (1-3 April)** – the Spanish track, which has undergone major renovation work, offers a very attractive winding layout for the drivers; while neighbouring Madrid is a first class stop-off. And don't forget the mild weather: it's the perfect venue for an event which kicks off the new season.

**The Tour Auto Optic 2000 (18-24 April)** – the rally will celebrate its silver jubilee through iconic models such as the 250GT Ferrari and MKII Jaguar, as well as the prototypes which hit the racetracks at the time: Matra MS650, Ligier JS2...and plenty of Porsches!

**Spa-Classic (13-15 May)** – the event is now THE Belgian historic meeting.

**Grand Prix de l'Age d'Or (3-5 June)** – another favourite with both drivers and spectators alike – and not to be missed!

**Le Mans Classic (8-10 July)** – the bi-annual appointment that no driver would ever want to miss, and for which they need to apply for an entry as soon as they can. This year's event sees an all-new Group C race as a curtain raiser.

**Chantilly Arts & Elegance Richard Mille (3-4 September)** – the concours promises an elegant Sunday in the countryside centred around its two concours and the *Art de Vivre à la Française*. It's best described as a 'charm offensive' and is a 'must see' event.

**The Dix Mille Tours (1-2 October)** – the usual late-season meeting by Peter Auto event, in a picturesque French region.

**Imola-Classic (21-23 October)** – a welcome return to the Lombardian circuit, which Peter Auto visited in 2012 and 2013, and which is very popular with the drivers. This October meeting is a great way to close the season – and comes with a distinctive Italian flavour!

For further details, visit <https://peterauto.peter.fr/en>



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# DUTCHMANN SHOWROOM 2015 SCHORNDORF SWAPMEET



Just got word from Gavin Rooke, aka Dutchmann, that his new showroom has opened and is located in Lanseria, Johannesburg, South Africa. The showroom is open for specific events, and by appointment only. He tells us 'You can avoid disappointment by subscribing to our Events Diary, or send an e-mail to us@dutchmann.co.za to arrange a visit'. For more details of this, and all the news on the Dutchmann Porsches and other art products, **log on to [www.dutchmann.co.za](http://www.dutchmann.co.za)**



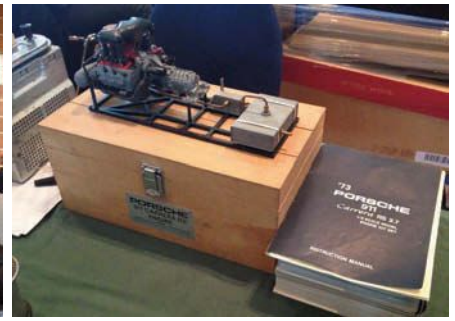
## RM 550 SPYDER AUCTION



RM Sotheby's, the world's largest collector car auction house, has sent us details of its forthcoming Paris sale, scheduled for 3 February, 2016 during the world-famous Retromobile show week.

The star of the sale is a wonderful and rare 1955 Porsche 550 Spyder, chassis no. 550-0068, which is significant for having been the 1955 Frankfurt Motor Show car (see above). Designed specifically with competition in mind, the 550 Spyder was originally revealed at the 1953 Paris Auto Show, wowing the public with its low-slung, aerodynamic body and superb four-cam engine. The car on offer by RM Sotheby's boasts racing history in North America during the 1950s and has an estimate of €2,800,000–3,500,000.

**For full auction details visit [www.rmsothebys.com](http://www.rmsothebys.com)**



Run jointly by Strahle GmbH & Co, a local business with a history of Porsche racing, and Marco Marinello, boss of Elevenparts in Zurich, the Schorndorf Swap Meet is perhaps THE place for fans of classic Porsches to buy, sell or just ogle at the rarest of the rare vintage Porsche, and Porsche-related, items. Its location, near Stuttgart, means it is placed very centrally in Europe attracting Porsche aficionados from all over the continent and further afield.

This year, as in previous years (*writes Gary Urwin*), I hitched a ride with Richard King and Andy Rickards of Karmann Connection, and we had an uneventful overnight drive down through France and Germany to be the first to arrive at the doors of the Barbara Kunkelin Hall on Saturday morning. We set up in good time to look round and, in my case, marvel at some of the items on sale.

It was also the chance to catch up with friends who had made the trip including the British contingent of Simon and Dylan Bower, Fred Hampton and Steve Winter of Jaz Engineering. We also chatted to Pal Rui

from Norway, with his unique Porsche 928 station wagon, and our American friends Tom Freitag and Jack Logan over for the weekend from Switzerland.

Trading was brisk – there were some eye-watering prices on display but bargains were to be had and Richard, ever the bargain hunter, managed to purchase some items for his projects including a race car seat to match exactly one he had at home and a few items to put into stock.

I have a weakness for paper items but balked at a couple of 1960s Porsche factory calendars at €300–500 each. My favourite item was a delightful 1/8th-scale model of a 1973 Carrera RS engine, complete with instruction manual and wooden case, but I didn't dare to enquire about the price...

After the Swap Meet, some people got a tour around the nearby workshop of Karl Hloch, renowned Porsche 356 Carrera engine builder. If you go there you will think Carrera 356s are growing on trees, so many Carrera owners having entrusted their engines to him. It is the perfect way to round off an amazing weekend...

## BRIT-BUILT SCULPTURE

Porsche recently unveiled another extraordinary sculpture to celebrate the 911 on the roundabout outside the company's museum at Zuffenhausen. The sculpture features three real cars: a brand-new 911 Carrera flanked by fully restored 911SC and 2.2 coupé classics.

Designed by Gerry Judah, with structural engineering by Capita and fabrication by Littlehampton Welding, West Sussex, the sculpture was prefabricated in the UK before being shipped to Germany for assembly on site. At 25 metres high, the sculpture is a lightweight steel monocoque shell, similar to the original Porsche sculpture for the Goodwood Festival of Speed, 2013.

**Client: Porsche; Design: Gerry Judah; Engineering: Capita; Logistics: Fichtner Bauconsulting; Fabrication and Installation: Littlehampton Welding**







[www.porsche.com/classic](http://www.porsche.com/classic)

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**PORSCHE**



# RENN SPOT

THERE'S NOTHING TO BEAT WORKING ON A CAR WITH FRIENDS. MEMORIES ARE TRULY MADE OF THIS, SAYS DAVID CONKLIN



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

I recently listened to a podcast interview ('Cars Yeah') conducted with Thomas Bryant, the highly esteemed retired editor of *Road & Track* magazine. During this interview, Mr Bryant summed up the collector car hobby with an expression that really resonated with me. His phrase was, 'Every mile a memory.'

To the vast majority of licensed drivers, the automobile is nothing more than an appliance – a form of conveyance back and forth from work or school or, in the case of some of the fancier models perhaps, a status symbol – but still just a shiny appliance.

But there is a small group of true 'car people' for whom the car is so much more. Our lives and, yes, many of our memories, are formed around the automotive experience.

I've shared several of my automotive memories in this column – road trips with good friends, opportunities to drive and ride in special cars, and having the privilege to meet and speak with racing drivers from the golden era of racing.

For others, their automotive memories may revolve around time spent with dear family members behind the wheel of a special car or at a car show. Or, in some cases, these special memories might be more adrenaline-filled: for example, fighting over an apex with a racing competitor at an historic race circuit or wringing every ounce of performance from your car on an auto-cross course. As Mr Bryant said,

every mile holds a memory.

A few weeks back, I had the privilege in sharing a special evening with a bunch of good friends – an evening that made for many good memories. The story starts with a fellow named Ray Thacker who, for nearly thirty years, owned a Porsche repair and performance shop in my hometown. Ray had been trained at the factory Porsche school in the late '60s, worked for the Porsche dealer for a few years and then opened his own shop in the late '70s.

During this time, Ray acquired a rare Metallic Gold *g14/6* that he used to run back and forth to work. One Christmas Eve in the mid-1980s, Ray earned his third speeding ticket in one year. In response he drove the car home, parked it in his garage and never drove it again.

Sadly, Ray passed away about ten years ago, leaving the *g14/6* buried under boxes in the garage. There it sat for a few years before a friend of the family bought the car and disassembled it. His goal was to do a full restoration.

As many of us know from experience, these cars are a lot easier to take apart than they are to put together. The disassembled 'teener' lay in an aircraft hangar for a couple years – engine in one corner, body in another and the interior packed into boxes – before my friend George stepped in and bought the car.

He piled it all on a trailer and dragged it over to another generous

friend's shop to be reassembled. Gradually, George (a long-time BMW guy) performed a sympathetic mechanical restoration on the old *g14* while leaving the exterior and interior of the car as found.

Finally the time came to fire the engine for the first time in thirty years. It was decided that the appropriate date for this special occasion would have to be September 14th. (9.14...get it? [Only if you use the American calendar... – KS])

About ten of us gathered for the event. There was plenty of beer and pizza and no less than three independent Porsche shop owners there to share in the fun and be available if technical assistance was needed.

Once everyone had arrived, George hopped behind the wheel, gave the throttle a couple of pumps and twisted the key. The engine cranked over and...nothing happened. 'OK boys, put down your beer – it's time to go to work.'

For several hours the mechanics tweaked and tuned while the rest of us partook of the refreshments and offered unsolicited advice. Day turned to night and tomorrow was a work day. There was time for one more try and that would be it. Again, George climbed behind the wheel, twisted the key and suddenly...ka-pow! The little flat-six roared to life.

Spontaneous cheering, high-fives and cellphone photos erupted from the crowd. This went on for only a few seconds before one of the guys happened to notice the time. 9:14 pm on September 14th!

This was no LeMans win or concours blue-ribbon moment by any stretch of the imagination, but it was a fun moment that will stick with a bunch of good people for a long time.

And now that Ray and George's *g14/6* is back on the road I have no doubt that it will provide many miles and countless memories for many years to come. **CP**

*Beer, cellphones and good friends. It can only be the start-up of an engine that's lain dormant for 30 years. Memories are made of such occasions, says our man Conklin...*





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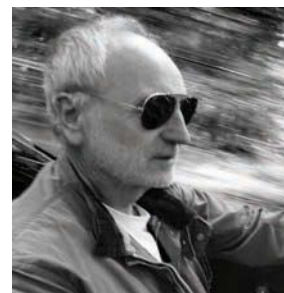
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# DELWYN MALLETT

## RECALLING MORE COINCIDENCES, AND REMEMBERING DAWSON SELLAR, THE BRITISH DESIGNER WHO WORKED FOR PORSCHE



Talking of coincidences, as I was in this space in the last issue, a chum recently e-mailed me a link to an obituary for ex-Porsche designer Dawson Sellar without realising that I knew Dawson back in the late 1960s and early '70s. Part of my ramble concerned the odds against two similar Porsches arriving at more-or-less the same place at the same time, and reading Dawson's obit reminded me of how we originally met and the coincidences that followed.

Around 1967-8-ish Dawson and I were driving cheap second-hand German sports cars as our every day transport. Both Porsche Speedsters. Mine cost me £300, and Dawson's roughly the same. I no longer recall who stuck the note under whose wiper but eventually we met for a drink and a natter about our shared interest in Porsches.

The remarkable coincidence was not that we had actually met but the fact that we both spent our days in the short stretch of road between the Household Cavalry's Knightsbridge barracks and the Albert Hall, little more than half-a-mile apart. I was working in an advertising agency located opposite the barracks and Dawson was next to the Albert Hall studying automotive design at the Royal College of Art.

Even more of a coincidence was that I shared an office with another art director who was driving a Fiat Abarth 'Double-Bubble' 750 Zagato and Dawson's new chum on the same course at the RCA was Peter Stevens who was also driving a Double-Bubble! At that time there was thought to be less than a

handful of Speedsters on UK roads and I doubt if that many Abarth Zagatos, so to find around 50 per cent of them in Knightsbridge on any given day was more than remarkable.

Dawson, who was born in Scotland in 1945, graduated from the RCA and went to work for Ford before, in 1971, gaining his dream job – working for Porsche in Stuttgart under Tony Lapine. I didn't see him for several years but while there he worked on the interior of the 928 and also 'butched up' the 914. The 914 at launch met with faint praise because of its controversial looks and, in the VW version, lack of whiz.

With a chassis clearly capable of handling much more power Porsche developed a hot version, the 916 (not to be confused with the production 914/6) with a welded-in roof to stiffen the chassis and an in-house 'bodykit', styled by Dawson, to accommodate wider wheels and improve the aerodynamics. The result turned a rather bland and innocuous car into a sexy beast.

Apart from designing 'bits' of Porsches Dawson also created graphics for the works racing cars and Peter Stevens, by now his close friend, recalls joining him in 1973 for a blast down to Sicily to view the Targa Florio in his personal 916 development car – and eventually completing a fast lap of the course on one of the pre-race practice days.

I remember talking to Dawson about his time at Porsche and asking him why he had moved on (he joined BMW in 1978). His ambition was, of course, to do a complete car but as with all design studios there was a hierarchy and he felt that he probably wouldn't ever

be in overall control of a project at Porsche.

At BMW he soon swapped four wheels for two, moving to the motorbike division where he became a devoted fan of their famous flat-twins.

Dawson moved back to Scotland in 1980 with his new Finnish wife and set up his own freelance industrial design consultancy, but his love of Porsches remained and he continued to run a succession of 928s.

Peter Stevens turned down an offer to join Porsche but of course had and continues to have a distinguished career as a designer and stylist. Perhaps best known for the McLaren F1 road car he also eventually, in a somewhat roundabout way, got to work on a Porsche when he improved the aerodynamics of the Porsche 962 run by Richard Lloyd Racing.

Curiously, Dawson's Speedster had previously been rejected by me because it was left-hand drive and I was looking for a right-hand drive car – totally unaware that only four had ever been sold in Britain.

Betty Haig, a founder

member of Porsche Club GB and one of the few women to have driven in the Le Mans 24-Hours, then owned the car. Betty was quite a character and not above embellishing her car's history a little. I recall the Speedster being advertised as having competed in the Mille Miglia but I was always sceptical.

Many years later I was chatting to Tony Bianchi, of aircraft restoration and historic racing fame, who had owned the car before Betty. With some amusement he confirmed that he had entered the ten-year-old car in the Targa Florio, not the Mille Miglia (which ended in 1957), but failed to stump up the entry fee so decided to simply head off and spectate.

However, he had planned to compete in a minor Italian hillclimb on the way but, and while still in France, he broke the gearbox when executing an over-enthusiastic practice start and had to temporarily abandon the car! So, some interesting owners but a very limited competition history for XYE 84. **CP**

*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...*

*Dawson Sellar, with his Speedster, chassis number 80514, which had also been owned by Betty Haig and Tony Bianchi. Bianchi paid £375 for it in 1965...*

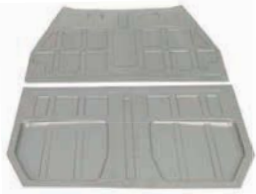






















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# ROBERT BARRIE

ROBERT TAKES A CLOSE LOOK AT THE FIA'S APPENDIX K REGULATIONS PERTAINING TO HISTORIC MOTORSPORT...



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

**L**ike me, you probably think you know the laws of football – the offside rule and all that. However, unless you are a top-level referee, you probably don't. Even if you are a top-level referee, you still may not!

The rules of the beautiful game are complex, subject to change and always contentious. What, for example, is meant by 'active play'? At the risk of going off-topic, who can argue with the late Bill Shankly's observation that a player who isn't interfering with play has no business being on the pitch.

So, back to historic racing and the FIA's Appendix K, the rulebook that governs much of it. Like the laws of football, the rules of historic racing are complex, subject to change and always contentious. The latest version of Appendix K runs to over 100 pages in an effort to cover as many issues as possible.

One of the most hotly-debated changes in recent years is that, in many cases, cars no longer need to be old to take part in historic motorsport. Instead, the requirement is simply that they comply with the period specification for the model and type set out in the relevant homologation papers.

There was a time when age mattered more. FIA papers used to be HVIFs – historic vehicle identity forms. More recently, they have been HTPs – historic technical passports – issued to period cars and latterday replicas alike.

Hardly anyone had a good word to say about the new system when it was introduced, and few do now. For what it's

worth, it makes perfect sense to me.

Some said it would signal the end of historic racing, others that it would ruin the value of original cars. Neither was right – indeed, the reverse has been the case. Historic racing has gone from strength to strength and the value of historically-significant cars has soared.

Rules have to be interpreted and applied and, as in football, the referee doesn't always get it right. I've written before about the self-important individual who told me that an early 911 couldn't run a limited-slip differential because the relevant page in the papers was stamped by the German authorities but not the FIA. No, that's not right either.

There are papers that aren't stamped anywhere by anyone! It took a ruling from the FIA historic technical committee to set the record straight.

**M**ore recently, we ran into a slightly different issue with a 356. The FIA's Appendix K says that, with some exceptions, bumpers must be removed for circuit racing and fitted for rallying.

An early 911 is one of the exceptions. It is regarded as having integral bumpers that must be fitted in both disciplines. We argued the 356 was another on the grounds – as set out in Appendix K – that it competed without bumpers in period.

We submitted an application showing our car without bumpers with period photos of similar cars in a similar state. The FIA turned it down and suggested sending the issue to the committee

again. It took more than a year to reach a conclusion last time so, with the benefit of a gentle steer from a contact in the organisation, we resubmitted the application with bumpers fitted and received papers more or less immediately. I'll leave it to someone else to pursue the more substantive point this time.

There are other issues of interpretation. Take anti-roll bars. The papers for an early 911 set out the period sizes, but Appendix K – the higher authority – says they are free. There are 356s and early 911s trussed up with the most monumental girders as a result. That, to state the obvious, is not the intention. The intention, even where items are free, is that you only use parts fitted in period, not something developed in the last five minutes as part of the space programme.

It's slightly ironic, you might think, that some of the strongest advocates of limiting historic racing to old cars are also happy to

modify them out of recognition.

Lastly, there are local customs and practices. Is it extra time and penalties, or do away goals count double? Most historic racing is run by organisations other than the FIA, so Appendix K is there in an advisory capacity. It can be overwritten. For example, it's my belief that an early 911 can run Weber carburettors in the otherwise largely compliant Spa Six Hours race. I have no idea why!

The Aldington Trophy for early 911s at Goodwood earlier this year required 16mm rear anti-roll bars – rightly, in my view – but allowed 6-inch rims as relatively few of the HTP-carrying and regularly-competing cars present had the correct 5.5-inch rims. Run that one past me again?

If you are looking for clarity and consistency at all times then historic racing is not for you. And neither, I suspect, is football. **CP**



*Appendix K considers the bumpers on a 911 to be an integral part of the car, so may not be removed. Yet 356s, with separate bumpers are seemingly treated the same way...*





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# LETTERS

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



## STEALTH UPDATES

As you are featuring my car in this issue of *Classic Porsche (Stealth Bombers, pages 32-37 - KS)*, I wondered if you might want to see some pro shots of my car at Spa?

Just after the car was dropped off by Nick Fulljames of Redtek, I added some period sponsorship decals and drove to Belgium for two days on track. I thought the journey there would be a great opportunity to put some miles on the Cup-spec engine and give it a thorough shake down!

It was a great convoy of cars leaving Hertfordshire: 997 Turbos, 964s, McLaren 12C, Ferrari 430, Lotus Exige S, Dodge Viper, BMW M3 and a couple of BMW 1000 super bikes! Despite the high speeds, my car was amazingly frugal and proved the most economical of all.

Since these pictures were taken I have upgraded the car's front and rear anti-roll bars with EB Motorsport's sway bars, with their anodised drop-links, to improve body roll and to prevent

the rear arches rubbing on the gin-wide Fuchs. I also swapped to steel doors and wind-up windows (with professionally-fitted central locking), with bespoke leather RS door panels made by Dave Nunn at Southbound.

Considering everything on my car is lightweight, even down to the plastic headlight lenses and the light alloy door hinges, this was a compromise, but made the car easier to live with when driving at high speed!

