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PORSCHE
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Classic **PORSCHE**

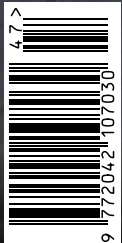
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It's getting to that busy time of year again. On a personal front, a house move (a rather prolonged affair for various reasons) has kept me occupied – you'd think arranging new broadband and telephone connections would be a breeze in this day and age, but sadly not. One side effect is that there's now a new editorial contact number for the magazine: 01208 872924. Oh, and in case you wonder, the last three digits are not a hint at a change of direction in editorial coverage, just a rather amusing coincidence...

It will soon be time for our much-anticipated drive across country to attend Classics at the Castle on the first weekend of September (above). This is a 'must do' event as far as I'm

“ THERE'S NOW A NEW EDITORIAL CONTACT NUMBER: 01208 872924 ”

concerned, ranking alongside Le Mans Classic and Goodwood Revival as a personal favourite. For the first time I should be able to attend in my own car, Porsche gods willing, and I look forward to catching up with old friends (four-wheeled or two-legged). See you there, I hope.

In the meantime, the sun is shining, so I think I might find an excuse to go and burn some hydrocarbons and blow the cobwebs off *El Chucho*. There really is nothing like the sound of a flat-six hitting the red line to put a smile on your face...

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CONTENTS

FEATURES

- ROUGH RIDER!** **08**
The latest high-riding classic 911 to come from the Tuthill stable
- SOUNDS OF THE SEVENTIES** **32**
Cargraphic's RS replica serves as the demonstrator for their exhausts
- RATED R** **40**
356 outlaw specialist Rod Emory builds himself a 911R-style coupé
- A TOUCH OF BLUE AND ORANGE** **48**
Delwyn Mallett looks back at 50 years of Gulf Oil sponsorship
- THE LONG GAME** **58**
This 912 was 33 years in the making, but it was worth the wait
- DDR DREAM** **66**
The Lindner 'Porsche' was a dream come true for two East German brothers
- EIFEL RALLY PORSCHEs** **74**
Robb Pritchard returns to the Eifel Rally to watch Porsches in action
- WEST COAST MAGIC** **82**
Classic Porsche visits Loren Pearson to view his Porsche and VW collection
- OUR CARS** **90**
Steve Wright brings us up to date with his 911S, Okrasa Special and racing 356



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08



REGULARS

NEWS & PRODUCTS 16

News & reviews from the Porsche world

DELWYN MALLET 24

Mallett's mental meanderings

ROBERT BARRIE 26

On concours events – and more

LETTERS 28

We hear from you

CLASSIFIEDS 95

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ROUGH RIDER!

Drawing on their extensive Safari Rally experience, the crew at Tuthill Porsche has created the ultimate off-road outlaw. Equally happy taking the rough with the smooth, the high-riding 911 is now heading for its new home in the USA

Words: Kieron Fennelly Photos: Antony Fraser





The orange 911 sitting high on chunky rally tyres is quite striking, standing out even among the other competition 911s at Francis Tuthill's rural Oxfordshire premises. 'It's off to American next week, a customer order,' explains managing director Richard Tuthill. But although this 911 is based on a 1970s car, its purpose is recreational, not, like most of what emerges from the Tuthill workshops, destined for historic competition. For a start it has a twin-plug bespoke 3.6-litre flat six rather than the single-plug factory three-litre which the FIA would require for period racing or rallying.

Richard elaborates: 'The client is from Texas and he was very taken by the new "Luftgekult" American trend, these so-called Safari 911s which are raised SCs with big tyres and plastic front and rear ends instead of the stock impact bumpers. Essentially they run standard engines and gearboxes and have taller dampers and springs to lift ride height, so fundamentally they are very simple with no particular off-road ability. But even if they bear little technical relation to what Porsche built to go rallying, they look very cool and Americans are buying into the idea.'

Richard could be rather less complimentary about this fashion. After all, the Tuthill expertise with air-cooled engines and suspension goes back several decades to father Francis's interest in improving VW's ubiquitous Beetle; this venture blossomed naturally enough into more than a passing interest in Porsches and today the Tuthill Porsche company has an enviable reputation as one of the foremost purveyors of competition-approved historic Porsche racers.

But rather than disparage another Porsche modifier, Richard prefers to take advantage of the seam of interest this latest US fad has opened up. For as well he knows, not all

“FOR AS WELL HE KNOWS, NOT ALL CAR FANS ARE THE SAME...”

car fans are the same. In this instance the client is a serious Porsche collector who is evidently rather more discerning.

'We believe he came across us via Singer,' continues Richard, 'but he clearly knew what he wanted and it was not the cosmetic job which was how he correctly saw what was on offer in the US.' An initial discussion on specification soon turned into an order and the result, a year or so later, is a bespoke, comprehensively-engineered 911 designed to a rally specification, but comfortable and sufficiently undemanding to be usable on the public highway as well as the outback.

It has also been a very enjoyable project, adds Richard, no less challenging than Tuthill's usual builds of FIA-compliant historic rally cars, but an opportunity to put into practice some of Tuthill's long experience of improving old 911s.

The project began with the 'shell, a stock item from a 1977 or '78 impact bumper car. After the usual preparation to remove and make good any corrosion and damaged metal, Tuthill then strengthened it strategically. This is a well-tried procedure, the fruit of many years developing rally 911s and is much more comprehensive than the localised reinforcements that Porsche would have incorporated in the works Safari cars. Indeed a better comparison would be the precision modifications Roland Kussmaul, later architect of the GT3 chassis, effected when he lightened and strengthened the 'shell of the 964 for Cup competition.

A measure of Tuthill's thoroughness is that preparation of the 'shell, including fitting the roll cage and the various coats of paint, can take 300 man hours. The finished body has a



standard appearance – the impact bumpers are retained, though Tuthill has thoughtfully added ‘nudge bars’ front and rear which besides saving the famous fenders from knocks prove very useful when manhandling a 911 which, if it goes rallying, may well need to be hauled back on to *terra firma* at some point. The panels including the doors are all the standard mild steel items and the only non-steel part is the plastic engine cover with its trademark ducktail.

As this 911 does not have to conform to any regulations, Tuthill has been able to make discreet use of certain bespoke parts. Although built with Tuthill’s own gears, the five-speed ‘box is the historically correct low-ratio affair as fitted for rallying, achieved here as Porsche did by fitting a lower final-drive ratio. Both gearbox and engine mounts are uprated and competition driveshafts transmit the power to the wheels.

A rally car needs low gearing and plenty of torque: it is of no matter that the top speed is reduced to about 120mph – even the works Porsches 959s hairing across the Sahara in the Dakar rarely exceeded 210km/h because of the reduced control loose surfaces offer, even though desert sand can

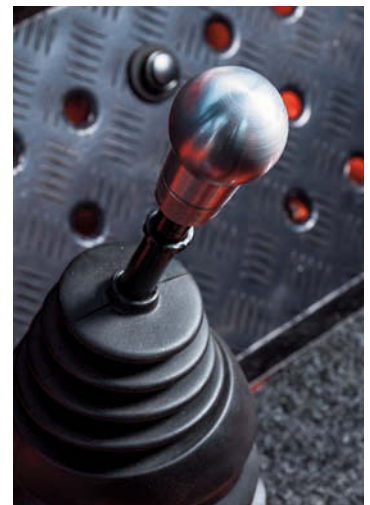
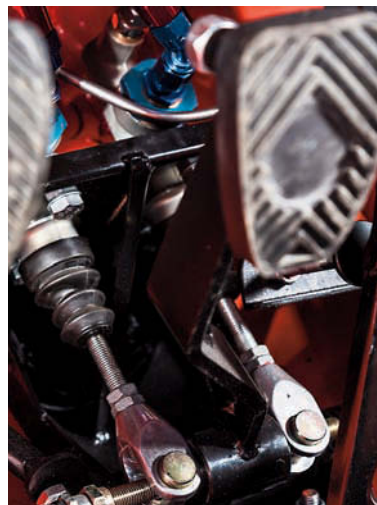
look deceptively smooth. A sintered clutch which tolerates better the heat generated by violent switching between reverse and first of a car stuck in mud or sand, connects the transaxle – equipped as you might expect with a limited-slip differential – to the engine, which is again a Tuthill special.

This uses a stock 3.0-litre crankcase and the fabled GT3 crankshaft which is used along with Carillo connecting rods and Mahle pistons, as well as new valve springs and competition valves actuated by ‘R’ camshafts. Tuthill has also rebuilt and polished the cylinder heads.