By the way, it's great to see your 912/6 finally on the road and you on your way to developing that special bond!!

**Steve Bennett**  
Via E-mail

*Keith Seume replies: Thanks for the update, Steve. Your car certainly looks a bundle of fun! And thanks, too, for the kind words on our project. Yes, it is indeed great to get behind the wheel after so long!*

## ROAD-BASED, OR NOT...

I would just like to point out to Mr Bergendorf (*Letters*, issue #32) that although the first GT1 cars (that did *not* win Le

Mans) were loosely based on the 993 front structure, the 1998 car was a complete re-think with carbon monocoque.

A change in the FIA rules for '98 allowed the GT1 category cars to be scratch-built, just as long as there was also a road homologated version.

Therefore, the Le Mans '98-winning GT1 was not based on a road car, leaving the 935 to be the last Le Mans winner to have that honour, as I said in issue #30.

**Paul Davies**  
via E-mail

## JANIS MEMORIES

My next door neighbour showed me a copy of your magazine in which you published a feature on Janis Joplin's psychedelic Porsche. The story brought back many memories, for I used to live not far from Janis and saw the car often.

One evening, I was – how should we put this? – slightly the worse for wear, after an all-night party. I'd lost my car keys, which was probably just as well, and was

stumbling my way home along a local backroad.

I heard a car come roaring up behind me, horn blaring, and turned to see Janis at the wheel of her Porsche waving at me to get in. 'Hi John, wanna ride?', she yelled. I told her I wasn't John, but Mike. 'John, Mike, whatever. Do you wanna ride home?', she asked.

I jumped in and almost immediately wished I hadn't, for she was as drunk as I was and drove like a lunatic at speed (or maybe on speed, for all I know). It must have been much like the experience Kyle Mann recounted in your story.

I was too out of it to complain and somehow she made it to my house – I still don't know how she knew where to go, but I guess I must have told her. I stumbled out of the car and before I could say 'thanks', she was off.

I don't remember ever seeing her around again but I certainly won't forget the experience. How many people can say they'd been given a lift by a legend like Janis?

Thanks for reigniting those memories.

**Michael Krovnoski**  
via E-mail

*Keith Seume replies: That's quite a story. It sounds like Janis was a pretty unique character. Thanks for sharing!*

## 912E THANKS

For many years, I have complained about the lack of exposure given to the Porsche 912E by magazines, so it was with delight that I read your feature in issue #32. The photography was fantastic, too. So often the 912E gets overlooked.

**Jacques LeMarr**  
via E-mail

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*Far left: Steve Bennett's stealthy 911 at speed on the Spa circuit. See 'Stealth Updates'...*



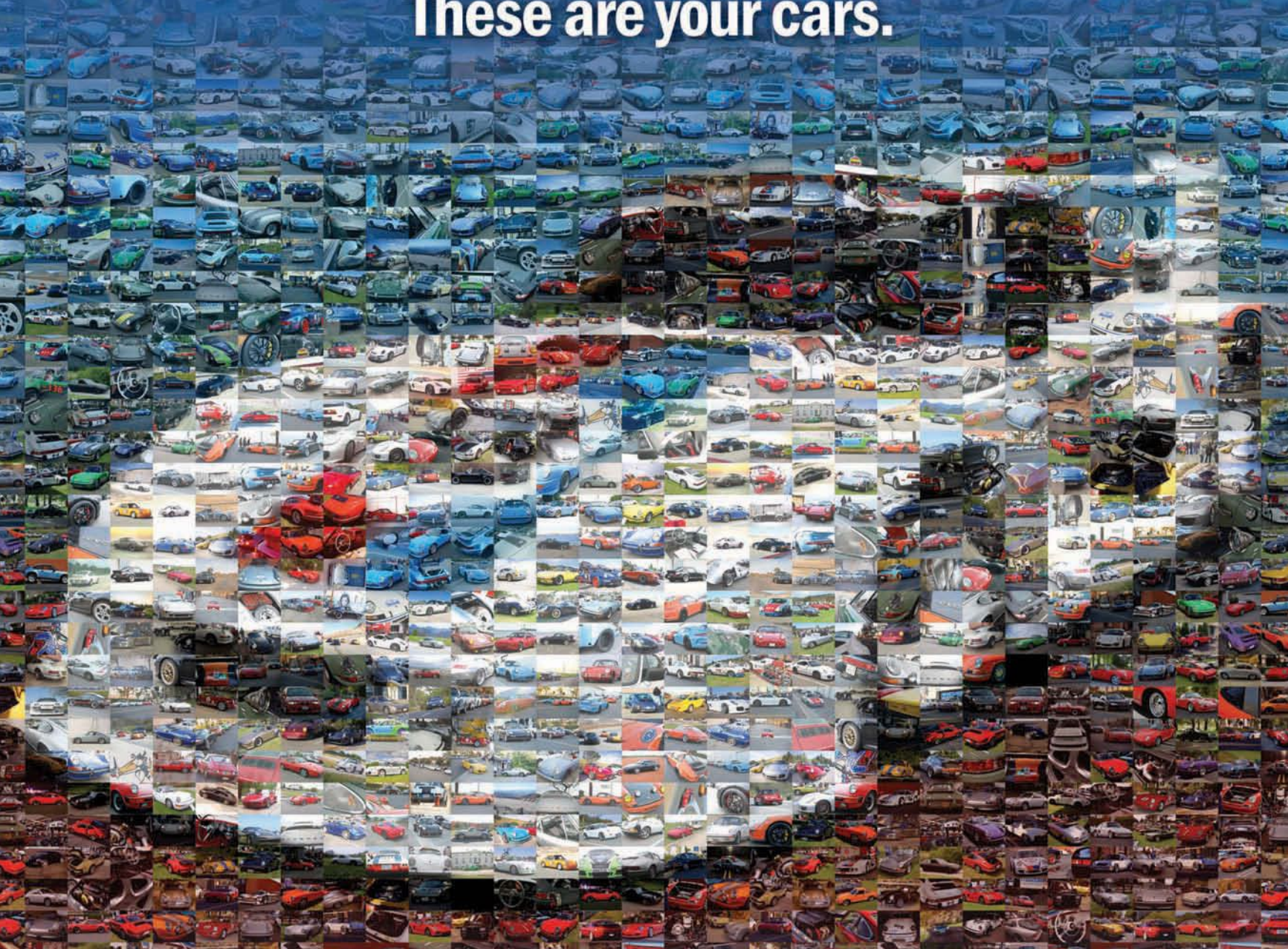


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# TWICE AS NICE

What could be better than one Porsche 911S? Well, how about two? The silver car is a 1968 2.0-litre model, the yellow a 1972 2.4. Which is better - or should we say, which do you prefer? Steve Wright gets behind the wheel of two original range-topping 911s and draws his own conclusions...

Words: Steve Wright  
Photos: Tom Gidden





It's 1972 and the Rolling Stones have just released *Exile on Main St*, although a new band is on the radio with the self-titled album *Eagles*, with a set of tunes that also seem to capture the time. There's a movie everyone is talking about called *The Godfather* which has just premiered in New York, and Apollo 16 is on its way to land men on the moon for the fifth time.

Closer to home, coal miners have just begun a national strike for the first time in 50 years and economic malaise and despondency are beginning to grip the UK. Six countries conclude a meeting with Western oil companies to raise the price of crude oil, a seemingly innocuous first step that 18 months later plunges the world and car manufacturers into a new era that changes the automotive landscape for ever.

The Porsche 911S you bought new in 1968 has served you brilliantly but is now four years old. Prior to that you had the last of the 356SCs, so the 911 was a revelation as well as a revolution. So what to buy next? You've continued to do well and can afford to buy a Ferrari Dino, but they have a reputation for being fragile and you've seen how they rust alarmingly quickly. You could wait until

the new Lamborghini Urraco comes out later this year but they're not really you, being too flashy – and they've no race pedigree, anyway.

You could (and probably should) buy British, but the Triumph TR6 and Jaguar E-type have both been in production for a while, and you've been in friends' cars and the build quality is awful, and doesn't seem to be improving. So it's going to be another 911, then, and it's obviously going to be the S – why would you go with anything but the top shelf when you've already tasted it?

This, then, is the choice facing new Porsche owners in 1972. While obviously being a Porsche, the 911 has been a step change, confining the venerable 356 firmly to the Fifties as a design and rendering almost all of the current competition antiquated in a heartbeat.

It hasn't all been plain sailing, though, as tricky handling on the limit and a rare technical mistake in initially selecting Solex carbs mean the birth of the car was not completely free from bumps.

By '68, though, all the wrinkles have been ironed out and the 911S is peerless. It has the rare quality of being able to act as a GT and swallow vast distances in a day, or







be driven as hard as you dare drive any sports car on road or track. If there's any criticism you have of your current steed it's that it could do with more horsepower and torque. It revs beautifully and has punch, but the effects of having just two litres on tap can be felt sometimes.

You held off buying the 2.2S but by all accounts that was a rocket ship, and the factory's simple solution for improving the handling of adding a few inches to the wheelbase was inspired, especially as it did nothing to dent the finesse of the car. Maybe you should have bought one after all...

Fast-forward four years from when you bought the '68 and the world is a very different place, not least for Porsche. It has finally won Le Mans (twice) and the World Manufacturer of Makes three times, providing global status and reputation, as well as confidence to play on the world stage. Meanwhile, emissions laws are looming in the USA and the hot-rod engine in the 911 is a concern, as is fuel consumption as petrol prices continue to steadily rise.

Crash and safety regulation is beginning to make its presence felt as well, with rumoured safety legislation in

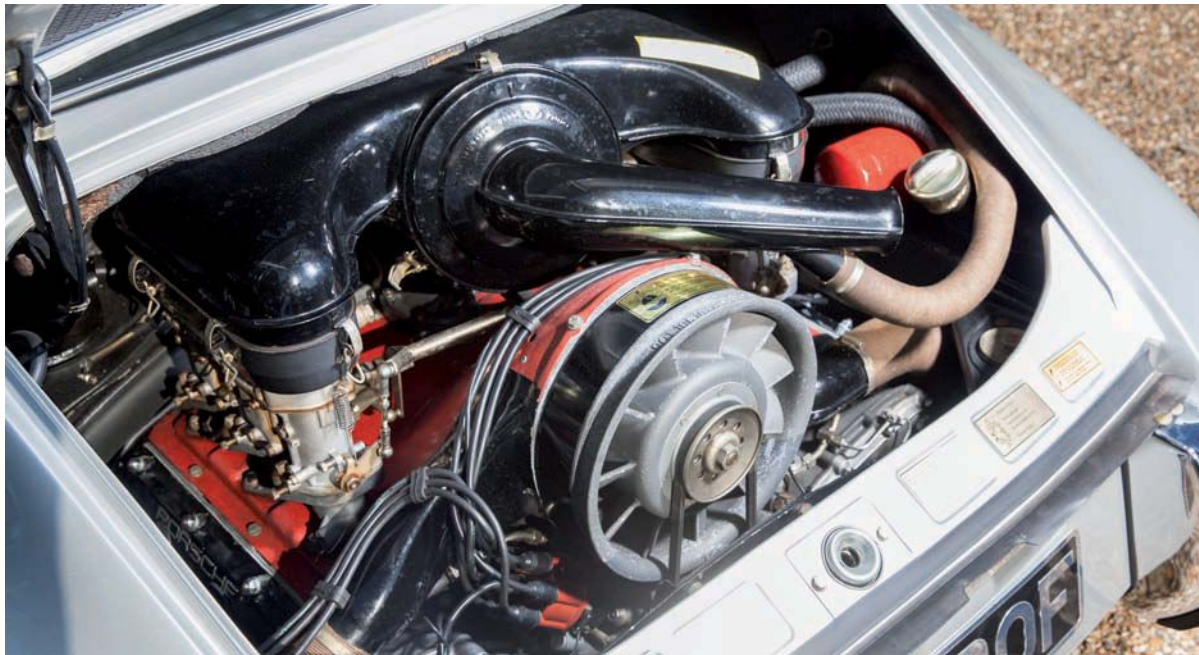
the USA that will soon affect the styling of all cars. A number of high speed accidents in poor visibility in Europe has prompted Porsche to blend the Seventies wild style with a bright palette called its Alarm Colour range, including blinding yellows, whites, orange and red. They're certainly different hues from the pastel and muted shades found on the 356 and earlier 911s.

The salesman at Porsche hinted at the new car being a quantum step forward and quite different. But how different could it be from the '68 edition of the same model? Well, quite a bit, actually. 1968 was the last year of the short wheelbase and the fourth year of 911 production. A plethora of improvement had been made already including front and rear anti-roll bars, adjustable Koni dampers, lightweight forged wheels from Fuchs, and ventilated disc brakes.

The troublesome Solex carbs had been replaced with Webers in 1966 that provided more horsepower and eliminated the annoying flat spot in the mid-range characterised by the Solex. Combined with a standard five-speed gearbox, the car was capable of a genuine 140mph,

*There's no denying the early cars are the most pure in terms of appearance. Driving experience is magical, too*





which could be used regularly and for a sustained period, which was not a claim many cars could make at the time.

The new for 1972 g11 is now 2.4 litres and has a stronger g15 gearbox, lifted from the go8 race car, to handle the increased torque of the bigger motor, along with a conventional 'H' shift pattern. The new engine in 'S' specification with mechanical fuel-injection and 8.5:1 compression delivers 190hp, but more importantly 159lb ft

though, as service station attendants pour petrol into the dry sump tank thinking it's the fuel filler...

There's a discreet chin spoiler on a front air dam to reduce lift at high speed, and new door handles. The quarter lights have been sealed to deter theft but it's a step backwards as there's nothing nicer than flicking open that little window to allow a little fresh air in without significantly increasing noise.

*Producing 160bhp at 6600rpm, the 2.0-litre 'S' relied on Weber carburettors. Red engine shrouding was peculiar to the hot-rod g11S*

“If there’s any criticism of your current steed it’s that it could do with more horsepower...”

of torque. It's not as efficient, though, with bhp-per-litre down slightly over the earlier car.

Other differences obvious to the eye are the oil filler tank behind the passenger door. Not that you can feel it but it's been moved forward to better aid weight distribution on the limit of handling. It's a small but very obvious sign that engineers and drivers still hold sway over accountants and marketing men. It only lasts one year,

Then there's the reassuring familiarity of things that shouldn't be changed and haven't been because they are perfect for the enthusiast driver: great ergonomics, a soulful engine that changes note depending on throttle position and engine speed; the classic five-dial layout with rev counter taking centre stage is as all sporting cars should be; the almost telepathic steering, so good you swear the car is anticipating your inputs; and the epically

*It must have been hard for Porsche to know how to better the original g11S, but then it's hard to argue against more horsepower...*







good brakes that have always been a hallmark for Porsche, which can be stood on again and again with confidence.

So what are these cars like to drive now? Well, both the cars in these photos are matching numbers, original and perfect, having just emerged fresh from restoration at Paragon in East Sussex (01825 830424) where an almost obsessive level of attention to detail has been followed.

The '72 has just 300 miles on the odometer since resto, so is yet to be run in, but both are taut and tight without a rattle between them and everything works beautifully. It is quite literally like getting into a new car, so they're as close an experience as you're going to get driving a new Porsche direct from the factory. In some ways they're better than new – the quality of the paintwork is certainly better than when it left the factory.

I'm struck by the thought that this test drive is very much as it would've been in June of 1972 when the new owner tried it for size. Even though there are only four years between the cars they feel like they are from different eras. The dogleg gearbox, opening quarter lights and carbs sitting atop just 2.0-litres places the 1968 'S' firmly in Porsche's first era.

The H-pattern gearbox, 2.4-litres and fuel-injection,

along with electric windows and fixed quarter lights, puts the 1972 model squarely in the next era of technology and heralds the opening of the next chapter in Porsche's road car development.

Because the '68 is on carbs the 2.0-litre motor sounds more organic when you start it – you can tell that the angle of your foot on the pedal is orchestrating the drawing in of air to be ignited in the bowels of the motor. At speed it sounds different, too, more highly strung and slightly more recalcitrant. You can tell that it operates best a fair way off idle and that jets and butterflies and auxiliary ventures have all been blended to provide the best of a compromise over the range of the engine's speed. That's not to say it doesn't behave – during the photo shoot it patiently sat idling without fuss.

But the new car with its larger engine has an industrial turbine whine and evenness that heralds the end of carburettors and the advent of precisely-metered fuel and air that gives the engine an amazing crispness. The extra capacity makes itself immediately felt, too, providing more torque and flexibility, therefore requiring less stirring of the cogs.

A little bit of the fizz has gone, though – it's hard to

*Discreet lip on front valance was designed to help reduce front-end lift at speed. It was a subtle addition, but it worked well*





pinpoint but the '72 is more refined and therefore does feel ever so slightly muted somehow. The gearbox on the '68 is distinctly slower to shift, with a longer travel, and if you're not used to the dogleg first it can take some getting used to.

It requires patience and feel, whereas the H-pattern of the '72 can be pulled and pushed with less concentration. It's certainly tighter and shorter in travel and the conventional pattern makes for easier driving in traffic.

The steering on both cars is beautifully weighted and

So is the newer car better than the old? Hmm, that's a tricky one. Certainly it's more refined, has more power and it just feels more modern. Does that make it better, though? I'm not sure it does. It's too easy these days to fall into the trap that new equates to better. Certainly there are plenty of new cars out there today that are complete rubbish. But I've no doubt that back in 1972 the new 911S would've been received with acclaim, and that all the engineering improvements would've justified it as a better car.

*In 1972, the 2.4-litre 911S produced 190bhp at 6500rpm and featured Bosch mechanical fuel-injection. Trademark red shrouding continues...*

“So is the newer car better than the old?  
Hmm, that's a tricky one...”

the brakes amazing. Perhaps the slightly narrower tyres on the earlier model make for more delicacy from the front wheels but I could just be imagining that. My only criticism is that the seat bolster in both cars are new so you feel like you're sitting on the seat rather than in it. The chances are that they will quickly soften and mold to the *derriere* of the new owner, so the car has that delicious feeling of wrapping itself around you.

But that was then and the passing of time has a funny habit of providing perspective and nostalgia. Don't get me wrong, the newer car is amazing and I'd have it in a heartbeat, but personally I'd take the 2.0-litre car simply because it's less technically advanced. Perhaps it has something to do with it being made in the same year I was born, or perhaps as I get older I just yearn for simpler things. Either way I'd personally take the 1968 2.0 911S. **CP**

*Many people will argue that the 2.4-litre 911S was the best of the early 911s, but Steve Wright begs to differ*





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# Stealth Bombers

Built by Brackley-based Redtek, this pair of stealthy hot-rods would make any track day a thrilling occasion. Inspired by the RSs of old, they're fully road-legal and ready to rumble at the twist of a key

Words: Adam Towler  
Photos: Tom Gidden





Although I'm standing at the end of a runway on a working airfield, I still have the sound of a 320bhp flat 'six' in my ears. Small Cessnas timidly wriggle their way into the air over our heads, their low-tech engines lacking entirely the aural and performance fireworks I've experienced just moments earlier. My ears are still gently ringing, and adrenalin coarsens through my veins without any sign of tailing off. It's a life-affirming feeling. It's the feeling you get when you've driven a seriously rapid air-cooled 911.

Both of these silver Carrera look-a-likes you see before you are the work of Brackley-based Redtek, best known for rebuilding and tuning air-cooled Porsche engines. In fact, both cars follow a similar pattern in that they were the personal projects of company founder Nick Fulljames, who then sold the ownership to a customer when they showed interest. Seems Nick just can't keep hold of a car once he's started...