Indeed the Tuthills might have gone further, mating this to their own EFI fuel-injection with MoTec management, but in fact breathing is in the hands of three modern PMO carburetors. ‘The advantage of carbs,’ says Richard Tuthill, ‘is that you can fix them at the side of the road anywhere in the world. Fuel-injection might require a part to be sent out, complicating proceedings: a good part of our thinking with this car was to make it readily and quickly repairable. Carbs also provide better torque and fuelling for rally cars. We are still learning about injection pumps on these engines, too, and

Above: It may have been built to take on the rough and tumble of off-road life, but that doesn’t mean the body and paintwork aren’t of the highest quality

Below, left to right: Non-sensense dashboard is colour-matched to the exterior. Note the fresh-air vent in place of the clock; bias-adjustable braking vital for off-road set-up; short-shift conversion retains longer lever to prevent driver from forcing gear selection



**“A RALLY CAR NEEDS
LOW GEARING AND
PLENTY OF TORQUE...”**





I've had concerns about fuelling on some injection set ups.'

Certainly the PMOs atop the gleaming 3.6 look distinctly period even if they are not quite historically accurate. And they have the advantage, points out Richard, of being a recent conception (PMO started in 1997) which means they overcome many of the foibles of the original Weber carburettors, development of which largely stopped after the wholesale introduction of fuel-injection systems in the 1980s.

Both front and rear brakes have the same size calipers, built to Tuthill's design: these are lighter than the standard item and simplify servicing, important for a rally car likely to require attention at the roadside. Richard makes the point that the massive retardation of, say, carbon composite brakes is irrelevant in rallying where stopping power is governed by the loose surfaces on which the car is largely competing.

The reconfigured boot has a bespoke fuel tank which, as on Porsche's rally 911s, is removable in ten minutes; the boot also has room for two spare wheels, a method successfully tried by Francis Tuthill on his 1992/3 London–Sydney marathon entry. In Richard's view, stowing the spare wheels on the roof on an allegedly serious rally car is too ridiculous to contemplate.

If externally the Safari 911 is mostly unchanged, apart from ride height and bumpers and the steel tabs added to secure the window glass, the interior is stripped for action.

'We have made the cockpit as realistic as possible,' says Richard, 'but not overlooked the aesthetics and a basic level of comfort.' While the rear cabin displays little but orange metal, driver and passenger have carpeted footwells, the luxury of door cards with leather pulls for opening and closing and, ahead of them, the familiar five-instrument dash, its top tastefully reupholstered in leather.

The roll cage, too, is bound in leather and a felt covering of the lining-less roof helps to stop the roof acting like a sounding board. Two fixed bucket seats have full harnesses, and driver and passenger communications are facilitated by headsets. No fewer than three fire extinguishers are strapped to the footwell floors, with the battery behind the passenger seat, as its usual home in the front wing is occupied by a supplementary oil cooler.

On the road

Once driver and passenger are installed, which, given the harness and headset, takes a moment, the Safari proves remarkably comfortable. Tuthill's well chosen concessions to creature comforts make a considerable difference to the working environment. Your correspondent recently drove a 996 RS rally car whose unrelieved metal interior, which acted as a soundbox, with its exposed brackets and disemboweled instrument panel, were grim to behold. There is none of this

Above: Partially-stripped interior dictates the use of rally headsets if driver and passenger wish to communicate. Our man Fennelly gets to grips with the high-riding 911

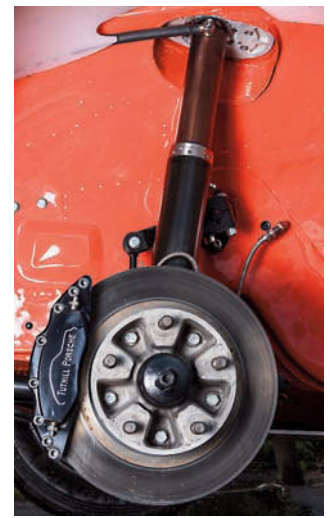
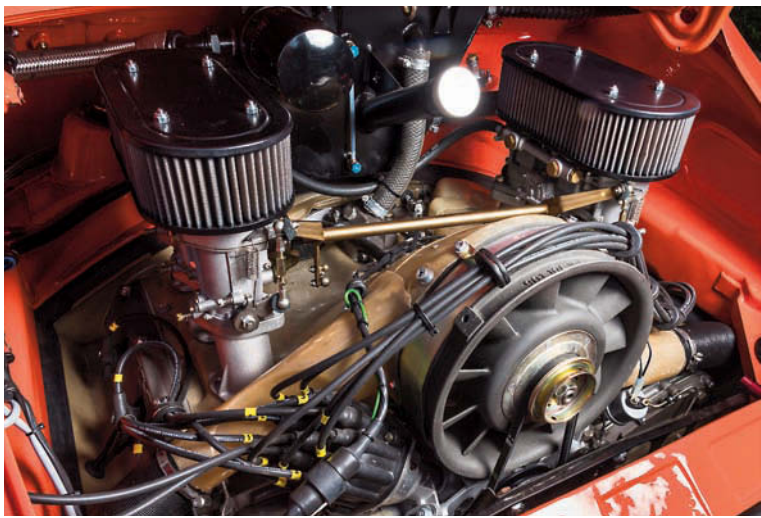
RALLYING TO THE CAUSE