Ostensibly, what we have here are homages to the 1973 Carrera RS and '74 3.0 RS models. You probably guessed that, from the F-Series body and pugnacious aero addenda of the smaller car, to the broad, meaty look of the G-Series car. In fact, they're not replicas at all, just cars crafted around that essential spirit of the originals but with many of the best bits from the Porsche back

catalogue and modern technology. The result, unsurprisingly, are two very rapid machines.

Each of these cars originated from very different starting points. The 'F-Series' car is probably from the least likely stock you could imagine: it was originally a gold 1981 911 Targa! Seeing my eyebrows raise in unison at the mention of the word 'Targa', Nick is quick to explain.

It turns out there's more than a little method in this madness, as the Targa has extra strengthening in the sills (to try and compensate for the lack of rigidity from losing the roof), which in itself is useful in a track car. Of course, further measures have to be taken to equalise, or exceed, the rigidity of a coupé, and to this end Nick installs a roll cage (required in any case for competition).

This is made of a lighter T45i steel, as it doesn't require quite the same strength as a coupé's 'cage'. The Targa roof section is chopped off at the A-pillar and then some fabricating is required. Switching roof styles in this manner lands one with a bill of nearly £2000, and requires finding a scrap roof panel in the first instance.

Nick bought the Targa in 2004, and it sounds like an interesting example even in its original specification: with one – professor – owner from new, it had travelled over 200,000 miles, and didn't require any other body repairs: a classic illustration of the SC's inherent strength.







Nick built the car originally as a lightweight racing car, so on went glassfibre doors, front wings and bonnet, and all the windows bar the windscreen were plastic. In this original configuration the kerbweight came in at 986kg, although the car has reverted to steel doors with glass windows in its current form.

Nick prised out the original mild SC motor and installed in its place a retro-look 964 flat-six. This is one of his track-spec engines, fully reconditioned and balanced during the build, a type I've had the pleasure of driving before, and very appealing they are, too. The basis for this is a 'Cup-spec' 3.6-litre long motor, with a boat-tailed, gas flowed crankcase plus ARP rod bolts and heavy-duty head studs.

Atop this can be found Schrick cams and shot-peened rockers, 50mm PMO throttle bodies, and a new engine loom that connects the Canems engine management system, while the engine exhales through a Fabspeed exhaust. An early-style fan within a translucent fan housing gives a period appearance to the top of the engine bay, and while this car has a 964 distributor, it will in future be fitted with a single, 12-point distributor – again for more of a period look and feel.

The engine's drive is taken via a lightweight flywheel and upgraded clutch to a strengthened 915-type gearbox,

with a single piece clamp plate and a heavy-duty differential side-plate. It's the dear old 915 box that limits the amount of torque that can be produced by the engine, something Porsche themselves struggled with for many years before the advent of the G50. The standard ratios have been retained, but the combination of an 8.3:1 back axle and 15-inch wheels effectively shortens the gearing.

Re-valved Bilstein inserts combine with Turbo rear torsion bars and fully adjustable anti-roll bars for the suspension, while Boxster 2.7 four-pot calipers can now be found nestling behind the front wheels, with standard SC brakes on the rear. Given the low weight of the car, Nick describes this brake set-up as more than adequate; in fact, he reckons just a change of pads for the standard brakes would have been enough to generate the necessary braking performance.

I open the door and take a look inside to see a business-like cockpit dominated by a substantial roll cage with copious padding; two leather-clad bucket seats and a simple Momo steering wheel. Next to me stands the car's current owner, Steve Bennett (not to be confused with the editor of *Classic Porsche's* sister title, *911 & Porsche World*). Steve has plenty of history with Porsches – very quick ones as it turns out once we get chatting.

His previous Porsche was a 996 GT2 that he had tuned

*Interior of the G-Series car is slightly less uncompromising, with only a rear cage installed. Underbonnet detailing of both cars (below and above right) is exemplary*



“This is the 911 at its compact, agile best, responding to every twitch of the wheel...”







“That motor just loves to sing, with an insatiable appetite for revs...”



to deliver 550bhp. 'It was madness', he says, without a trace of exaggeration. 'I did 200mph in it, but I hated the plastic interior'. That car wasn't his first of the marque. In fact, his first Porsche was a 964 RS that he owned back in 1995. Quite some 'first Porsche', then: 'It was a 1992 car – Porsche wasn't interested in it at the time! I had it a couple of years, then got married, had a child and swapped it for a modified Nissan Skyline R34 GT-R with 670bhp. A couple of BMW M3s followed next, and then a return to Porsche with a Slate Grey 993 Carrera 2.

'Over two or three years I turned it into an RS: I took 110kg out of it, fitted a lightweight interior, sourced an alloy bonnet. The engine was a 3.8-litre conversion on throttle bodies with 300bhp. It had big brakes and a Heigo roll cage. I had that car 15 years. That was the point that I then got the GT2.'

Steve's search for the right car, and perhaps even more importantly the right partner with which to develop the project further, led him to try many 'back-date' cars, as he puts it, but he invariably found the attention to detail poor, which led him to question what else might have been skimped on the car. 'That's when I started talking to Nick', he adds, 'and now I'm never getting rid of this car now. I wanted a car that looked like a classic but that was improved with more modern bits.'

It's time to find out what that particular recipe feels like. As it happens, I get a pretty clear impression from something as seemingly innocuous as the seat. Once I'm

wedged into the bucket seat the driving position immediately provides a strong hint at the driving experience to follow: that small, perfect Momo wheel jutting out close to my chest, the grip of the seat, the gearlever sprouting wand-like in my direction, invitingly. It's just right for fast driving.

A few miles in and the engine has taken centre stage, so sharp in its throttle response and it's already demonstrating its potency. This is the 911 at its compact, agile best, responding to every twitch of the wheel and all the time making the most glorious noise that washes through the cabin.

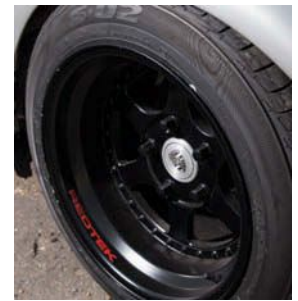
The really, really impressive thing about this car is that it gives you all the delicacy, feedback and immersion into the driving experience that's at the root of an early 911's appeal, yet with the performance, cornering and braking ability to easily run nose-to-tail with any manner of modern machinery – as indeed Steve regularly does on track. That motor just loves to sing, with an insatiable appetite for revs.

Only the gearshift prevents this quick drive from being completely instinctive: like any 911 with a 915 'box, it takes time to learn before you can feel completely comfortable at going for a quick change, every time, and therefore with a car as sensitive as this one the acceleration is punctuated by frustrating pauses as I'm circumspect about some of the changes in particular. Better that than wrong slotting, though. When Steve

*Interior of Steve Bennett's car is dominated by a full cage, complete with door bars. Five-point harnesses hint at this being a serious track machine. It began life as a Targa...*







*Graham Ridgway's 3.0 RS-inspired car runs a 3.8-litre motor, with PMO throttle bodies, 11.5:1 CR, Mahle cylinders and JE pistons. It's hooked up to a G50 trans with Quaife differential*

drives his familiarity is clear, and he's immediately firing through the changes as if he's been driving the car for more than a decade.

The other silver car here is a more brutal-looking, sinister presence. Whereas the 'F' is all delicate superstructure with curvaceous rear flares bulging in an almost cartoon-like fashion, the 'G' has a thicker-set, thuggish appearance that is entirely in keeping with its character. It's another project car, but one that's based on something quite different – a very late 3.2 Carrera coupé as it turns out and, as a 1989-model year, it has, of course, the heavier but far stronger and more confidence-inspiring G50 gearbox.

The engine is a similar Cup-spec unit from Redtek, but this one now displaces 3.8-litres (no issues over the higher torque output with the G50 transmission), with an 11.5:1 compression ratio and Mahle barrels and JE pistons. The rebuilt G50 now has a Quaife limited-slip differential fitted; there are Bilstein dampers, and Minilite 16in rims of 8J width on the front axle, and meaty 10J items on the rear. Much like the other car, the exterior has been painted in 'code-365' silver, and all the chrome trim removed in favour of black items.

This was another project that Nick initially started for himself, before a customer came on board and took over the project. The customer was Graham Ridgway, who first met Nick years ago when he rebuilt a 2.7 RS motor for him. 'Nick's a lively, interesting guy and fantastic at what he does,' says Graham, 'and we kept in touch. This car had been in Nick's head for a while, and I thought it sounded

interesting. It just went from there.'

'I designed the car around the 1976 911 Turbo prototype – the car that was based on a 3.0 RS,' says Nick (it's a car that still exists today, now with a 3.0-litre naturally-aspirated engine, and the last time I saw it come up for sale it was in Australia). 'It was always one of those cars in the Porsche books that I stopped and stared at, thinking "that looks amazing."

'At first I just started accumulating bits, but then I found a mint-condition 3.2 Carrera rolling 'shell about five years ago and the project progressed from that point. I wanted it to have a high-power naturally-aspirated engine because a turbocharged engine is less useable on the road. To be honest, if I thought I was going to sell it then I wouldn't have started it.'

The body restoration has included stitching on steel Turbo arches front and rear, swapping the doors for lighter SC items, and replacing the roof skin with a non-sunroof panel. An early-style Turbo rear wing adorns the engine lid.

It's another black, functional 911 interior that greets me in Graham's car. When the engine fires up it has a deeper tone, while the gearshift immediately feels more defined and inspires considerably more confidence.

Graham's clear brief for the project, once things were underway, was for a duality of purpose: 'I'm not into luxury cars; I like ones that I suppose you could say were harsh – that you really know you're driving them. But at the same time I wanted a car that my wife and I could use for long trips.' That's quite a challenge to pull off.

As soon as the wheels are rotating it's clear that the







steering, with that fat rubber across the front axle, is going to require considerably more muscle power than the other car here, certainly at very low speeds. I can't quite work out whether it's more in the mind than in reality, but the heavier steering, wider body and the knowledge that the engine is of a larger displacement all make the later car seem more grown up, more serious.

It feels more planted on the road, and while this is a subtly different character it's not necessarily better than the other car – just different. In some respects it's easier to drive as it tends to be less hyperactive, and the torque combined with the easy gearshift means even relaxed progress is massively swift.

The engine in this car is very new, so out of respect I'm keeping the revs down and the throttle openings fairly light, which gives me no more than a tantalising glimpse as to what 'The Stealth Bomber' – as Nick and Graham have christened it – can do. Fully uncorked it must be formidable, with a rolling road certified 349bhp pushing around 1020kg.

Graham is absolutely delighted with the finished result: 'I took it to Spa for the Six Hours and it worked, there was no drama, no bad manners. But for fast road driving it's just fantastic; I don't think I've ever driven another 911 where you just think what you want the car to do and it just does it.'

I think I know what Graham means. At this reduced

pace there's still a massive thrill to be had from guiding the car around because it's so precise, so confidence inspiring. Even on these throttle openings it's seriously fast, but I'm positively itching to open the engine right up. The noise is extraordinary and the performance potential huge.

'What I really like about this car is that it delivers in every respect,' says Graham, contemplating the end result. 'I've had a 996 GT3 RS, a 993 C2 and a 930 among others, but this car does almost everything: it makes me smile just pulling off the driveway when the diff shudders, in second gear at the first roundabout, or accelerating hard in third in Wales, or in fifth flying along the Autobahn. I had no idea we would be able to achieve this: it was a long project and I was nervous of the end result but it really makes me smile.'

There's no doubt some serious money went into creating these cars – after all, one of these Redtek engines is around £20,000 plus VAT alone – but it's not hard to see the appeal. Not only are both cars unique, and appealing in their own right, but together they show how even older air-cooled 911s can be developed to be both effective on the road and as quick as almost anything on the track. **CP**

**Thanks to: Steve Bennett, Graham Ridgway and Nick Fulljames at Redtek – [www.redtek.co.uk](http://www.redtek.co.uk) 01280 841911**

Steve Bennett's earlier car relies on a Cup-spec 3.6-litre engine, also on PMOs, with Schrick cams and ARP fasteners. Engine management is courtesy of a Canems ECU





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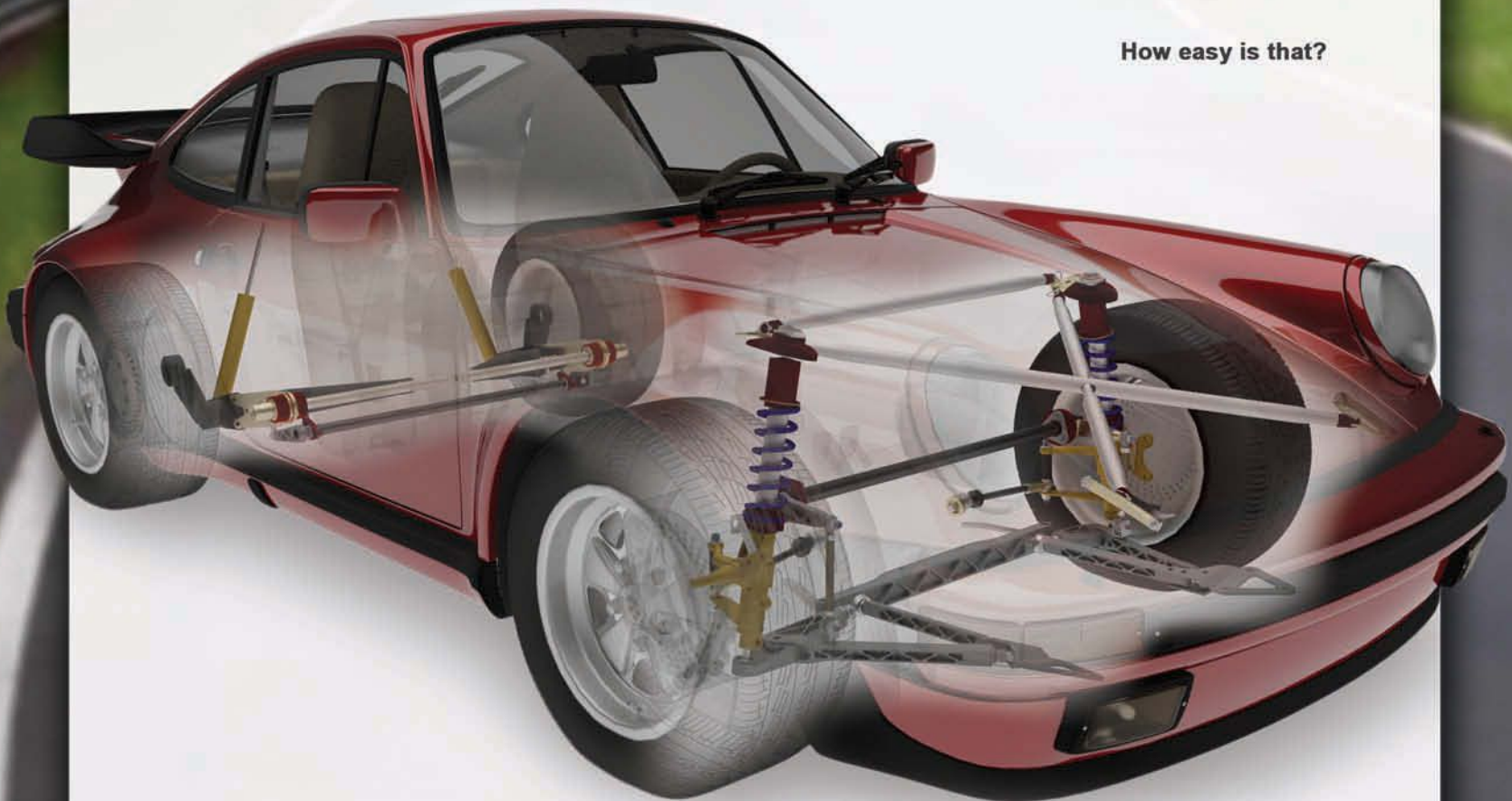
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# Rennsport Reunion V

For a second time, California welcomed Porsche Rennsport Reunion to the world famous Mazda Raceway at Laguna Seca. Held every three to four years, it was the fifth event hosted by Porsche Cars North America and this year's programme highlighted 60 years of Porsche racing with a special tribute to Porsche at Le Mans

Words & Photos: Kristina Cilia



Everything from 356s to 911s to 917s made up the show and race entries at this prestigious event. Josh Sadler of Autofarm (in car #72) was there - you can read about his exploits on pages 80-83...



Andy Prill flew over from the UK to compete in the pretty little America Roadster (right). We'd have happily swapped places with him... Whatever your tastes, there was a car to suit, be it a 911, 935, 956, 962 or 914/6 GT. Mix of Porsches was breathtaking



The racing celebration, held from 25-27 September 2015, united Porsche enthusiasts from all over the world. It brought together a remarkable reunion of more than 60 former and current drivers, engineers and teams into one extraordinary gathering. Two of Porsche's most successful drivers, Jacky Ickx and Hurley Haywood, were this year's Rennsport Reunion Grand Marshalls. Ickx won the prestigious 24 Hours of Le Mans six times, while Haywood won three times at the circuit and five times at the Daytona 24 Hour race.

Three special cars were featured in the Porsche Cars North America Paddock to highlight the theme 'Legends

of Le Mans'. The first was the 1949 Porsche 356 SL. It was Porsche's first Werkes entry in Le Mans which outperformed all 1500cc competitors to win its class and place 20th overall.

Sitting next to it was chassis #917 001. Although this particular car was never raced, it represents the famous livery of the Porsche 917 that came first in 1970 at Le Mans and put Hans Herrmann and Richard Attwood into the history books. The third car, the #19 Porsche 919 Hybrid, highlights the company's return to racing, garnering them a 1-2 finish and giving Porsche a record-breaking 17th victory at Le Mans.

The Porsche Factory LMP1 team also made an



Michael Knebel's Elva-Porsche (chassis #70/025) heads the line out of the pits. The same car is featured in this issue. Other past feature cars include the 550 coupé and the polished 550 Spyder...





One of the stars of the event was the recently-restored 1949 Porsche 356 SL, which won its class at Le Mans, finishing 20th overall. Porsche flag girls clearly loved the car, too. Everybody got the chance to sign the Porsche 'wall' in between watching the numerous races...



appearance at this year's Rennsport Reunion V. Fresh from their victory at the Lone Star Grand Prix in Texas, the 919 Hybrid made several demonstration laps over the weekend. Earl Bamber and Nick Tandy, the team's newest winners of the 24 Hours of Le Mans, were on hand, as well as other current factory drivers, including Mark Webber, Patrick Long and Jorg Bergmeister.