After a third Monte Carlo Rally victory, Ferry Porsche decided to withdraw his teams from European rallying, wincing at the cost to Porsche's slender budgets: the Monte alone required over three hundred tyres and, besides, Porsche had made its point. However, there was still one international rally that Porsche had not won yet which seemed eminently within its grasp, and that was the East African Safari Rally. Unlike the European events this was run almost entirely on rough surfaces, or gravel, and the car's structural strength was more important than outright speed.

In his own 911S, Sobieslav Zasada, former European champion, had managed to finish fifth in the 1971 Safari and second in 1972, and on this basis Ernst Fuhrmann sanctioned a single works 911 for Björn Waldegård for the 1974 event. Porsche prepared the 911, which had a standard 2.7 engine, a low-ratio final-drive limiting top speed to 130mph and local chassis reinforcement: this comprised heavy-duty front wishbones with increased ride height and a thicker torsion bar at the rear to raise the back axle by a similar amount, giving the 911 the now familiar 'high riding' look. Waldegård was half an hour ahead with most of the race run when a driveshaft fractured.

Fully occupied with developing the 911 through its 934 and 935 variants for the the racing scene, Porsche did nevertheless make one final attempt at the Safari in 1978, perhaps encouraged by Jean Pierre Nicholas's victory in the Almeras-entered 911 during the previous winter's Monte. Two 911s, using the same 3.0-litre, 250bhp competition engine of the Nicholas car were prepared much as in 1974, this time with fully 28cm ground clearance. Clearly the fastest competitors, a seeming Porsche one-two victory turned ultimately into second and a fourth as both 911s lost crucial time with suspension woes.

In 1982/3, Porsche would develop the experimental 953, a 4x4 911 designed to test some of the technology destined for the Group B 959, and this again used Safari type ground clearance. This was the last 'high riding' 911, winning the Paris Dakar at its first and only attempt.



Above, left to right: 3.6-litre engine uses late crankshaft and PMO carburetors, the latter favoured by Tuthill for ease of maintenance out in the field; bespoke fuel tank shaped to fit round twin spare wheels; suspension and brakes are Tuthill's own

half-completed project feeling about Tuthill's Safari 911.

The ignition key is replaced by a toggle switch: down one notch to activate the fuel pumps and one more to turn the engine over. The flat-six fires with the familiar bark that seems only slightly louder than a period production 911: the exhaust is, as are silencer and manifolds, a bespoke item, but its discretion proves that sheer decibels no longer necessarily equate to power.

The clutch is firm, bites quite high, and the gearlever, a short-shift kit with a longer lever designed by Tuthill to discourage forcing, easily finds first. Underway, the steering feels pure unassisted Porsche and, as you would expect, perfectly weighted and precise. The engine is surprisingly tractable, uncompaining and indeed pulling quite strongly at low revs, not at all temperamental as you'd anticipate from such a tuned unit, responding to a mere feathering of the throttle. Ride on hard-walled rally tyres is surprisingly refined thanks in part to sophisticated five-way adjustable dampers which can not only cope with crash landings, but do a remarkable job of smoothing out potholes.

Indeed you could happily drive far in this relatively easy-going 911, but weighing perhaps 1150kg and with 350bhp on

tap it is also a veritable orange missile and we change seats with its its genitor, Richard Tuthill, for him to demonstrate something of its potential. The younger Tuthill is an unusual combination of constructor and seasoned rally driver who has won many championships in a twenty-year career.

'As a teenager I learned to drive 911s with Björn Waldegård, a long time Tuthill client. The 911 could be tricky, but Björn's speed with the car changed all of that: he knew more than anyone how to make the 911 work. I've driven with other WRC championship winners and none understood the front of an early 911 better than Björn. He just knew where the front was and what it was going to do: he didn't need to left-foot brake, so his driving style was incredibly efficient. I am convinced that he has passed a small amount of this on to me, for which I will for ever be grateful.'