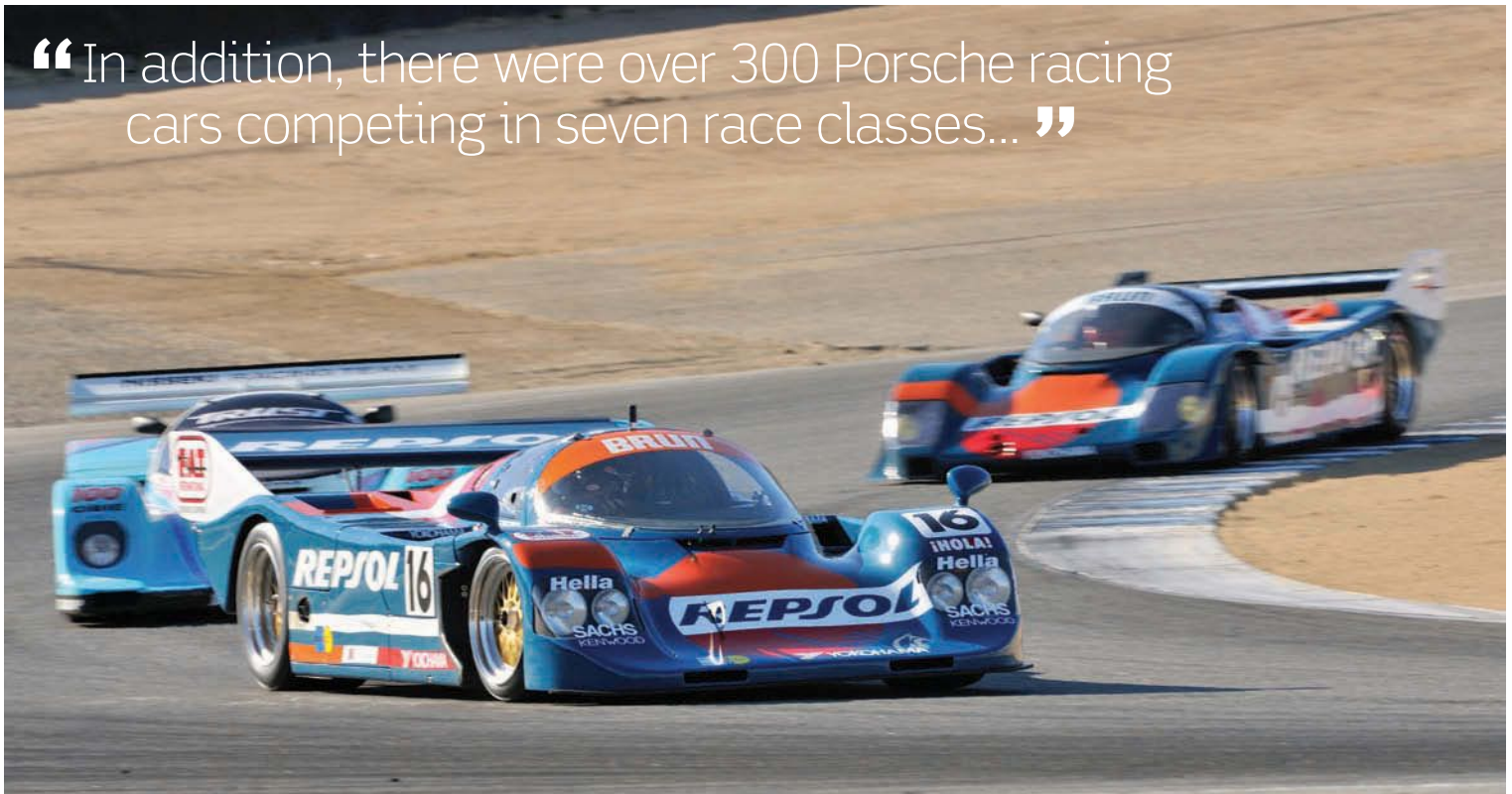
The Porsche Rennsport Reunion V guest list also included many others whose names are entrenched in Porsche Motorsport history. Richard Attwood and Hans Herrmann, first overall winners at Le Mans in 1970; Vic Elford, Monte Carlo and 24 Hours of Daytona winner; Melanie Snow, team manager and driver for Snow Racing

in the IMSA GT3 Cup Challenge and class winner at the 12 Hours of Sebring in 1999; Hartmut Kristen, retired Vice President of Porsche Motorsport responsible for GT Racing and the return of the Porsche Factory GT teams to Le Mans; Derek Bell, John Fitzpatrick, John Horsman, Danny Sullivan, Jim Busby, Dennis Aase and many others were all on hand making appearances and signing autographs throughout the weekend.

And of course let's not forget about the racecars, many of which were brought all the way from the Porsche Museum in Stuttgart. The 1971 Porsche 917 LH was one of the fastest cars, this longtail version hitting over 240mph on the 3.7-mile Mulsanne Straight in 1971; the 1987

*Rennsport Reunion is a celebration of all things Porsche, most specifically the racing heritage. It's always great to see the Group C cars in action, highlighting some of Porsche's greatest victories of the 1980s*

“In addition, there were over 300 Porsche racing cars competing in seven race classes...”







*Racing was close – just the way it should be. 911s were by far the most popular entries, as you’d expect*

Porsche 962, a 3.0-litre engine car introduced at the 1987 24 Hours of LeMans which resulted in a sixth consecutive victory at Le Mans; the 1995 Porsche WSC 95 Spyder, overall winner in 1995 and 1996 at Le Mans and the second time Porsche had consecutive victories in the exact same car; the 1998 Porsche 911 GT1-98, and the 16th and last overall victory for Porsche until 2015 in the 919 Hybrid (just to name a few).

In addition, there were over 300 Porsche racing cars competing in seven race classes ranging from pre-A 356s to 991 GT3 Cup Cars vying for a top spot on the fabled 2.238 mile, 11 turn race course.

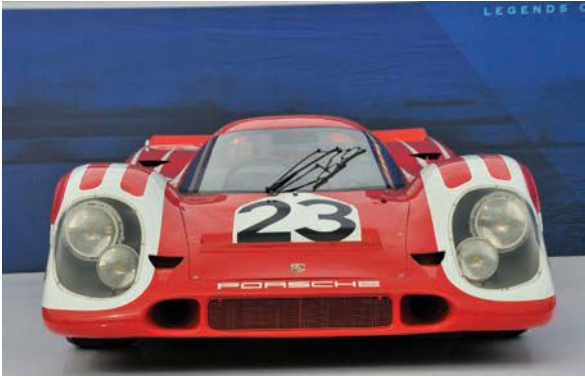
Another must see in the paddock was the ‘Legends of

Le Mans’ garage. Highlighting 60 years of competition, this amazing display of cars assembled from all over the world was truly spectacular. The infield was just as exciting with over 1,400 Porsche road cars on display in their respective corrals, and vendors selling everything from parts to memorabilia showed up with plenty of eye candy for all Porsche enthusiasts.

Momo had Magnus Walker signing autographs as they launched his signature line of Prototipo steering wheels. Artist Nicolas Hunziker signed autographs alongside Vic Elford and Chad McQueen, as well. The weekend was definitely a sensory overload for all Porsche fans, and we can’t wait till the next Rennsport Reunion! **CP**



*Porsche brought along 917.001, finished in the livery of the Le Mans winning car from 1970, as driven by Herrmann and Attwood. In all, there were over 300 Porsche racing cars in attendance. It was quite an event!*





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# 11th Porsche 356 Pre-A International

The biggest Porsche 356 Pre-A International to date took place in the New Forest in England from 10th to 13th September 2015. The 11th edition had 27 cars in attendance with participants from all over Europe, including Germany, Sweden, Denmark, Holland, Switzerland, Italy and, of course, the UK

Words: Hendrik Moulds Photos: Hendrik Moulds and Adam Lynk



Above left: Jon Devreaux's lovely 1952 coupé arrives at the event

Above right: Driving through the New Forest - the convoy brought other traffic to a halt

Far left: Bernard Moix's Panamericana coupé - this Pre-A Carrera drove over from Germany

Left: Rarest of the rare - this Pre-A Carrera drove over from Germany



Left: Who could resist such a photo opportunity? All the cars lined up on the green at Milford on Sea



The long weekend was off to a great start, with glorious sunshine, roof down in my 1953 Cabriolet and great company in the shape of my friend Paul Smith of PR Services in Essex. We joined the others on the village green at Milford on Sea in the New Forest and received our meeting information pack, as well as a goodie bag, consisting of local beer, engine oil and energy drinks from Porsche Classic, fuel filter from PR Services, voucher from Classic Parts France and car polishing goodies from Swiss Wax.

Food and drink was available at a wine bar on the green and everyone got to meet old friends as well as making new ones while admiring the cars in glorious sunshine.

After a photo session, we set off in our own time to The Balmer Lawn Hotel, a lovely stylish hotel in the middle of the forest, where we had the evening meal – and the chance to stay up until the early hours of the morning catching up on all the news!

Fortunately, Friday was not an early start. We set off in brilliant sunshine for a forest drive at 10.00am and were given a short tour and explanation of the history of this 1000-year-old forest and the wildlife it contains. There was then a delicious alfresco buffet lunch at a traditional English pub, including local beer for everyone, which was particularly well received by the non-drivers! Once everyone had had their fill it was onwards for another

Top left: Pausing for photos in the centre of the forest

Top right: 1954 coupé of Albert Haefner arrives for the alfresco lunch

Above left: Traffic jam, Pre-A style – not a sight you see every day

Above right: Former 1951 Earls Court show car

Right: Pre-A Speedster heads the line-up







*Far left: '52 Cabriolet from Sweden outside the hotel*

*Left: Bernard and Marion Moix enter into the spirit at the Goodwood Revival*

*Below left: Looking the part at the Revival. Pre-As had their own parking area*

*Below right: Another Pre-A Speedster. Who wouldn't love to own one?*



short drive to the National Motor Museum at Beaulieu.

The museum has an eclectic mix of motor vehicles, from veterans to land speed record holders, racing cars and motorcycles, as well as displays such as a workshop showing how life would have been as a mechanic a century ago. There's also the beautiful house and gardens in which the museum is based to take in. After a short drive back to the hotel it was time to relax and discuss the cars before another excellent evening meal. Due to Saturday's early start (and possibly the previous nights' festivities), most if not all attendees had an early night...

With a day at the Goodwood Revival, with special parking inside the circuit, Saturday was certainly the jewel in the weekend's crown. We left at 6.00am as

we had to be there by 8.00am, in order to cross the race track before it was closed to allow the day's motor racing to begin. Despite a wet and dark drive to the circuit, everyone made it there on time, enabling the 356s to park in a group together. As soon as we got to Goodwood the rain disappeared and, as the day progressed, the weather got even better.

For those who have never been, the Goodwood Revival can only be described as a one of a kind event. Most visitors dress up in vintage costume – as do the stewards and staff – all the stalls are retro styled and all vehicles in and around the circuit have to be from 1966 or earlier (the year the circuit originally closed as a race track). And then there is the racing!

*This was the view out of the hotel window: all the participants lined up made for a mouth-watering sight*



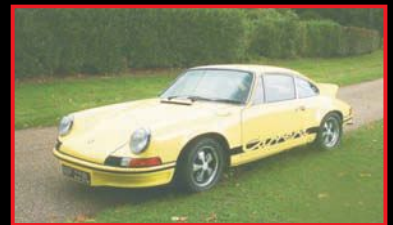
“With a day at the Goodwood Revival, Saturday was the jewel in the weekend's crown...”



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“Many thanks to Jon and Amanda for putting together an amazing event...”



The cars (and motorcycles) taking part were anything from pre-war up to the mid-sixties and each race was made up of vehicles from a similar period to make them very competitive. It was also taken very seriously – it was certainly no procession round the track, like at some other classic events.

It's possible to see most of the cars and motorcycles competing while they were at rest and being worked on in the various paddocks around the circuit. Even though we couldn't leave until after the racing had finished at 6.00pm, there still wasn't enough time to see everything and most were left wanting more, but we did have a pleasant drive back to the hotel in the evening sunshine.

Our last meal together was once again at the hotel and was rounded off with speeches thanking our organisers

Jon Devreaux and Amanda Hall and their helpers for putting together such a fantastic event. The festivities went on late into the evening, with some hardy souls staying up until the bar closed well after midnight.

Sunday came around all too quickly; it was time to say farewell as participants left for home. A smaller number stayed for a lunch together at the hotel before we all had to say our goodbyes and leave. Many thanks to Jon and Amanda for putting together an amazing event and here's looking forward to next year's in Provence, France. **CP**

*If you want to see more pictures from the event, there is a calendar available from Adam Lynk, details of which were in the News pages of the last issue of Classic Porsche. Alternatively, drop an e-mail to: [hello@adamlynk.com](mailto:hello@adamlynk.com)*

*Above: At the Goodwood Revival, the Pre-As were guided to their own dedicated parking spot adjacent to the Lavant Straight, which afforded a wonderful view of the day's racing*



*Above left: Looks like we got ourselves a convoy!*

*Above right: Jon and Amanda Devreaux also brought along their gorgeous 1952 Cabriolet*

*Far left: Bob van Heyst's Split-screen Cabriolet*

*Left: Till Haefner in a 1954 Cabriolet*





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Left: Overall views show the wide variety of Porsches of all ages involved in the event. It's quite a gathering, and very family oriented, with lots to see and do

# WE ARE FAMILY

Elsewhere in this issue, *Classic Porsche* visited Porsche specialist Metalkraft Coachwerkes, based in Ohio. Company owner Mark Schlachter has also been deeply involved in a car show, with a twist: the VW/Porsche Reunion. As the name entitles, the event mixes vehicles of both brands!

Words & Photos: Stephan Szantai

Although his shop Metalkraft Coachwerkes first and foremost specialises in Porsches, Mark Schlachter knows how to appreciate vintage air-cooled VWs, too. He helped launch the Cincinnati VW Club in 1992, a group known in the Midwest for its Annual VW/Porsche Reunion – it will celebrate its 25th edition next September. Sadly, fans of both these German brands rarely mix worldwide, with a few exceptions such as the well-known VW-Porsche Classic in Sion, Switzerland as reported in *Classic Porsche* #27.

Our last visit to Ohio dates back to 2012 (see issue #15), so a trip seemed way overdue, especially since we truly appreciate this get-together. For the last couple of years it has been taking place in the scenic Germania Park, home of the Germania Society, the purpose of which is to

maintain the German heritage in the Cincinnati region. It thereby offers a *Klubhaus* with a *Biergarten* (a large pavilion used for events such as *Oktoberfest*) and, most importantly, a large expanse of lawn ideal for car shows.

As Cincinnati has had a long-established German heritage, it seems natural that an event catering to the fans of Porsches and VWs would be successful. Well over 250 vehicles joined the festivities last September, with Porsches parked on one side and Volkswagens on the other – a few water-cooled VWs and Audis came to play, too.

It truly was a perfect day, thanks to a well-oiled programme led by the promoting team (Lisa, Bob, Chris, Pam and Cherry in particular). Check out the [cintvclub.com](http://cintvclub.com) website for news and updates on the forthcoming September 2016 meeting! **CP**



Top left: Steve Leiding cruised in this highly-detailed 1960 Cabriolet – what a car!

Top right: Signal Red 1963 T6 B coupé has been in the Kovatch family for 28 years



Bottom left: Mega-clean 911E belonging to Brad and Carolyn Shisler was one of the best examples of Targas on hand

Bottom right: All years and models are welcome. Rob Coffey's 1972 911T sits alongside a 944





Perfect reproduction of the factory optional roof rack. All correct pieces and fully chromed.

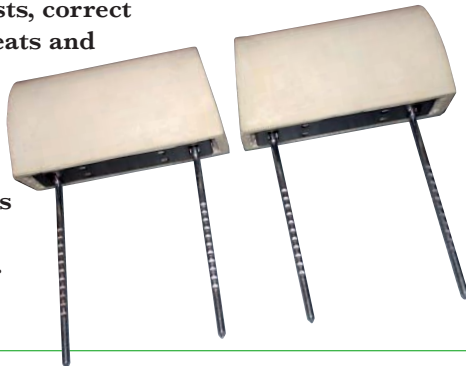
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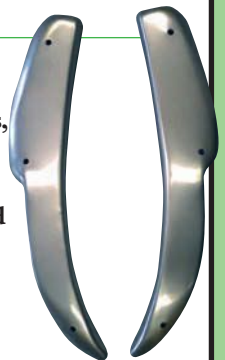
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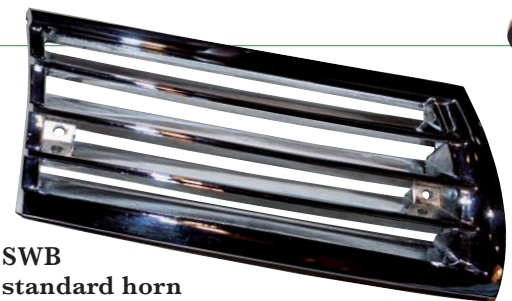


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# GREY GHOST

It's a Pre-A Porsche full of fighting spirit, yet as beautifully prepared as any concours entrant. Robert Barrie's 1953 356 is race-ready yet a delight to drive on the road. It's the perfect all-rounder in every respect. Robert tells the story behind his latest ride...

Words: Robert Barrie  
Photos: Tom Gidden





It was when I was racing early 911s that I noticed that 356s were much less common and almost as quick. I followed one on a twisty circuit in France thinking I would pass easily. Not so. It took some time and I only got by on the straight. A mental note was made.

Meanwhile, I could see the earliest versions – the Pre-As – were highly competitive in index of performance calculations that gave weight to their small engines and considerable age. At one point, they were winning almost everything.

They are still doing well. A Pre-A again took the overall index classification on this year's Tour Auto and another topped the relevant grid at last year's Le Mans Classic. So it was, five years ago, that I decided I had better get one.

The aim was a dual-purpose car – a road car I could take to the track and a track car I could use on the road. A stripped-out 'sports purpose' special, just as it would have been in the day. It's hardly an original thought, of course – it's the same idea that drives a lot of our enthusiasm for old cars. The hard bit is turning it into reality.

The first decision is whether to buy an existing car that may not be quite right or to start a project that doesn't exist at all. The merit of the former is that it might be ready

before minds and circumstances change. The advantage of the latter is that the initial cost is lower.

I weighed it up and went for the project, knowing it would be more expensive in the end! Everyone has a restoration project in them, don't they? In my defence, the heavy lifting had already been done on mine, and done very well.

Roger Bray was restoring a Pre-A for a customer. The car was in primer when I saw it and looked fantastic. In my view, Roger and his team are one of a handful of UK restorers who work to the highest standards and have real expertise in the early cars. The Pre-A was looking for a new home and I put my hand up for the role.

The car had been imported from the US a couple of years earlier. As is often the case, it didn't have a huge amount of history but, from the pictures and the spec, it looked as if it had already seen some action as a competition car. The original engine and gearbox had gone but, along with the fully sorted bodyshell, there were lots of other nice bits and pieces. An important bit of history that was present was the Kardex. It recorded the chassis number, the missing engine number and that the car was originally Fish Silver-Grey.

It also noted that, though the car had recently come from





the US, it was initially supplied by Sonauto, the celebrated Paris dealer. Sonauto was very much involved in Porsche's first appearances at Le Mans, with the works team winning the small-capacity class in a lightweight 356 in 1951 and again in 1952. The drivers on each occasion were the French pairing of Veuillet, the proprietor of Sonauto, and Mouche. It's tempting to imagine the Pre-A being ordered in the light of their success!

In any event, the car was built in late-1952 to the 1953 model-year spec and delivered early in the new year. The distinctive features of the 1953 model-year cars were that the indicator lights were directly below the headlights and there are, as yet, no horn grilles. The sidelights were slightly inset towards the centre of the car in the previous year and

close to it – at his workshop in Devon, Andy wrote out the recipe for the engine and gearbox the best part of 250 miles away at his premises in Essex.

Inevitably, there were omissions and duplications, but nothing serious and, though it meant more project management – a fancy term for fetching and carrying – I still think it made sense to allocate different parts of the project to the relevant experts. Meanwhile, two years into the project, the car looked better than ever now it was in paint!

A check on the engine that came with the car had found that it was, for the most part, unusable. The cases were saggy and out of shape, the crank and rods were not to spec and the heads had been messed about with. I started to source some of the parts required for a new build while

“Roger fitted the car with aluminium boot and bonnet lids, and a modern roll-over hoop...”

horn grilles were fitted, for the first time, in the following year. The standard Porsche practice of making incremental changes every year was already well established.

I introduced a complication at an early stage by asking Andy Prill to build the engine and gearbox for the car. Andy and his team had been involved in preparing many of the Pre-As that had performed so well in competition and, despite the logistics of managing a restoration in two different places, I was keen to take advantage of that experience in the car.

So, while Roger fitted the shell with aluminium boot and bonnet lids, and a modern rear roll hoop, and set about painting it in its original stunning colour – or something very

Andy's team turned their attention to the gearbox.

The key decision here is the choice of ratios. The standard BBBC gears are too long and too widely spaced for serious track work and racecars commonly run lower A and B ratios on third and fourth. In the end, we went for an A third and a D fourth. It may not be obvious, but in the 356 alphabet, D is somewhere between B and C.