Tuthill demonstrates his Waldegård-inherited skills to good effect as he launches the Safari round a favourite route, a narrow band of Tarmac hedged on one side. After a couple of prospecting runs he starts to use some of the performance, lifting the front inside wheel for the benefit of *Classic Porsche's* intrepid photographer. Tuthill's technique is to brake very hard just on entrance to the corner then

Below, left and right: Interior is well-finished, with leather-topped dash, floor mats and door cards, but is otherwise all business





Above: Out on the road, the Tuthill-prepared 911 cuts quite a dash. It's now headed for Texas and a new owner

accelerate while the weight is still over the front axle which unsticks the rear tyres just enough to use up the entire road width. Besides the massive effectiveness of the brakes, the passenger is also struck by the relative refinement of the car – the ride is not noticeably affected by having two wheels on rough grass and the intelligent compromise between comfort and handling of those very clever dampers is apparent. Indeed, with the filtering effect of the headset there is almost a feeling of virtual reality.

That said the enormous lateral forces, which thanks to the excellent bucket seats and harness you don't have to expend energy fighting, plus neck snapping acceleration are a potent reminder that there is nothing virtual about any of it.

Your correspondent has to admit that he approached this high riding 911 with a faint scepticism which subsequently evaporated completely. Tuthill's Safari 911 is a truly impressive creation: beautifully finished and engineered in the best period rally traditions, it makes discreet use of modern technology, for example its dampers and carburetors, while retaining the vintage feel of the impact bumper 911.

Yet it combines the urgency of a pure racer without the kind of temperament which would render tiresome anything but all-out driving. And it does this with a large degree of refinement. It is quite an achievement. Tuthill's Texan client has got himself a quite exceptional 911. **CP**

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THE RALLY MASTER

Björn Waldegård, who sadly died in 2014, began rallying VW Beetles in the mid 1960s. His exploits in a Scania Vabis-sponsored 1600 TL and the following year in a 911S in the Swedish rally championships attracted the attention of Huschke von Hanstein. This led to a place in the Porsche rally team where he won the 1969 and '70 Monte Carlo rallies before Porsche withdrew from European rallying. After two unsuccessful attempts at the Safari in works 911s in 1972 and '74, the Swede left Porsche for faster mounts in the shape of the Lancia Stratos then the Ford Escort RS, winning his first World Rally title in 1979. He drove for Toyota in Group A through the 1980s and in retirement turned to historic rallying in Porsches prepared by Tuthill. His victory in the 2011 Safari rally, now a historic event, driving a Tuthill-prepared 911 (below) showed that at 67 he had lost little of his old skills.

Below, left and right: Rally legend Björn Waldegård drove a 911 to victory in the 2011 Safari Rally – naturally, the car was built and prepared by Tuthill...





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SHOW REMINDERS

You'll forgive us for telling you once again about our own low-key Porsche event, won't you? Set in acres of beautiful grounds, Mapledurham House, near Reading, is the venue for our **Porsche Picnic** on Sunday 1st October. It's a great venue for a Porsche show. The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic.

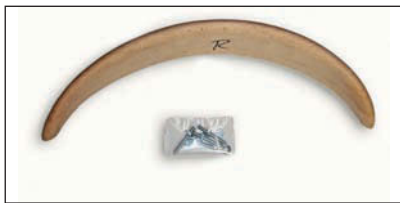
Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4 discount on the usual £9 admission. For directions, go on-line to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche show run in conjunction with our sister magazine, *911 & Porsche World*. The venue opens at 10am. Entry is £5 per person, with under-11s free. **Contact Wildside on 0118 947 5200, or e-mail: wildside@adren-a-line.com**

And, of course, let's not forget **Classics at the Castle** – our favourite classic Porsche event of the year, held at Hedingham Castle in Castle Hedingham on the Suffolk/Essex border on 3rd September. This year, the main display is dedicated to the celebration of 50 years of the Porsche 911S, but there will be a wide variety of historic models on display. Entry is by pre-purchased ticket only (there are no sales on the gate this year) and you can buy yours by logging onto <http://classicsatthecastle2017.com>

NEW FROM STODDARD

Stateside specialists in classic Porsche parts, Stoddard, have come up with a new batch of parts for older air-cooled models. Highlights include some hard-to-find parts, like wing fixing panels for 1965 to 1968 911 and 912 models, that replace rotten mounting flanges, and are yours for for \$198.26 per side, plus shipping and taxes. Next up are bonnet lid rubber seals, this time for 911 and 912 cars built between 1964 and 1965, which cost \$266.66. Winding back the clock even further, Stoddard also has some nice new instrument cluster hoods hewn from wood for 356 Speedster, Roadster and Convertible models. They're a snap at \$114.98. Or perhaps your 356 is in need of a new engine grille? It's available for just \$130. Stoddard can tempt you with these parts and a whole lot more at www.stoddard.com.

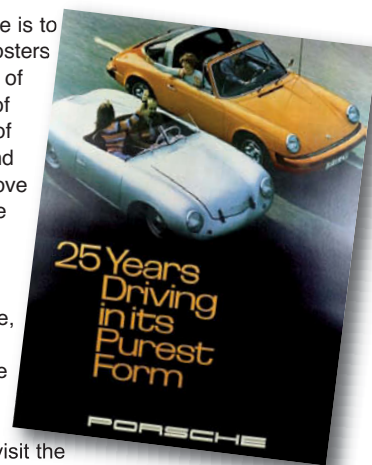


POSTERS TO TEMPT YOU...

If there's one person who knows all there is to know about posters, be they Porsche posters or those depicting famous race victories of other marques, it's Anton 'Tony' Singer of VintageAutoPosters.com. Tony's range of posters is extensive, to say the least, and we guarantee there'll be several you'd love to have hanging on your office or garage wall. They're all original, all in superb condition and all highly desirable.

One of our favourites (among many, we hasten to add) is the one shown here, depicting an impact-bumper Targa alongside the original Porsche No.1. The simplicity of the graphics should be a lesson to designers everywhere...

If you'd like to see Tony's full range, visit the website. But be warned: you'll find them hard to resist... www.vintageautoposters.com



SOUL READING

Porsche – Cars with soul by Gui Bernardes is an intriguing book, written in a rather unusual style, it has to be said. It claims to tell the story of Porsche from the unique perspective of the cars themselves and, indeed, the way it is written in places it does seem like it's the car which is speaking...

The book chronicles significant events in the company's history, both on and off track, with many of the anecdotes relating to some of the famous race victories achieved by Porsche over the decades. Much of the information has been gathered from interviews with drivers and team members, while illustration takes the form of photos largely supplied by the Porsche archives.

Once you get used to the slightly quirky style, it is an interesting book and one worth adding to your library. The price? £25.00.

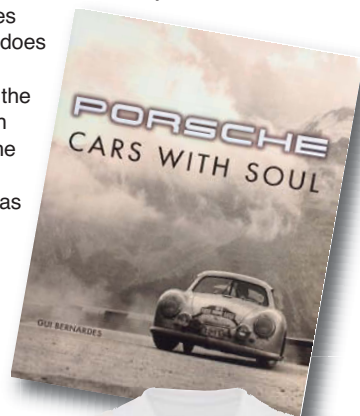
Order on line from www.crowood.com

SPECIAL-TEES

Triple Espresso has been busy, with two new T-shirts just out ready for the Indian summer we've all been waiting for. The first is a celebration of Porsche's iconic 1973 Carrera RS, 'Deutschlands Schnellster Seriensportwagen', to quote the slogan. Available in red, green or blue, they cost £25 each.

And if your imaginary wallet doesn't stretch to a Carrera RS, how about a shirt to celebrate 50 years of the 911S? This Tee is available in both men's and women's styles and again costs just £25.

For more info on these and the full range of Triple Espresso goodies, log on to www.triplepresso.co.uk



CALIPER KEYRINGS

Just when you thought you'd seen every variation possible for Porsche keyrings, along comes Selection RS to prove us wrong! How about this racey high-tech keyring, which features a Brembo-style 'caliper' and vented disc? The quality of finish is amazing, and the calipers are available in bright green or traditional red – just right for those of you running Porsche's famous 'Big Red' brakes on your 911. The price is €16.90, including taxes. selectionrs.com



ALUMINIUM SUN VISOR MOUNTS

After years of use and having been baked by UV rays, the original plastic sun visor mountings fitted to many classic Porsches can crack, allowing the visors to flap around freely.

As a more permanent solution than a simple exchange part, Heritage Parts Centre have stocked up on these replacements, which are engineered with aluminium bodies, replacing the plastic. Still featuring the polished steel pin that slides into the sun visor, the body of the clip takes the OE form, but is finished in black powder coat rather than plain plastic.

Stronger, unaffected by UV and more durable in extremes of temperature, it is the perfect upgrade for this small but essential component. Priced each at £26.95 for Cabriolet and Targa models and £44.95 each for the more complicated curved pin.