Along with the rebuilt gearbox, we overhauled the rear brake drums and innards and, while we were at it, ordered some wider repro GT-pattern drums for the front. All standard 356 racecar kit that is usable on the road.

The engine remained an issue for some time and Roger rightly put the car to the back of the workshop queue while

*Location of the turn signals and lack of horn grilles are indicative of 1953 model year. Fit and finish of panels is exemplary*



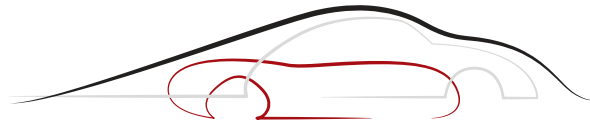


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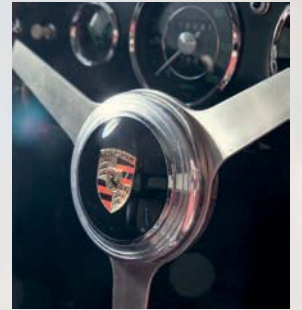
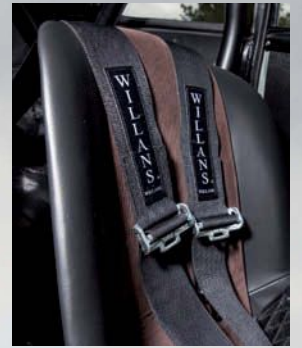
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“We were preparing the car for FIA HTP papers in period E, which runs through to 1961...”





*Speedster-style seats have been trimmed in leather and cord, and look superb. Dashboard is original, but fitted with the necessary extras for racing*

we sorted it out or, in my case, failed to do so, with the result that the project stalled for a while. There were a number of reasons for the delay. It wasn't as easy to source the engine parts as I had hoped – there were plenty of cases and heads around, but few of the required standard. I was familiar with the difficulty of finding good used parts for early 911s and was learning that the same applied to 356s.

There was also the added requirement to comply with the rules. We were preparing the car for FIA HTP papers in period E, which runs through to 1961. As a non-homologated car, a 356 can run whatever parts can be shown to have been fitted to a production car, or to a car running in an international event, during the relevant period.

That includes an engine with twin-choke Solex carburettors, so that's the spec we settled on and, as a practical matter, the spec that comparable racecars run. It's possible that individual race organisers may have slightly different or additional requirements, such as single-choke carburettors, if cars are being run in events or classes that cover the earliest years of the period.

We were now three years into the project. Roger brought the car to the front of the queue again, did some further fitting out – steering, front suspension, loom and electrics, Perspex windows, Speedster-type seats, and so on – and pushed it to the back again. It still looked fantastic, but it still wasn't finished. Then, unexpectedly, an option for the engine arose.

A spare engine built to race spec by Andy's team some years previously for another Pre-A became available. It had all the right parts – a billet crank, high-compression pistons,

race-spec rods and cam – and it had only been very lightly used. For a variety of reasons, it took a bit longer actually to get hold of it. Having done so, we briefly ran it on a stand at Andy's workshop. It seemed fine and I dashed off with it down to Roger's. That journey again! It was still June, just, and there was an added urgency because the car – on the strength of its looks alone – had been invited to race at the Goodwood Revival in September.

It's uncanny the way that certain issues wait until the final stages of a project to become apparent, particularly when there is a deadline attached. So it was that, initially, the exhaust didn't quite fit under the rear valance, the tyres were a bit of a squeeze under the arches, some of the gauges weren't quite right or didn't work and one or two other items required attention.

Anyway, Roger and his team did a great job getting the car ready before it went back to Andy's for final race prep ahead of the event. In went a fire extinguisher, a battery cut-out, a race harness, a transponder, a rear rain light, some tow hooks and an oil pressure gauge and warning light.

On went a suitably noisy exhaust, some approximate jetting, some camber and some geometry. It's a long list when it's written down and it all takes time. Inevitably, some things were timed out and returned to later. We showed the car at Hedingham and then it was off for its racing debut.

I have written about the race and the event more generally in the last issue of *Classic Porsche*, so there's no need to repeat it here. The key point for present purposes is that the car still wasn't quite finished. It was tantalizingly close, but there were still some details to sort out.

*Big Carrera-style brake drums are visible through the centres of the steel wheels. Regulations won't allow you to upgrade to discs, so Carrera drums are the next best option*







It went back to Andy's for its FIA inspection, which turned into a project in its own right, and to be converted back to a road set up. It then went back to Roger's to finish some of the tasks that had been put to one side in the earlier rush. The dashboard was fitted with the appropriate gauges and switches, the wiring was tidied and, as an example of attention to detail, we went to some lengths to make sure that the reversing light worked.

It may seem rather trivial, but, on the subject of details, one special moment earlier in the project was when I found that the interior light worked! You wouldn't find such frippery in an all-out racecar, but it's exactly what I wanted in this car.

We were still charging through all of this in the belief that the car had sold and we were readying it for a new owner. Not so, as it turned out, and we would have taken more time had we known. Never mind, the car remains stunning, not least in the pictures that accompany this piece. It will have to be sold at some point, but in the meantime it will come back

to me for a while as a car rather than a project. That will round the story off nicely. It's registered and taxed, so all I need now are some bright, sunny winter's days.

Having driven it on road and track, its set-up is best described as road-biased. That's a product of the engine and the gearing. For all its race-spec innards, the engine remains extremely flexible. If anything, it feels more rally than race.

In terms of the gearing, top is only one tooth different from standard and the car can take a while to wind itself up, even on a longish circuit like Goodwood. The flipside is that it's much more relaxed on the road than most racecars, and still extremely brisk! The handling and the brakes are a joy in both settings.

We did what we set out to do, even if it took a while. This wasn't my first restoration project and it might not be my last, but it's enough for now! I must thank Roger, Andy and their respective colleagues for their hard work and expertise. You only need to look at the car to see what's gone into it. **CP**

*Engine was built by Andy Prill, as was the gearbox. It features a billet crank, race-spec rods and high-compression pistons, topped off with Solex carbs*

*Despite lack of plates in the photograph, the car is fully road-legal and registered in the UK. Take it from us, it's a fun drive!*







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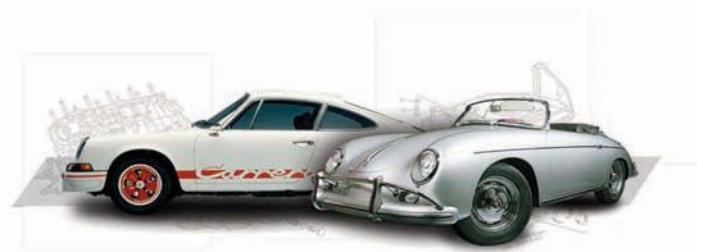


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# MORE OR LESS

It's a 911, sure enough, but one with a difference. Created in 1967, the 911R was an ultra-lightweight competition car that's a hoot to drive on the road, too, and the inspiration behind a generation of latterday hot-rods. We get behind the wheels of a pair in Belgium

Words: Johnny Tipler  
Photos: Antony Fraser





## 911R IN DUPLICATE

It's double trouble! These two bad boys are so wayward we could easily find ourselves at odds with Belgian speed laws. We're on the road with two out of just 20 factory-built cars bearing the 911R moniker, courtesy of August Porsche Addiction, a classic specialist garage at Ohain, Belgium. Kobus Cantraine, who's handling the restoration and sale of these cars, gave us a thorough overview of chassis number 003 and number 006.

Just as Porsche created a competition-oriented Carrera GT version of the 356 in 1957, it was only a matter of time before they played the same card with the 911. A decade on, in 1967, the 911R became the factory's racing and rallying edition of the production 911 and, as well as the works squad, it was immediately seized on by privateer teams and pressed into service for racing and rallying in the new FIA Group 4 appendix J category. These were hardly what you'd call 'production cars'; Karosserie Firma Baur in Stuttgart assembled just 20 examples, and the chassis spec was a pared-to-the-bone 798kg!

Just as Colin Chapman's oft misquoted motto at Lotus was 'simplify and add lightness', Baur's wizards, who were responsible for the 917's glassfibre bodies, too, replaced everything except the basic 911 bodyshell with glassfibre panels. That includes the bumper-valances, front bonnet and engine lid, doors and front wings, which are all in glassfibre resin, laid up as single gauge and laminated on the inside with thin balsa-wood strips.

There's just a plain mesh grille over the engine lid, no hint of any chrome or stainless-steel, with the engine visible through it, and just rubber straps to close the engine lids. No grilles over the ducts in the front valance or the edges of the front wings, either. It's all about lightness.

Experience with the GRP-bodied 904 had taught Porsche valuable lessons constructing in that medium. The 911R roof is the thinnest-gauge steel, the door window frames are aluminium, and the panes are glued in with silicone, while the engine lid is hung with the simplest of hinges. Even the smuggler's box lid is glassfibre.

Sidelights are straight from a motoring accessory shop – trailer lights, possibly – and the indicators are sourced from the contemporary rear-engined NSU 1000 TT parts bin. The oil filler cap, prominent above the rear right-hand wheel arch, shows where the factory engineers chose to relocate the oil tank for better weight distribution.

The 911 R's Type 901/22 2.0-litre flat-six featured many special components such as valves, camshafts, ported heads, pistons, Marelli ignition and oil filters. The inlet manifolds are magnesium; the twin banks of carburettors are Weber 46 IDAs. Identical to the 210bhp Type 901/20 engine from the Group 4 906-Carrera 6, it also featured titanium conrods, lightened flywheel, beefier clutch and limited-slip differential. Lightweight aluminium oil coolers lived within each front wing, and 100-litre long-range anti-surge racing fuel tanks with dual pumps were installed in the luggage bay.

Back in the day, the 911R's power output was quoted at 210bhp, which, in a very light shell, tipping the scales at less than 900 kilos (including a full tank of high octane race fuel to feed the 10:1 compression ratio twin-plug engine) and in such



*In its day, the 911R was the ultimate all-rounder, perfect for circuit racing at all levels, as well as international rallying*







“The 911R was Porsche’s intended weapon for sportscar racing...”

a narrow body, is a potent mix indeed.

In competition terms, the ultra-light g11R was Porsche’s intended weapon for sportscar racing, but the FIA failed to accept its homologation, and so the R was obliged to run with the prototypes. You’ll not see any at Le Mans in ’67 or ’68, though Vic Elford and Gijs van Lennep took a class win at the Circuit of Mugello, and Quick Vic, Jochen Neerpasch and Hans Herrmann also won the 1967 Marathon de la Route in a g11R. Then later on, Gérard Larrousse and Maurice Gélín won the 1969 Tour de France and Tour de Corse in an R.

Porsche needed to field a less extreme machine to comply with WSC GT regs, and when the FIA reclassified the g11T into the same category as the g11S in 1968, Porsche created the g11TR. Weighing 52kg less than the S and capable of running a more powerful engine, the TR was the better chassis with which to go racing.

While the 2.0-litre g11R was a pared-to-the-bones lightweight, the TR was homologated as a Group 3 GT car – that’s to say, highly modified but much less so than the R. Probably 36 TRs were created and, like the g11R, campaigned by professional and amateur racers and rallyists.

So, what of our two subject cars, chassis numbers 003 and 006? Kobus Cantraine sourced them, and 003 – the Grand National car – and 006, the Tour de Corse car, have undergone a serious makeover. To be precise, the Grand National car is complete and by the time you read this will be in North Carolina in the Ingram collection.

The Tour de Corse (Corsica) car is still having cosmetic work done. It’s the more original of the two, displaying patina such as the clouded Perspex windows and Fuchs wheels that have clearly seen some action. However, the Grand National Tour de France car has the more exalted pedigree, having

attended the legendary Monza record-breaking session on 29 October 1967, although it was ‘merely’ a back-up car for the occasion, like chassis 002 that belongs to another old friend, Johan Dirickx.

The successful record breaker was chassis 001, liveried in white with red stripes over the top. The two cars arrived separately at Monza: 001 went on a truck, 002 was driven via Switzerland, and chassis 003 drove round the edge of Switzerland. Drivers were Jo Siffert, Dieter Spoerry, Rico Steinemann, Charles Vogele and Hans Illert.

They spent three days driving flat-out around Monza Autodromo, including the banked oval section, logging 1000-miles (1609km) in 7hr 7min at 140mph (226kph), and 10,000-miles (16,093km) in 76hr 31min at an average 131mph (210kph). They’d smashed five world and eleven international records, having consumed 90 tyres in 96 hours.

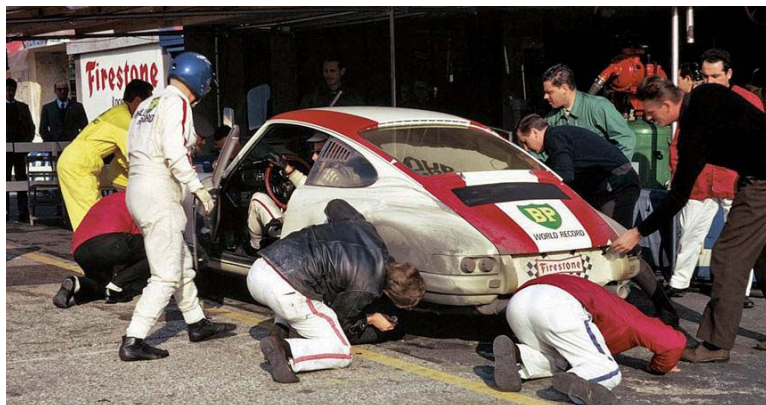
These cars are not much like normal g11s. Apart from the weight-saving use of glassfibre we referred to earlier, most g11Rs were fitted with H1 headlights, but 003 has headlights with transparent glass and twin Cibie Bi-lode bulbs, which were a common fit on French rally cars in 1970.

The Fuchs wheels are specific to the R: the standard g11S wheel was only 4.5in wide in 1967, but the R is fitted with lightweight 6J and unique ‘7R’ rear wheels (essentially ‘sixes’ with the extra width added to the inner rim), and they also have a higher than normal magnesium content. Yet more lightening. Tyres were originally 5.00L15 and 5.50L15 Dunlop Green Spots, race rubber of choice back then.

You learn something new every day, and my lesson is demonstrated by the Tour de France/Grand National car. On the g11R shell there’s a small triangular area where the rear wing and the rocker panel meet, just above the jacking point,

*Tour de Corse car (wearing race number 303) is the more original of the two. It’s chassis #006. The second g11R in the background is chassis #003, which was used as a back-up car on the 1967 record session at the Autodromo Monza (see photos below)*

*One of the g11R’s most famous achievements: Monza 1967: 1000 miles at an average of 140mph, 5000 miles at an average of 132mph and 10,000 at 131mph. It’s almost impossible to comprehend...*





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which is where both panels are spot-welded onto each other; all classic 911s are built like this. We don't see it because during assembly at the factory that joint was leaded over on a normal 911, and you'd have maybe 400gm of lead on each side, which of course was omitted on the 911Rs at the Baur factory as a weight-saving exercise.

And that is also evident in the presentation of both cars' exteriors. The original liveries had long since been obliterated, and Kobus strove long and hard to replicate them, referring to contemporary photographs as part of the detective work needed to identify all the sponsors' names and logos from contemporary photographic evidence.

For example, the words Credit Agricole on the roof of 003 was barely legible in photos, so he Googled 'Credit' for 1970, which was just about guessable, and found that a Corvette was sponsored in the 1970 Le Mans by Credit Agricole and it bore the same stickers, which he was able to have copied.

Images for the rest of the company logos were obtained and replica decals made. Luckily this Grand National car has a lot of colour photos of it, but on the Tour de Corse car I have almost no colour pictures, so to determine what colour the decals should be I had to look for similar stickers on

other cars of the period.

'In 1967 in France they weren't allowed to put sponsor names on cars, and that was in a way helpful because 006 has just a few logos. Three years later and they're plastered all over with stickers, and a year after that it's even worse!'

You don't have to go far to appreciate how austere the R is. Just sit in the cabin, and despite the restored period Scheel seats, it is an extremely austere environment, and I know it's going to be a raw experience driving it.

There are no safety belts and the side windows are retained by leather straps that notch onto hooks like a belt, just like in the 1957 356A Carrera GTs. You can even make out the weave of the glassfibre in the door panels because there are no internal door cards. The handle consists merely of a simple T-shaped bonnet release catch, and there's a drilled wooden footrest for the navigator's feet.

The rear side windows are Perspex with their trademark crude but effective louvres and they've gone cloudy with age. There's no headlining, so it's bare metal, and very little in the way of a dashboard – and there's no glovebox lid. In the rear of the cabin there's a bolted-in rollover hoop with two bracing supports, and the floor is clad in lightweight carpet.

*Raw, visceral, ear-shattering, spine-tingling: the 911R is all this and more. Two on the road together is a rare treat*

“It's an extremely austere environment, and I know it's going to be a raw experience...”





Although 003's dashboard has Halda Twinmaster and Speedpilot trip meters, joined by a pair of period Heuer clocks facing the co-driver, it is just as austere as 006. They both have similar Scheel bucket seats, quite heavily padded, restraining and comfortable, but set rather too high for my taste so that my forearms are sloping downwards towards the wheel. The pedal mechanisms are exposed. It's a spartan, functional race car.

The history file of 003 begins with its service as one of the support cars at the Monza record-breaking run. Its complete chassis number is 11899003R, and from October 1967 to August '69 it belonged to the Porsche factory race department, designated with *Versuchs* (experimental, or prototype) licence plate number S-K2401.

From August '69 to September 1970 it belonged to Michel Martinache, and from September '70 to April '71 it was owned by Gérard Danton-Merlin, who raced and rallied under the pseudonym of 'Gédéhem'. He passed it on to French concessionaires Sonauto who sold it in 1984 to a serious Porsche collector who used to be based in Compiègne, near Paris, who in turn passed it on to its previous owner in 2012.

Its competition successes were all achieved in France, and

include 3rd overall and 2nd in class at Nantes in October '69, and 3rd overall at St Armand-les-Eaux in the hands of Michel Martinache. And then on 23rd September 1970 it competed in the Tour de France/Grand National with 'Gédéhem' and Vincent Laverne, who took the overall win and 1st in class, which is its greatest claim to fame. 'Gédéhem' and Laverne participate in a few more domestic rallies, but to all intents and purposes that's the end of its competition life.

Between 1970 and '74, the Tour de France Auto was organised in conjunction with the Grand National, a rally-style race for French competition licence holders, run on the same days and much of the same course. While the Tour de France was sufficiently illustrious to count towards the World Championship for Makes in 1963 and '64, the Grand National was rather less exalted, being a round of the French domestic rally championship.

In 1970, waypoints on the Tour de France included Paul Ricard, Albi, Pau, Bordeaux, La Boule, Le Mans, Rouen, Lille, Ypres, the Nürburgring, Reims, Ballon d'Alsace, Magny Cours, Dijon, Charade, Vichy, Le Mont d'Or, Grenoble, Aix-en-Provence and the finish in Nice. There were lots of racetracks for special stages in the itinerary.

The inaugural Grand National covered much of that route, excluding the Nürburgring leg. Gédéhem's opposition in the 1970 Grand National ranges from a dozen Renault-Alpine A110 Berlinettes, and Alfa Romeo GTA and a second 911S that finished 2nd in the event, crewed by two women, Sabine Copenhagen and Serre Cousin.

Moving on to 006, the Tour de Corse car, chassis number 11899006R was sold new to Sonauto Porsche and delivered in October '67 to Fernand Schligler. The car's claim to fame is its presence in the 1967 Tour de Corse, albeit briefly, a round of the World Rally Championship.

Schligler abandoned after a disappointing result during the first timed stage of the rally, preferring to save his brand-new car, though 3rd place overall went to Vic Elford and David Stone in another 911R. Schligler also drove the car in the Lyons-Charbonnières in '68, placing 4th overall in that year's Lorraine rally.

He sold it in early 1969 to Michel Martinache, owner of 003, though its new owner fared no better in the results tables. Having been damaged in the '69 Rallye de Rouen, 006 was sold to Marcel Balsa, who rebuilt the body and fitted a 2.3-litre ST engine. The R engine and gearbox was sold separately to Gerard Danton Merlin, aka "Gédéhem" (him again!), as spares for his own 911R (11899018R).

In 1971, 006 passed on to Thierry Sabine, who used it as a reconnaissance car. Then in 1980 it was acquired by Bertrand Lenoir who installed a 911T engine. Robert Noirot then bought it in the mid-1980s, though it was never driven or registered in his name. In July 2002, Claudio Roddaro of Monaco became the owner and a major restoration was commissioned at Scuderia Classica, which lasted till 2006.

Kobus Cantraine discovered it in Scuderia Classica's stores in Italy in December 2014, then brought the car to Ohain where restoration was completed by August SA, with the period 1967 Tour de Corse livery applied by Dam's Grafix. Meanwhile, the original R engine passed from Gédéhem in



*Some downtime in the wake of the record session at Monza. This was proof if ever there was that the 911R was an incredible all-rounder*







“It’s such a great chassis, there’s a sweet delicacy of touch, a lightness of feel...”

1973 to veteran French racer Raymond Touroul till '89 when it was acquired by another French collector, from whom Kobus bought it in 2015. He had it rebuilt by a Stuttgart-based specialist, dyno'd at 216bhp at 7650rpm, and then re-installed in 006.

So how do these lightweights feel out on the road? The starting procedure begins with five prods on the throttle, turn the key for a little longer than normal and then it fires angrily into life, idling evenly at 1500rpm. Both cars have newly-fitted Monza steering wheels that were supplied by Karmann Konnection. Starting with 006, I ease out of August's forecourt onto the swooping Ohain B-roads – where no doubt local hero Jacky Ickx once cut his Le Mans-winning driving teeth.

Kobus is in 003, and in tandem we scream away in the hilly Belgian countryside near the site of the battle of Waterloo. They're both raucous, these 2.0-litre cars with open pipes, exactly what a 911 engine should sound like. And 006 is such a lively animal, truly exciting. Every nuance of the steering wheel counts and it responds to the slightest movement. It's a joy to handle such a properly sorted car. It accelerates smartly, easing through the 'box with the sublime flat-six snarl.

The brakes are another matter, with a lot of pumping to be done to get it to slow down. Approaching a corner, I get the braking done early, steer into the apex with a little more lock than required, take it off as the car turns in, gradually applying the throttle, and it powers out beautifully, with no

discernable body roll. Its handling has much to do with its Avon CR6ZZ tyres, 215/60 15s on the back and 185/70 15s at the front which are very soft and which flex on the sidewall so you can feel the car moving.

It's a truly great chassis, agile, turn-in is precise, and there's loads of grip from the front wheels, with plenty of feedback, and as I brake the car pivots itself on the front end, the back end sticks, thanks to the Avon tyres which match the turn-in and the R's short chassis geometry, and round it goes.

It's such a light chassis there's a sweet delicacy of touch, a lightness of feel, like shrugging off a heavy overcoat. They are extraordinarily quick and totally exhilarating. Halfway through our shoot we swap cars. 003 is more guttural sounding and slightly less planted than 006, though acceleration is similarly instantaneous, accompanied by that glorious metallic soundtrack that only a small capacity flat-six can produce.

The steering is slightly stiffer on 003 and the ride is also slightly harsher, the gearshift slightly slicker. Summing up, 006, the Tour de Corse car, feels slightly nimbler, not quite so highly strung, and of the two it's the drive I prefer: a tiny bit more relaxed.

But there's no getting away from the fact that they are both purposeful short-wheelbase Tarmac rally cars. *La crème de la crème*, a delight to drive, watch and hear in action. This pair of 911Rs are living proof if ever it was needed that less is, indeed, more. **CP**

*Glassfibre wings, bonnet, engine lid and doors, along with lightweight steel panels, helped keep the 911R's weight pared to a minimum. Front turn signals were 'borrowed' from NSU*

#### Thanks

Kobus Cantraine (kobusc@gmail.com) and August Porsche Addiction for hosting our sessions, [www.august-classic.be](http://www.august-classic.be)  
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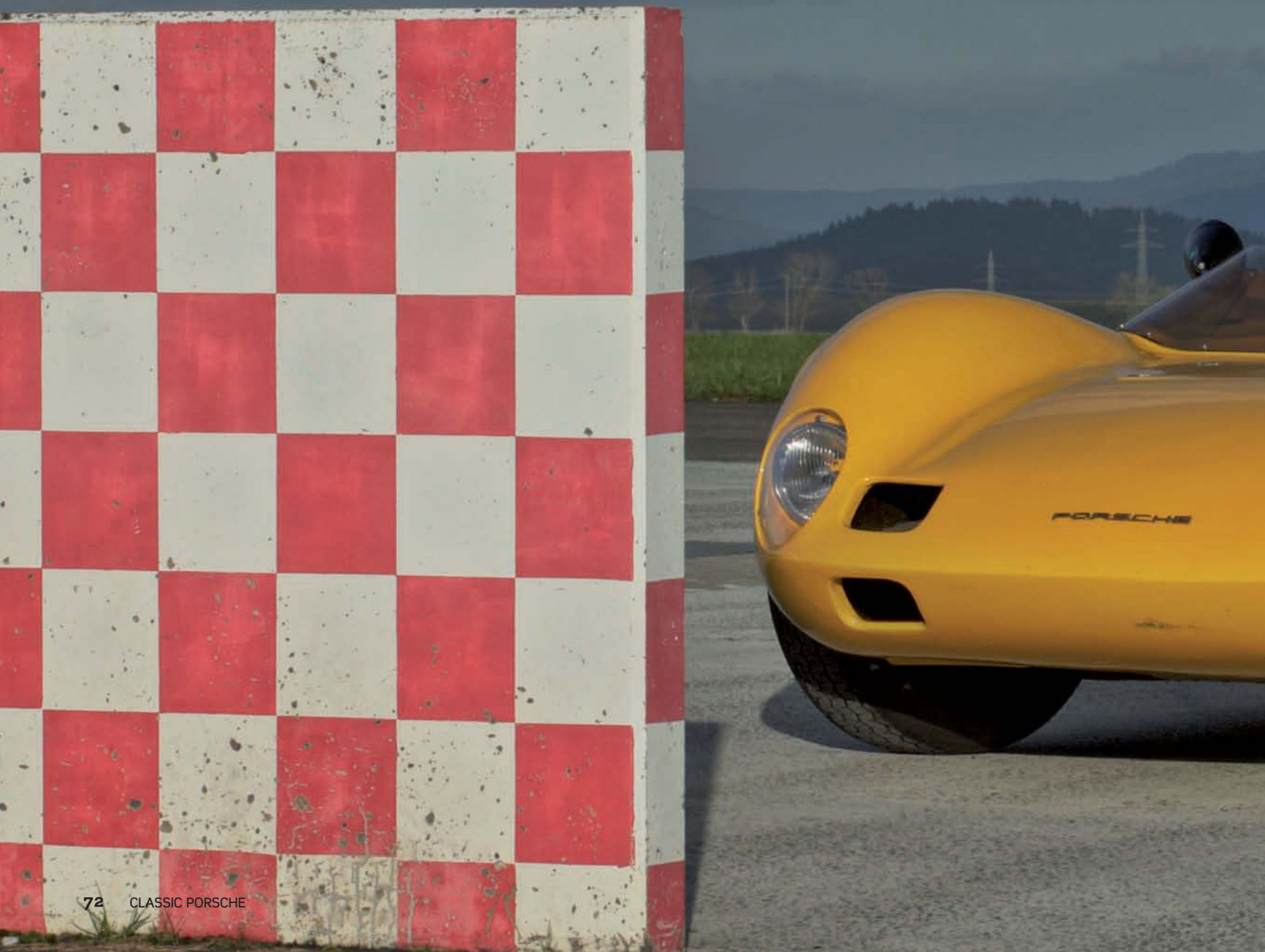




# Here **she** goes!

In retrospect, it seemed like an unlikely marriage: a British-built sports-racing car, more normally powered by an in-line four-cylinder engine, paired with a highly-strung Porsche four-cam flat-four. But it was a marriage that worked - after a fashion. *Classic Porsche* looks at the story behind the oddball Elva-Porsche

Words: Keith Seume  
Photos: Stefan Bau





**E**lva. It's a name that will be familiar to fans of 1960s British sports racing cars and Formula Junior single-seaters, but possibly less so to many Porsche enthusiasts. Yet, as unlikely as it may seem, the marriage of an English-built chassis and a German-built racing engine helped Porsche through a slightly difficult time in its racing history.

The problem for Porsche in the early part of the 1960s was that, while its cars were successful in the long-distance European events, they were less suited to the shorter 'sprint' races that were popular not only in North America but also at many of the smaller European circuits. Outright victory at prestige endurance races such as Le Mans would have been fantastic news, of course, but class wins were the bread and butter of Porsche racing success.

A class win at Le Mans was something to shout about, even if when looking at the event results as a whole it amounted to a relatively lowly overall finishing position. But at the more numerous short-distance races, even second place was hard to get excited about.

There would be no more RSKs, and the old Type 550 was long gone. What was the solution? Ideally it would be to build a new car from scratch, but that would take time and expense. How about, then, matching the proven Porsche race engine (at the time, the Fuhrmann-designed four-cam) to a proven chassis from another manufacturer?

This was not the normal course of action for Porsche, although privateers had explored this avenue several times in the past. Pete Lovely's 'Pooper', which appeared in 1955,

was probably the first 'cross-breed', combining a streamlined Cooper body/chassis with a pushrod Porsche engine. It was an ingenious – and economical – way to take on the more exotic factory-built 550s, which it did with not inconsiderable success.

As is the case today in Formula One, the best race car chassis were being built in the United Kingdom. British-built sports cars, such as the Lotus and Elva, had a reputation for excellent handling, light weight and, sadly, fragility. Lotus boss Colin Chapman was infatuated with keeping weight to a minimum, often at the expense of long-term reliability. It was not uncommon for his cars to require extensive repair after (or even during) each event...

Frank Nichols, on the other hand, took a rather more pragmatic view. Nichols was the man behind Lotus's arch-rivals, Elva. The name was a tongue in cheek Anglicism of the French *'Elle va'* – literally, 'she goes'. Nichols built his first cars in 1954, basing them on Mike Chapman's CSM sports cars, which were constructed in the coastal town of Hastings, East Sussex.

They used Standard 10 front suspension and a Ford rear axle, and were powered by a Ford 10hp engine equipped with an overhead-valve conversion. Around two dozen of these cars were built before Nichols decided to build his own car, which he called the Elva.

These second-generation cars (known as the Elva MkII) featured a De Dion rear axle layout and proved to be both popular and successful, one such car setting a new record for the Prescott hillclimb course in May 1955. Fitted with an







all-enveloping glassfibre body made by Falcon, MkIIs were also successfully raced by the likes of Archie Scott-Brown.

In 1957, Elva produced the MkIII, which also featured a De Dion rear axle, inboard rear brakes, a longer wheelbase and a lighter chassis. It was offered with an 1100cc Coventry-Climax engine. The MkIV went a stage further with fully independent suspension all round, and was the first Elva to be built with a tubular space-frame chassis.

This was followed by the – wait for it... – MkV, of which 13 were built. This was the ultimate front-engined Elva sports racer, with a potent OHC Coventry-Climax engine and handling that allowed it to be more than a match for the better-known, if rather fragile, Lotus XI.

The first three of these engines one can understand, being in-line four-cylinder units thus easily swapped into the Elva's tubular chassis, but the flat-four Porsche engine would clearly require considerable effort to install – especially the bulky four-cam variant. Anyway, how did such an idea come about? The story begins late in 1962 with the coming together of two fertile minds.

The first of these was Carl Haas who was, at the time, the North American importer of Elva cars and had interests in Porsche Car Import Inc of 550 Frontage Road, Northbrook, Illinois, which was the Porsche importer for the mid-western states, run by Oliver Schmidt.

In 1963, the Sports Car Club of America (SCCA) was

*Low-slung body and chassis of the Elva MkVII was very aerodynamic, but left the driver sitting out in the breeze. It was considerably lower than the old 718 RSK*

## “Anyway, how did such an idea come about? The story begins late in 1962...”

The first of the ‘modern’ Elvas was the MkVI, which was a mid-engined design powered by either the Coventry-Climax four-pot, or a push-rod Ford engine. Other units were occasionally fitted by customers who appreciated the fine handling offered by this advanced design. Twenty-eight MkVIs were built between December 1961 and October 1962, the svelte racer proving popular among club racers on both sides of the Atlantic before being overtaken (usually quite literally) by Colin Chapman’s Lotus 23.

But the hero of our tale is the MkVII, of which around 70 were built from 1963 until 1965, fitted with a variety of engines by the factory, including Lotus twin-cam, Coventry-Climax, BMW and...Porsche!

planning to run a new race series called the United States Road Racing Championship (USRRC), a points series designed to allow smaller (up to 2.0-litre) cars to compete alongside the big-bangers. This new championship attracted a lot of interest, not least from Haas and Schmidt. The problem was, which car would be the most competitive – and here we’re talking of which Porsches.

The 904 was not yet available, while the old RSK was too long in the tooth to compete on equal terms with the opposition. Bearing Haas’s association with Elva in mind, thoughts turned to maybe using the latest Elva chassis – the MkVII – and adapting it for use with a four-cam Porsche motor. A local Illinois racer, Ernie Erickson, had already

*Brass plate (centre) shows chassis number 70-025 – ‘production’ Elva-Porsches had a chassis number which began ‘70P’, but #025 was a prototype. Tubular chassis was simple in design, but strong enough to cope with the 185bhp four-cam motor*





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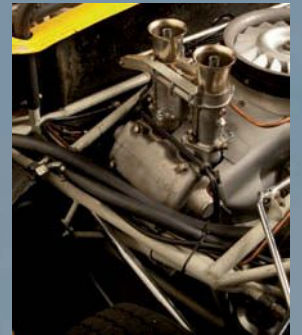
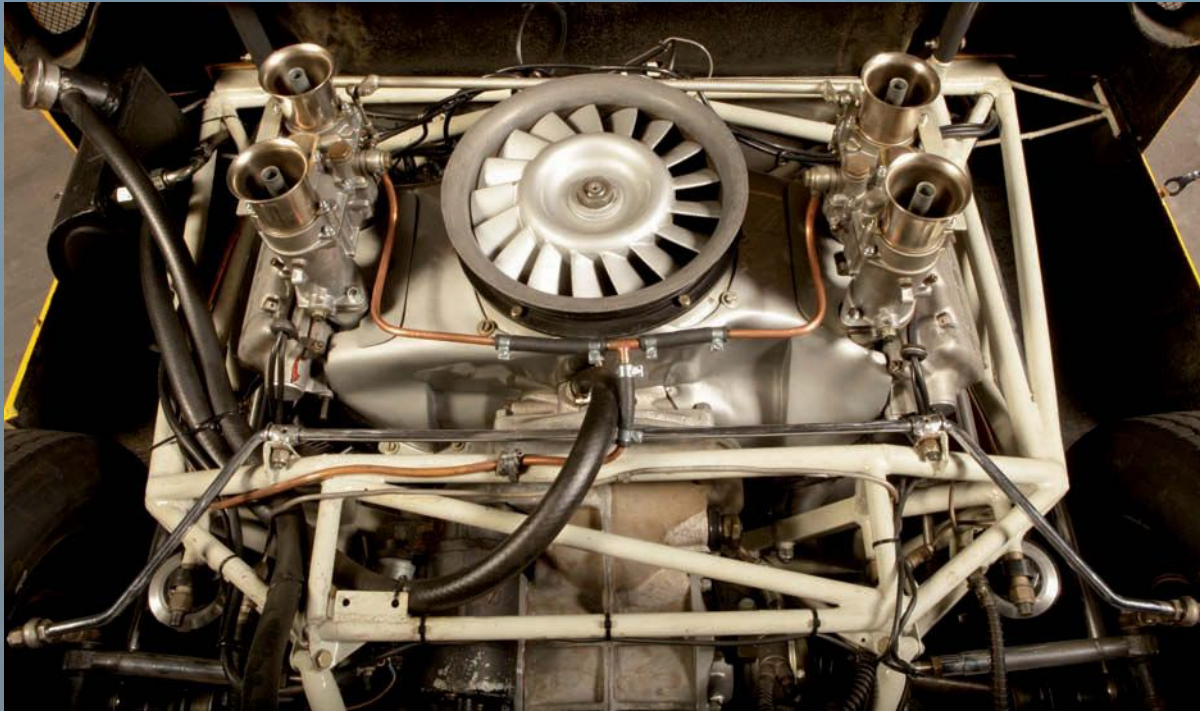
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“A second prototype was built, this time with a glassfibre body over a similar tubular chassis.. ”





*Flat-fan four-cam engines used in the Elva-Porsches were given numbers which began '904', indicative of their forthcoming use in the new 904 Carrera GTS. Fan was driven by a mixture of belt, shafts and bevel-gears*

raced an Elva MkVI powered by an upright-fan four-cam engine, so there was a precedent.

Haas discussed the idea with Frank Nichols back in the UK, the Elva boss expressing his support for the project. Subsequently, Haas and Schmidt headed to Stuttgart to meet with Huschke von Hanstein, Porsche's racing director and PR chief, to present the idea, and then to secure an engine supply. Von Hanstein was enthusiastic, but the plan still needed the go-ahead from Ferry Porsche.

He was slightly more circumspect, expressing concerns that the chassis might not be strong enough. After all, the Lotuses had gained a reputation for being fragile. The last thing Porsche wanted was to be associated with a car which fell apart during the course of a race...

This all came about at a busy and rather difficult time for Elva. The original company had recently been sold to Trojan Engineering, and Frank Nichols had set up a new business called Elva Racing in nearby Rye, East Sussex. It was here that a 14-strong team set about building the new MkVII Elva, with its aluminium body set over a rigid tubular spaceframe chassis. It was designed primarily to accept the Lotus-developed Ford twin-cam engine, but Nichols was confident that it could be modified to accept the much wider Porsche four-cam.

Nichols turned to Stuttgart for assistance and Porsche's test driver and development engineer Herbert Linge stepped in to help out. The entire rear section of the chassis was redesigned to accommodate not only the bulkier engine but also the tuned-length exhaust system which was so critical to the engine's power output. Linge was initially sceptical of the chassis' ability to accept the new engine and ancillaries, especially as it became evident that the rear suspension design had to be compromised to make space for the exhaust system.

A second prototype was built, this time with a glassfibre body over a similar tubular chassis, complete with redesigned lower rear wishbones. The engine as supplied by Porsche was a development of the Type 547/5 four-cam, with a Hirth roller-bearing crankshaft and slightly redesigned cylinder heads. The crucial difference, though, was the flat-fan cooling system, developed for use on Porsche's 1962 F1 engine, which placed the cooling fan horizontally above the engine (hence 'flat-fan'), with a

belt-driven shaft relying on bevel gears at each end to take the drive through 90 degrees.

Altogether this reworked Type 547 engine was good for almost 185bhp and was hooked up to a five-speed gearbox, as used in the 718 RSK. The principal difference was a change in the final-drive ratio to take into account the smaller wheels and tyres dictated by the Elva's body and chassis. The Anglo-German hybrid required the use of 13in-diameter wheels, in place of Porsche's favoured 15in rims, these measuring 6J and 7J, front and rear respectively. Tyres were 5.00x13 and 6.00x13 Dunlop Racing R6s.

Time was ticking by. The 1963 race season was already half over when, in August that year, an Elva-Porsche (see note below) underwent testing at Brands Hatch in Kent, with Herbert Linge at the wheel. Linge wasn't entirely happy with the Elva-Porsche, as it was now officially known (the first time that Porsche had allowed its name to be directly linked with an outside concern), finding that it had a propensity for massive understeer.