Order online at Heritagepartscentre.com or speak to the sales team on 01273 444044. Quote promo code CP17 to get an extra 5 per cent off your first order!



CUSTOM BADGES

Our friends at Car Bone may have just the thing for you. Based in Poland, Car Bone make cool stuff for Porsches. Cool stuff like period decals, engine bay stickers and plates, restored dash panels and much, much more.

As a for instance, Car Bone can do you a full decal and sticker set for models as rare as the 959. Handy when you want to put the finishing touch on that perfect restoration.

Car Bone's latest product involves custom rear engine lid emblems in the correct Porsche font. The idea is an emblem that looks like a standard model-designation badge at first glance but is actually a bespoke moniker. See photo (right).

Priced at \$60 plus shipping and any local taxes, you can find out more at www.car-bone.pl



RESTO RUBBER



Bodywork restoration and engine rebuilds can be glamorous. But it's arguably the finer details that separate an amateur makeover from a concours restoration – which is where the Sierra Madre Collection comes in. Among other things, this Pasadena, California-based shop does full seal and rubber restoration kits for air-cooled Porsches from early 356 models right up to 964s.

The kits are extremely comprehensive and, by way of example, the version for a mid-'70s impact bumper car includes the windscreen seal, all window seals, rear quarter seals, the fuel filler flap, window channels, torsion bar cover seals, vent seals, door top trim seals, glass felt brushes, door handle gaskets, bumper valance and a bunch of other items. Prices start at \$765, or roughly £700 plus tax and shipping.

Log onto www.sierramadrecollection.com

KEEPING TIME

This new official chronograph from Porsche comes with both a PVD-coated steel strap and an interchangeable rubber strap, both in black. The movement is a RONDA 5040.D with 13 stones, while the three-part casing is constructed from PVD-coated stainless steel in black and with side inserts made of carbon. The watch's dial is also carbon-fibre and it's covered in sapphire glass with an anti-reflection treatment. Waterproof up to 10 ATM, the casing measures 42mm and includes a limited-edition serial number engraving on the base. Swiss made with just 911 copies in the series, you can grab yours from the official Porsche shop at www.porsche.com for £900.



BECOME A CLASSIC PORSCHE AGENT?

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

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

IT'S THE ZZ-PORSCHE!

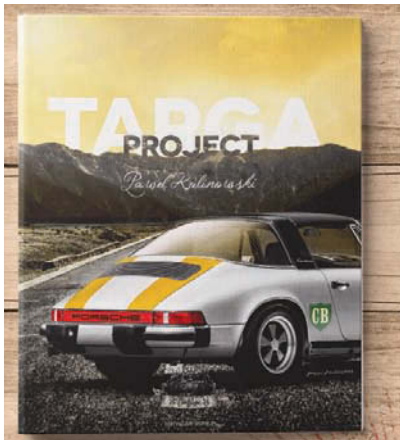
Every July ZZ Top crosses the pond to hit the roads of old Europe for their Summer tour, writes Bernard Moix. I usually join the band for one or more shows depending on their schedule and mine. Billy F. Gibbons and I have been friends for almost 25 years, bound by our passion for guitars, cars and custom designs in general. I customised a guitar for him in 1996 based on his 1950 Ford Copperhead, using actual leftover parts from the original car with the help of Pete Chapouris at So-Cal Speed Shop who had built it.

July 2017 was no exception for the boyZZ and the band stopped at the Sierre Blues Festival for their only Swiss appearance of the Summer. Sierre is only 10 miles from my hometown of Sion. It felt natural to join them in our 1955 Porsche, as Billy had often been asking about it.

When the time came to have lunch I proposed to go to the ski resort of Crans-Montana. Of course Billy chose to go in the Porsche. After a 40-minute ride we enjoyed the fresh air at 3000 feet and had lunch at the Lake Moubra where Billy enjoyed a selection of Swiss cheese (which he loves...). Then we took a tour of the station and did some shopping before driving back down to the venue.

Billy asked lots of questions about the Porsche's history and loved the 'Hollywood' Panamericana deco. The car never took part in the race, but he was enthusiastic about the period correct details such as Mexican Christ image on the dashboard, rosary hanging from the rear view mirror and homemade decals and signwriting.

BFG used to have a custom Oval window VW as well as a couple of Speedster replicas back in the day and I can tell he really loved the feel of the car. Will the next ZZ car be based on a Porsche 356? We'll have to wait and see...