He also felt the suspension set up was too stiff, the tyres absorbing almost as much of the shock as the dampers themselves. Braking was more than adequate, though, as Porsche had supplied big Girling discs, as used on the Formula 1 single-seaters.

Now, it is worth mentioning at this point that there is a fair amount of on- and off-line debate about which car (either chassis number 70P/024 or 70/025) was sent out to the USA straight after the test in August 1963. We believe from the evidence we've been given, that it was the car shown here, 70/025 which was air-freighted out to Chicago to an expectant Carl Haas and Oliver Schmidt.

They had entered 'their' baby in an event at Wilmot Hills the following weekend, to be driven by Hap Sharp (later of Chaparral fame, with partner Jim Hall). It was to be a great launch onto the US market, as Sharp won his race and set a new lap record into the bargain.

If further proof was needed of the new car's capabilities, shortly after the same Elva-Porsche driven by Bill Wuesthoff and Augie Pabst won the USRRC's premier event, the Road America 500, held at Elkhart Lake in Wisconsin, against stiff opposition from Carroll Shelby's Cobras and a succession of Jaguars and Chevrolet Corvettes.

In addition to the first prototypes, a further 17 Elva-







Porsches were built in total, later examples equipped with an 1800cc version of the four-cam engine, and possibly three with a two-litre Type 587/3 unit. Perhaps the most interesting in many ways was chassis number 70P/038, which was built to compete in the celebrated 1964 hillclimb championship, and driven by Edgar Barth. Hillclimbing was massively popular in Germany in the 1960s and Porsche equipped this Elva chassis with a Type 771 flat-eight GP engine, producing 240bhp.

On its first outing, Barth won, but he hated the car, finding its handling too wayward. He went so far as to refer to it as a deathtrap, which is unlikely to have gone down well with Ferry Porsche, who had sanctioned its construction. Instead, Barth reverted to driving his former W-RS (known as the 'Grossmütter' – 'grandmother' – in

using a regular MkVII chassis and converted to Porsche-spec, as opposed to starting life as an Elva-Porsche. It is, however, a genuine Elva-Porsche. After all, what better provenance can there be than a car built under the watchful eye of Stuttgart, with Ferry Porsche's blessing, using an engine supplied by Porsche and then tested by the works test driver, Herbert Linge? It was then, of course, shipped to Porsche's Mid-West distributor.

The car was eventually sold to a privateer and suffered the indignity of having a later six-cylinder engine installed (which, of course, would have been the logical thing to do at the time), a modification that required cutting the original chassis. It was used for racing and autocross (what we call sprinting) before passing into the hands of Bob Garretson.

Bob rebuilt the chassis to original spec and installed the

*Accommodating the lengthy and complex exhaust system meant that the MkVII's rear suspension had to be modified to suit. It is undoubtedly a pretty car from every angle*

“The car was sold and suffered the indignity of having a later six-cylinder engine installed...”

deference to its age), leaving Herbert Müller to drive the eight-cylinder Elva-Porsche.

The car featured here is, as we say, chassis number 70/025. It was the first Elva-Porsche to race and win, and hence help build the model's reputation. It's the car that was tested at Brands Hatch before being shipped out to Haas and Schmidt in Chicago ahead of its maiden race victory at Wilmot Hills and, subsequently, at Elkart Lake.

It is interesting to note that, unlike other 'factory' Elva-Porsches, this car has a chassis number which does not contain the letter 'P'. This is because it was built at Elva

correct 718 trans. He also widened the rear bodywork to accommodate fatter rear tyres. As the car had lost its original engine, rather than search out a four-cam, Bob installed a big VW Type 4 engine, with a flat-fan conversion.

Bob later sold the car to Don Bell, who installed a four-cam 'Elva-specification' engine (rebuilt by Bill Doyle) – this was the closest matching unit possible, #90407 (the original engine was #90406). After some years, during which the car was only raced one time by Bell, it was sold to Manfred Knebel in Germany, who with his son Michael, owns 70/025 to this day. **CP**

*Shallow cockpit sides leave driver feeling rather exposed; the use of smaller 13in wheels meant that gearbox final-drive ratio needed to be raised compared to the 718 RSK; flap in rear wing gives access to oil tank*





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# CALIFORNIA DREAMING

Autofarm founder Josh Sadler had visited Rennsport Reunion in the USA a couple of times, but the offer to take his 911 S/T and race it was too good an opportunity to turn down!

Words: Johnny Tipler Photos courtesy Josh Sadler

What's not to like? Sun, surf and Seca – Laguna, that is. Josh Sadler had longed to visit California, and the invitation to ship over his recently-restored 911 S/T gave him just the excuse he needed to head way out West. California is like that: once you've been you can't wait to get back.

With Josh it was the Rennsport Reunion angle: having attended a couple previously as a spectator in 2004 and '07 at Daytona, Florida, he was up for doing another one. 'I was mightily impressed by the sheer scale of the events at Daytona, though obviously Laguna Seca is a hugely different venue.' As it turns out, by the end of the year Josh will have sampled both venues in the orange S/T.

Enter two more key figures in the hierarchy of Porsche competition activity: RS guru John Starkey introduced Josh to Phil Bagley of Florida-based Klubsport Racing, who runs an historic race operation, 'aimed at ensuring that

everybody has a good time, rather than everybody wins.' As Josh says, 'This is historic racing, you go to have a good weekend among the right sort of people and have fun. If anybody wants to go historic racing in America, get hold of Phil.'

He doesn't do things by halves, either: he trucked no fewer than 17 cars across the States from Florida to Laguna Seca to attend Rennsport. 'One was a 906, but the rest were classic 911s, including a '74 3.0-litre RS and a 993 RSR. Most of the older 911s were in my group,' says Josh, 'which was the main focus of the racing. One had a self-inflicted mishap, and one was a fresh build and had a couple of niggles, but apart from that they were 100 per cent reliable.'

So how do you rehearse for a race on a circuit you've never seen before, on the other side of the world? 'You just go there and get on with it, don't you,' says Josh.



Ever-cheerful Josh Sadler was in his element at Laguna Seca. The 911 S/T proved more than capable of keeping up with the field



*Racing was only half the battle. Getting the car to the event on time meant airfreighting it across the Atlantic. Once there, Josh had a whale of a time driving the S/T down Pacific Coast Highway*



'I had one brief session on the computer, then it all got confused so I thought blow that! Also Jürgen Barth travels with Phil's team from Daytona so he was with us and I thought, "Oh well, I'll ask Jürgen." His advice was "Just follow the car in front!" so that's what I did.

'Though the Corkscrew is a bit blind, I've been doing it long enough to know to turn left when you get to a left-hander! Race direction is mostly anti-clockwise there, which is the wrong way, but in a left-hand drive car that didn't matter too much.'

Transporting a car to a transatlantic race venue is a big deal, and due to time constraints Josh was obliged to airfreight the S/T rather than ship it in a container. 'I thought it was going to be horrendously expensive, so I decided to import the car into the States. One of the motivations was that I'd built it for a group that's a lot more popular in America than it's ever been in Europe.'

In which case, what does the future hold for Autofarm's retired founder? 'It rather depends whether the S/T finds a home,' he responds, 'and if it doesn't, then I'll ship it back home in the spring.'

The car was rebuilt at Autofarm by Mark Henderson in 2014, and painted Blood Orange, a period factory racing

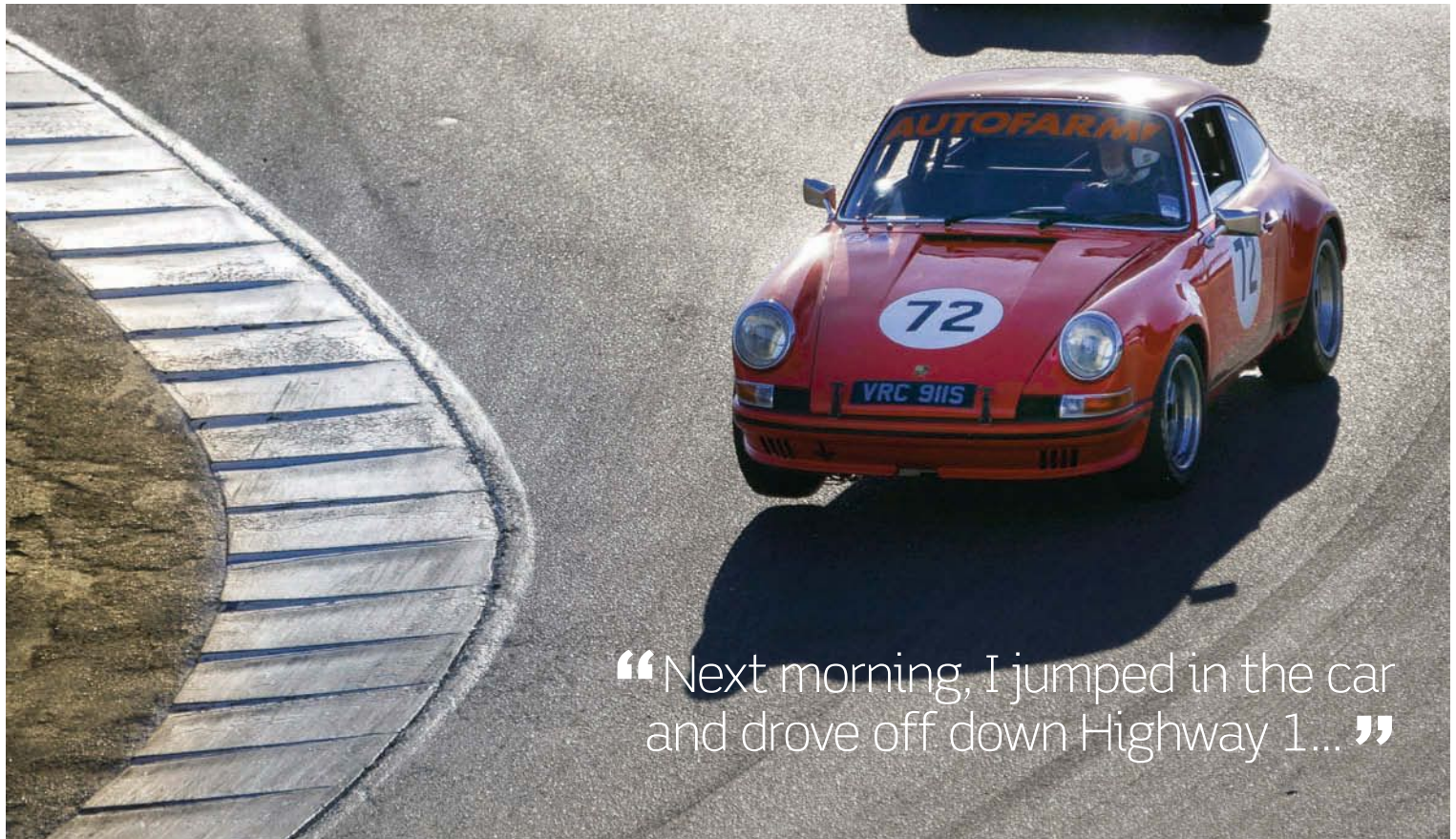
colour. It's a prototype 'S', as Josh explains: 'A 1968 911T Rally was the first one with the M471 sport equipment option, and it's got a 911S engine and the simple lightweight interior that's more familiar in the '73 RS lightweight.

'The Fahrzeugbrief logbook states that it was only 930kg, and it was equipped with Dunlop racing tyres, too. This particular car was one of the prototype batch – they normally did 12 prototypes – and this was the last built for the 1970 model year.'

After it was completed in 1969, the factory kept it for two years and then sold it to one of their engineers, with a 1970 2.2 T engine, number 0001, installed. The Autofarm S/T is fitted with a 2.8-litre flat-six, in what Josh describes as 'a versatile historic package.' Indeed, versatile enough to make the grade in road trim on a Californian raceway.

Having booked the transit with CARS UK, Josh trailed the S/T to Heathrow dispatch depot on the Friday ahead of Rennsport. Placed on pallets and loaded sideways into the plane's hold, the car was flown over on the Sunday, while Josh flew out on the Tuesday to San Francisco. 'Next morning, I jumped in the car and drove off down Highway 1.'

*Josh reckoned the S/T's suspension was a little on the soft side for the billiard table smooth track, but it still managed to lift an inside wheel through the famous Corkscrew*



“Next morning, I jumped in the car and drove off down Highway 1...”



All ready for the off. Josh was a little confused by the 'practice race' on Saturday, but still managed to finish an excellent ninth overall in the main event



Josh drove the S/T from San Francisco due west to pick up Highway 1 that runs down the Pacific coast. 'The weather was what you would expect it to be, and I was able to park up on the edge of the beach, which was marvellous: I was living the dream! I missed the turn to the circuit and finished up in Carmel where the hotel was, and while I was looking for petrol I had an amusing moment as I found myself parked next to Paul Howells, who was also over from England.'

'I think in many ways that was the most memorable day, just getting there, even more than being at the event, because it was a little personal road trip.'

Thereafter there was a schedule to maintain, albeit a pretty relaxed one. Josh drove to Laguna Seca on the Thursday, setting up, signing on and getting scrutineered. 'We were able to get all 18 cars and three transporters parked up in a block opposite the Heritage Center. It was a huge, open sided tent with maybe 30 historic Porsches opposite us, so we got a nice spot.'

All the prep was taken care of by Phil Bagley's squad, so all Josh had to do was change the wheels and take out the passenger seat. 'He'd got a team of techies and a couple of them were helping me because obviously I'd come with absolutely no tools at all. I decided that the

only thing worth putting in my suitcase was a towrope and some octane booster because over there you can't get Super Plus petrol like we can.'

'There was the question of how to carry the can, because obviously I couldn't take it on the plane, but the S/T has a race fuel tank full of foam with a big central filler which you can get your arm down, so I put it in the fuel tank with the foam and fished it out when I got there.'

Prior to Rennsport the car had only done one race, but all the gremlins had been shaken out. There were two sessions on the Friday, which allowed Josh to learn the circuit. 'Like any test session, you trundle up to the start area, 10 to 15 minutes beforehand, line up with everybody else and then drive round learning the circuit. There were 44 entries in our group and I was potentially in one of the quicker cars. I was 18th in that first session and 12th in the second session.'

'Nobody seemed particularly interested in what lap times they were doing. At the time I hadn't given it a thought; I'd got the hang of the circuit, I knew the awkward corners and roughly where the braking points were, and which gears to use.'

All fine and dandy. But then something strange happened. 'On the Saturday morning was what I thought

**CARS UK were entrusted with the task of transporting the S/T across to the USA by airfreight. It was the quickest way - in fact the only way in the time available**







was the official practice and, all kitted up, I went out ready to practice in much the same way as I'd done on the Friday. Nobody had given me any times, but they put us all in a grid position. It was a rolling start, and we went out to the collection area in grid order behind a pace car, which I thought was odd for a practice session...and when we got round to the start/finish line the pace car pulled off, a bloke dropped a flag and everybody was off.

'When I read the paperwork afterwards it said this was the practice race! So they had been timing us on the Friday after all, and I think I was 12th in the practice race and I finished the race proper in the afternoon in ninth.'

'In historic motor racing you settle in and find your own pattern. I like knowing lap times because they're a measure, like the old hillclimb days: you're just competing against yourself, running with the people around you, and have a bit of a dice with them. I managed to squeeze past one or two, and it was thoroughly good fun.'

Mark built a good car, and I did two half-hour test sessions, two half-hour races, and it didn't miss a beat. Phil found a set of wheels with tyres that everybody seemed to be running on over there, which are a crossply very similar to the Dunlop race tyres and they worked fine

for me. We'd reduced the camber a little bit, knowing that we were going to be running crossplies, only the car was too soft for the circuit as it was billiard table smooth, like most race circuits.

'Everybody was running a much stiffer set up than I was, and I was very conscious of my car getting a little bit loose in the corners compared to the front runners. There was definitely development potential there, but I wasn't going to change all the torsion bars just for the day.'

The Autofarm S/T is now in Florida, meaning the car was handy for the Daytona 24-Hour classic event in mid-November. It seems Josh has got the taste for racing in the States, as he was out on the Daytona banking in the S/T.

'I couldn't see how I could get out of it,' he confesses. 'It's still early days for the Daytona classic; it's not reached Le Mans Classic status yet, but they work the same principal in terms of covering the years that Daytona has been in use.'

'They only go back to 1960, and we're in the 1960 to '72 group, which includes Lola T70s and GT40s and, in a 911, that's quite an awesome field to be in the middle of. But you can bank on wily veteran racer Josh Sadler to take all that in his stride... CP

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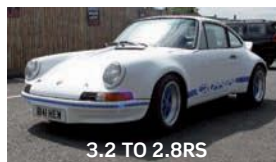
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# THE METAL MEISTERS

Having long-established historical ties with Germany, the city of Cincinnati, Ohio, offers a vibrant Porsche scene fuelled by several independent specialists of the marque. One of the most respected, Metalkraft Coachwerkes, involves three members of the Schlachter family who exercise amazing talents to revive old Porsches of all kinds

Words & photos Stephan Szantai

**W**e at *Classic Porsche* have made a habit of visiting California to enjoy the local car scene; but far from the Pacific beaches, blue sky and palm trees, Cincinnati has also been a safe haven for vintage Porsches. Then again, it shouldn't come as too much of a surprise considering the German cultural heritage of the area.

The city located in the south western corner of Ohio has attracted migrants from the Fatherland as far back as the 19th century. And by the turn of the 20th, German-born settlers represented 60 per cent of the population. It

seems that they became attracted to the region due to its climate and scenery, which reminded them of the faraway European lands they left behind.

Speaking with our host, Mark Schlachter, we can feel a certain pride in his German origin, though he is quick to point out the challenges faced by his ancestors. Cincinnati witnessed its fair share of social and racial unrest during the 19th century, implicating Germans, Irish and black citizens at different points in time. 'Herr' Schlachter is a generous guide who knows his local history well, which occasionally involves members of his family, such as Henry





Schlachter – the first American-born in the Schlachter tribe. Born in 1858, 100 years before Mark, he was a wagon maker in Kentucky his whole life. It makes you wonder if there might be a coachbuilder gene in the family, as Mark has turned into a talented ‘metal meister’ himself... His sons Justin and Tommy are no slouches, either.

The trio runs a company called Metalkraft Coachwerkes, specialising in vintage Porsches for over two

programme’, remembers Mark. ‘We built 2000 convertibles for Jaguar. But the company also made ambulances, limousines and armoured cars. A few Presidents of the United States such as John F. Kennedy rode in vehicles modified by H&E.’

Then came a short period at a hot rod shop, where he honed his skills by performing complex body alterations, followed by three years at an independent Porsche

“ Air-cooled Porsches represent the vast majority of the business today...”

decades. Like many of us, Mark’s love for air-cooled cars began with a Volkswagen Beetle purchased at age 13, before ‘graduating’ to Porsches six years later. His love for all-things-automotive led to a job at a VW shop where he learned bodywork from several gifted craftsmen. He then joined Hess & Eisenhardt, a Cincinnati-based coachbuilder established in 1876. ‘I worked on their Jaguar XJS

specialist. So by 1995 he was ready to trace his own path, with Metalkraft Coachwerkes being the perfect avenue to practice his expertise.

Air-cooled Porsches represent the vast majority of the business today (about 95 per cent), although Mark and his team occasionally work on rare VWs, including a couple of 1949 Hebmüller Cabriolets. The German coachbuilder

*Above: Full house at the pre-show (see page 52 for a report) gathering at Metalkraft Coachwerkes*

*Above right: Justin Schlachter, one of Mark’s two sons, hard at work on a customer restoration*

*Bottom right: Mark (centre) with his sons Justin and Tommy (right). Tommy owns the 1976 912E*







Far left: The workshops are located in a former Dodge dealership, dating back to the 1930s

Left: 1958 Carrera four-cam Speedster owned by customer Dick Weiss. It was at the shop for some body repairs when we dropped in

Hebmüller produced 696 of these Beetles with Volkswagen's approval, until a fire destroyed the factory in July '49 – the company never managed to recover from the blow. Other desirable automobiles have visited the shop for complete restorations, starting with several Rolls Royces; two of them won the Rolls Royce National three

certainly belong to the 'rare' category, such as Dick Weiss's white 1958 Carrera Speedster, seen in the photo above. Dick has owned the car since 1960! He entrusted the shop with repairing the body after it was involved in a minor crash as he hit a hay bale during an exhibition event in 2015. The team also regularly produces Outlaw 356s and

“Metalkraft Coachwerkes has undoubtedly made quite a difference in the Midwestern scene...”

times in their classes. Mark is also proud of his work on a show-winning 1970 Ferrari Daytona.

Although 911s have been numerous over the years, 356s represent the bulk of the business for Metalkraft, as it has completely restored close to 20 of them over the last two decades. Mark told us: 'I build them and their owners go out to win shows.' A few of his customers' cars

911s, along with the occasional uncommon project in the vein of 'The Dean', based on a Boxster and inspired by James Dean's own 550 Spyder – our sister publication *911 & Porsche World* featured the vehicle more than a dozen years ago.

Mark decided to settle his company in a cool brick building, incidentally the home of a Dodge dealership back

Below: Two current projects: 1971 911T Targa and a 912 (which had its entire roof replaced)





## METALKRAFT COACHWERKES PROFILE

Far right: Employee Jared Barrow working on a customer's 1952 coupé, which required a full resto

Right: Two 356s owned by customer Carl Iseman. Stored in a separate area of the building, alongside a customer's 914



in the 1930s. A visit shows three separate working areas, starting with a large room used for assembly/disassembly. Next comes the 'Metal Room' where the bulk of the metalwork gets accomplished, from cutting and shaping, to welding and grinding. Finally, the back room is home to a paint booth, with a corner devoted to sanding – a heavy door separates it from the rest of the shop to keep down the dust.

As mentioned earlier, two more members of the Schlachter family help run the business on a daily basis, namely Mark's sons Justin (age 26) and Tommy (20). Mark explains: 'Justin joined us seven years ago; he takes care of the office, but also does metalwork, bodywork and assembly/disassembly. Tommy handles bodywork, priming and assembly/disassembly. I try to get them both involved in every aspect of the company and we, thankfully, get along very well.'

Below: Outlaw project based on a 356B. Will run a Type 4 motor. Mark Schlachter is a busy man!

The workforce additionally includes the very talented Mike Waechter, a young metal fabricator who comes from

the street rod industry. Several part-time employees contribute to Metalkraft's reputation, too: Jared Barrow, Aaron Stairs and painter Paul Krimmer.

We should also mention that Mark collaborates regularly with Brian Marks, who shares part of the same building and happens to be the Vice President of Partnership for a renowned Indy race team.

Being dedicated to vintage Porsches for over two decades, Metalkraft Coachwerkes has undoubtedly made a difference in the Midwestern scene. Mark has been heavily involved in the annual VW/Porsche Reunion as well, 'the largest and oldest Volkswagen and Porsche combined event in the world' – you can see a brief report on this on page 52 of this issue. Oh yes, you can certainly say that Mark and his crew have been key in making Ohio a better place for old Porsches! **CP**

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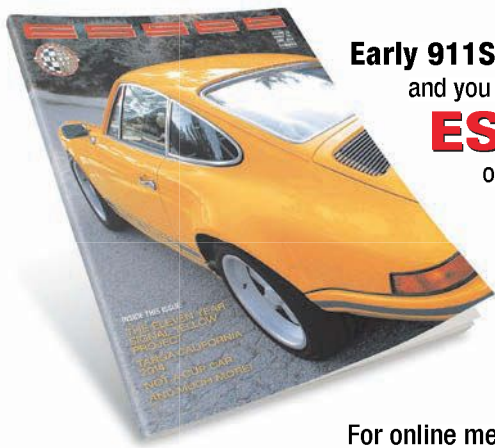
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# POWER PLAY

With a fresh service and a few hundred more miles on the clock, it was time to head back to the rolling road to find out just what kind of power the 2.2-litre engine produces

Words & Photos: Keith Seume



Since the report in the last issue, I'd added several hundred miles to the total in preparation for another session on the rolling road at Tipton Garage. The first visit had been to perform some initial mapping to allow me to drive the car, but now it was time to get a little more serious. And we're talking about power runs.

But first, with a total of just over 1000 miles on the clock, I needed to carry out the first service – an oil and filter change, certainly, but also check the torque on the cylinder head bolts. I was also keen to run a spanner over everything underneath the car: suspension, steering, brakes – as I put on the miles, it was inevitable that some components might have worked loose. It was better to be safe than sorry.

I was due to go away for a couple of weeks, so decided to entrust the work to somebody to take care of while I was away. The rolling road session was booked for two days after my return, so I was keen to have the car ready for when I got back from my holiday. I'm fortunate that marque specialists Williams-Crawford have their workshops just 20 minutes down the road at Saltash in Cornwall.

Graham Kidd, who painted the car originally, works there these days, so I'd occasionally dropped in to have a chat. Over the last year or two, the business has expanded to cover not only Porsche sales, for which Williams-Crawford are well known, but also restoration and service work. It was a no brainer for me, as they were local and I knew the people working there.

I also reminded Graham of his promise to buff the paintwork

at some point, as the car had never been polished and still had a 'straight out of the gun' finish to the clear coat. Mind you, nobody noticed as it looked pretty good just the way it was! To persuade Graham, I offered him a bribe in the form of an old 1950s Peugeot motorcycle project (in pieces, naturally) I'd had kicking around for the last 14 years...

It worked, for while I was away, a couple of cryptic photos appeared on Facebook, posted either by Graham, to show off the shiny paintwork, or by Williams-Crawford to show my car was being tended to. You've gotta love the internet – here I was 5000 miles away looking at photos of my car getting some love and affection back at home.

On my return, Dean, who'd been doing the service work, was all smiles. There had been no problems, with just one head stud needing the merest tweak. Mind you, with ARP studs, along with Time-Certs in the crankcase, it was unlikely there'd have been any problems but, once again, better safe than sorry. He also checked the valve clearances and changed the oil, swapping the 20/50 mineral oil I'd used for break-in to 10/40 semi-synthetic, as recommended by the engine's builder, Bob Watson.

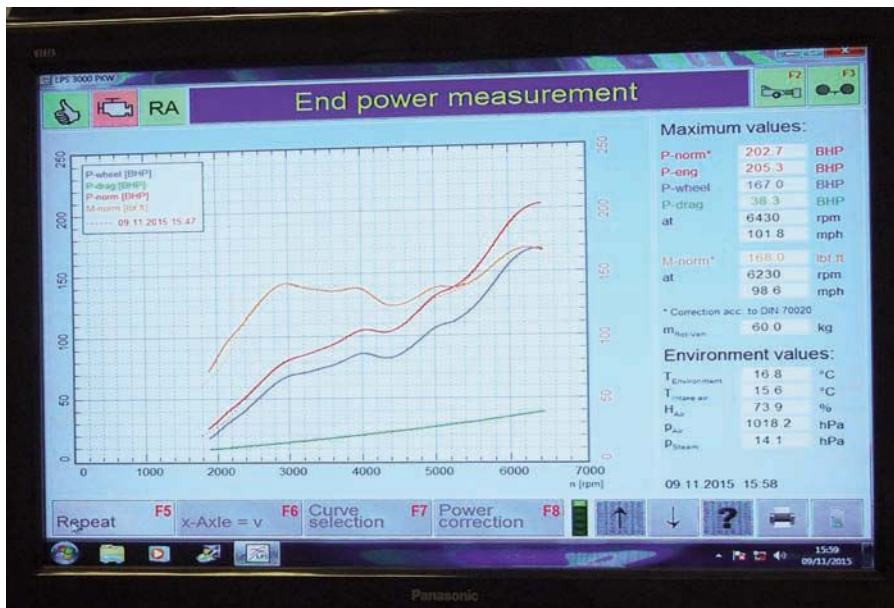
It was great knowing that the car was now fit and able to be driven with a little more gusto, but there was still the matter of the rolling road session. I'd had a call from Tipton Garage asking if it was OK to delay my visit from the Friday to the following Monday as a current job had taken a little longer than expected. No problem as I was in no rush. I just hoped the

*Out having fun on West Country byways. It's been great being able to pile on the miles, but there are still a few loose ends which need tying up...*



*Left and far left: After covering over 1000 miles, I booked the car into Williams-Crawford for a full service ahead of the rolling road session. Dean (who, it appears, lives in a retro black and white world...) retorqued the heads and gave the car a general check over, making sure all the nuts and bolts were tight after the long rebuild*





Power (red line) and torque (blue) rose in unison, with just a slight dip at around 4200rpm – just as the engine starts to come on cam. 205bhp was the result

weather would hold. It didn't. It seems I'm destined to drive this car only in the rain – sadly, this has shown up a slight leak in the passenger footwell. Something else to tend to over winter.

By the time Monday came around, I was getting anxious – no real reason, other than I knew this was crunch time. Although I'd said I wasn't really too worried about ultimate horsepower figures, deep inside I still wanted to know the outcome of all Bob's work (and my expenditure!).

Stephen Miles was ready and waiting for me and we discussed a couple of problems I'd been having, one being that the car needed to be 'coaxed' into life from cold. There was also a bit of a stumble in the mid-range, but as the tach hadn't been working, I wasn't too sure where exactly.

On that subject, while I was in the USA, I met up with Bob Ashcroft who makes a nifty box of tricks that allows you to run virtually any tachometer from any ignition source – perfect, as I needed to run my early tachometer, which needs a high-output signal, from the EDIS, which only creates a low-voltage trigger signal. It only took minutes to wire in while I was at Tipton, so at last I had a working tach!

With everything hooked up, it was time to get the show on the road. As I said last time, it's pretty scary standing next to your car as it screams away at peak rpm, but this time I wasn't worried. Well, maybe just a little. First of all, though, Stephen needed to carry a roll-out test which, essentially, measures the drag through the transmission, etc, so the rolling road's computer could equate rear-wheel horsepower with the output at

the flywheel. That task completed, we began taking some 'pulls', the first of which showed 197bhp at the flywheel at 6160rpm.

I was pretty ecstatic about that, as Bob Watson had hinted that the engine should be good for, in his words, 'somewhere around 190–200bhp'. But after studying the fuelling and ignition settings, Stephen reckoned there was more to come.

He made some adjustments here, some more there, and wound the car up through the gears once again, the rollers shrieking away, the induction system roaring, the exhaust note booming. If you want an idea of what it was like, you can see a video of the run by scanning in the QR code on this page, or go to <https://youtu.be/wHADUnlo6aA>

As the graph on the computer screen peaked, the final figure showed up as 205bhp at 6430rpm, and peak torque of 168lb ft at 6230rpm. Over two hundred bee-aich-pee! Wow! That was better than I had hoped for, and what was impressive was the way the torque and power curves climbed so steadily all the way from idle, with only a brief dip at around 4200rpm – indicative of the spec of the 'S' cams fitted. On the video, you can hear the point at which the engine comes 'on cam' – it's very distinctive!

So, there we are – the cold starting still isn't right, and there's still a stumble at light throttle openings, but I am beginning to think that might be down to a faulty throttle position sensor. But these are small problems, which hopefully I can iron out over the winter period.

In the meantime, I can start to pile on the miles and enjoy the car – at wide-open throttle, if I so desire. **CP**



If you want to see what the car was like on the rolling road, scan the QR code and watch the YouTube video

Thanks to:  
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Right: It's all still a bit of a mystery to me, but the advantages of going the modern EFI route in terms of the ability to fine tune the fuelling and ignition settings at every point can't be denied

Far right: Standing next to a car on the rollers is slightly unnerving at times... Mind your feet!







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**1968 Porsche 912-6**, LHD 912, 6 cylinder, triple Webers, RS wide body, non sunroof body, MOT July 2016, taxed, historic vehicle, £25,000. Tel: 07448 584768. Email: oldeboy@hotmail.co.uk (Devon). C33/015



**912**, 1967 912 with a newly built flat 6 911 engine, car was imported from California by me four years ago, new petrol tank, all new lights, 17K spent on an engine rebuild, car has hardly been used except for the Le Mans Classic and a few warm weekends, £35,000. Tel: 07970 978101. Email: alan@delmarbarlow.com (Surrey). C33/002

944



**1989 944 2.7** for sale with a cherished plate and approximately 74,690 miles on the clock, the registration is 'LCG 944' (the original registration, etched on all the windows, is available). Black, leatherette seats with contrasting yet subtle Porsche name upholstery with black piping, both front and rear seats are original and look and feel as good as the day they left the factory, the headlining is in perfect, unmarked condition, new front and rear prestige overmats (900g twist pile) with black leatherette trim to complement the surrounding materials, these have been made to order and tailored to fit the floorspace like a glove, a rear 5mm thick rubber boot mat protects the carpet and provides excellent traction when carrying luggage. Cigarette lighter is new and unused, working clock, unused and complete tool kit roll, unused 12 volt compressor, unused space saving tyre, unused jack, electric windows, electric mirrors, electric factory sunroof, electric front seats, Kenwood stereo/CD player with superb sound, immobiliser with two fobs, two original Porsche crested keys with working lights. The car has a full service history of main and specialist Porsche dealers, HPI clear. Certificate included, all MOT certificates from 2000 onwards are supplied including 6 months' MOT with the vehicle with no advisories, a recent specialist full service at 69,962 miles with the addition of a new cambelt, balance shaft belt, alloy wheels, £19,000. Tel: 07980 006272. Email: lukespencer10@hotmail.com. C33/009

Parts

**911 new rear wing quarter panel**, new right hand rear wing/quarter panel for early 911, unsure of exactly what age/model it is for, part of a workshop clearance, £200. Tel: 01233 750508. Email: josh\_92@live.co.uk (Kent). C33/020



**Porsche 912 engine** 1966 engine, will need rebuilding, selling as a non-running engine, £2000. Tel: +44 1544 267228. Email: simonjohnston2012@hotmail.com (Powys). C33/010



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**924 Carrera GT parts**, assorted 924 Carrera GT parts, phone for details, buyer collects, £1500 for the lot. Tel: 07913 707975. Email: ridgewellfarm@btinternet.com. C33/022



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**Miscellaneous**

**911 & Porsche World magazines**, every copy from July 1995 to August 2015 including 14 911&PW binders, all in excellent condition, £100, offers, buyer collects. Tel: 07821 328911. Email: brian.debnay@yahoo.com (Northamptonshire). C33/023

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**Clearout by former Porsche 356A racer**, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C33/016

**'911 EX' registration plate for sale**, on retention certificate until October 2025, assignment fee already paid, £7800, no commercial sellers please. Email: stephen@percivaldrake.co.uk. C33/004

**911 & Porsche World Jan '04 to June '14**, 125 copies dating from Jan 2004 to June 2014, numbers 118 to 243, including two 911 & PW blue binders, all in great condition and collector's editions from Jan '07 to June '14, great value at £60 (under 50p each), collection only due to weight, DY10 postcode. Tel: 07853 895016. Email: njackson147@aol.com (Worcs). C33/024



**Porsche tribute T-shirts**, I started selling these Porsche tribute shirts to contribute towards the restoration of a 1971 Porsche 911 Targa that has been spiralling out of control! Many different liveries and designs, free international shipping, all shirts are \$25 USD, please take a look at the website www.roughchildmotorworks.com hope you like them. Tel: 31 0254 6027. Email: bobbyroughchild@gmail.com (USA). C33/001

**911 & Porsche World back issues**, 1998 nos 50-57; 1999 no 58 and 66-69; 2000 Jan - Dec; 2001 Jan and May then Nov and Dec; 2002 Jan - Dec; 2003 Jan and Feb, all in excellent condition, will deliver in the local area or buyer to collect or meet in the region, £25, open to sensible offers. Tel: 07973 843190. Email: geoffmeakin@ntlworld.com (Wiltshire). C33/025

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**Engine/gearbox**, wanted 911 or 914/6 parts to help me position engine/gearbox mounts in one off chassis I'm building, will consider engines, gearboxes or parts of, even complete cars, damaged/rusty OK but nothing too expensive please. Tel: 07582 471190. Email: kevinfarrington@gmail.com (Cheshire). C33/027

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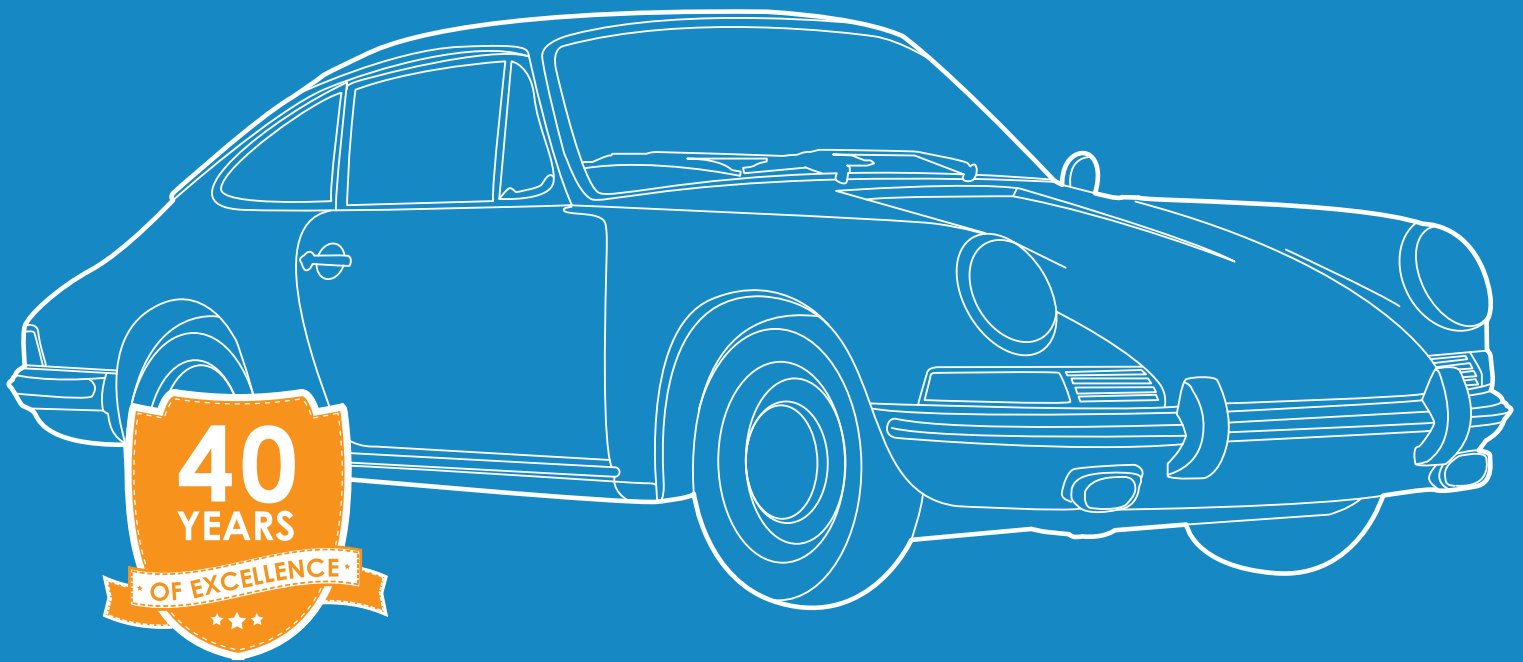
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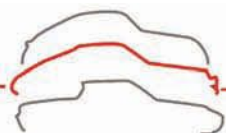


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