GET YOURSELF ORGANISED

Everyone loves a project, right? And with every full-on project comes huge amounts of paperwork. But what do you do with it after it's all over? How about filing it away, and where better to keep it than in a fully customised binder depicting your project? This is another original idea coming to us from the crew at Car Bone, clearly a creative Polish collective that specialises in Porsche-related esoterica of all kinds. Cool stuff for Porsche enthusiasts, in other words.

The binder is A4-sized and available with and without an external box cover. Car Bone can either print a photo of your car on the cover or come up with a bespoke design that pays full homage to your project. Dimensions closed are 315mm x 270mm x 40mm and it has capacity for up to 250 sheets of A4 – or enough for a fair few bills. Prices vary according to specification but start at \$85, or around £65. *Find out more from www.car-bone.pl.*

CLASSIC SOUNDS FOR CLASSIC PORSCHEs

Some say the only noise you need is the sweet sound of a flat six. It's a fair point. But if you're partial to musical accompaniment in your period Porsche, Bergvill F/X can help. They have a range of Continental head units specifically created to combine a design that's sympathetic with older interiors with the latest functionality.

All models support high-quality Bluetooth music streaming via the standard A2DP protocol used by all mobile devices, including smartphones. To that the 7418 model specifically adds a DAB+ radio tuner, providing pan-European DAB support.

Bergvill F/X also offers a range of bespoke wiring harnesses for easy installation in classic Porsches, including 911 models, up to and including the modern 996 and 986 Boxsters, and also 928, 944 and 968 models. Prices for each unit start at around £175.

Find out more by visiting www.bergvillfx.com



70 YEARS OF PORSCHE...

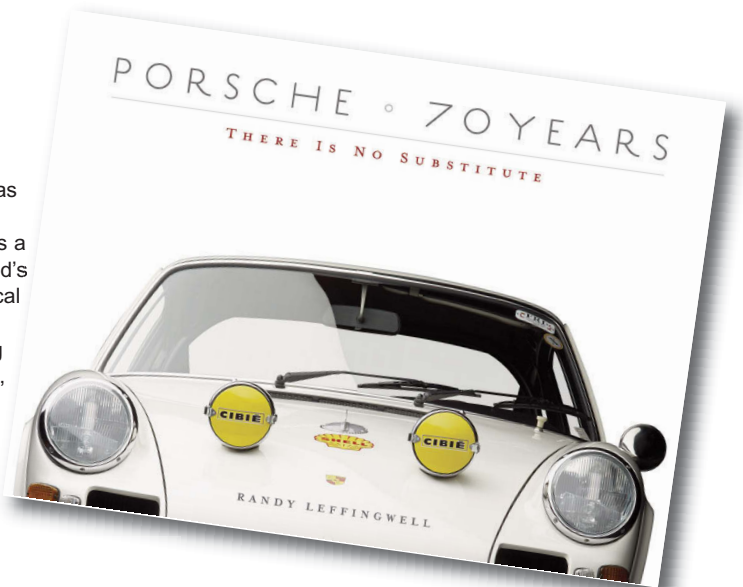
Porsche is one of the most important and iconic automotive manufacturers in history. From its first 356 to today's technical *tour de force*, the 918, Porsche has advanced from strength to strength for nearly seven decades.

In *Porsche 70 Years: There is No Substitute*, author Randy Leffingwell offers a richly illustrated and detailed book that captures the full story of one of the world's leading automotive companies. Beautiful contemporary photos and rare historical images accompany in-depth analyses of milestone cars and events.

Created with Porsche's cooperation, the book brings to light the engineering and design stories behind Stuttgart's most famous cars – such as the 356, 904, 917, 911, 928, 935, 956 and others – as well as its key players.

There's something for every Porsche enthusiast, whether rear-engine 911 loyalist, race fan, or follower of contemporary vehicles, such as the Cayman and Boxster. Comprising the most comprehensive overview of the company's entire history, this book truly has no substitute, say the publishers. Price: £45.

www.quartoknows.com



TAKE A SEAT

Claimed to be inspired by the 'most legendary race cars', a whole range of seats is now available from Selection RS – rapidly becoming the most prolific producer of Porsche-related accessories in Europe. Our favourite is this Martini-striped tub chair (though Selection RS refers to it as a 'cabriolet armchair'), which is finished in silver with the iconic blue and red Martini stripes and a race number on the side. Perfect for office or living room, they are available in a wide variety of styles, all at €249.95 each. If you feel the urge to bring some nostalgic race design into your home, log on to:

www.selectionrs.com



DARBY WINNER



Introduced in 1974 and made until 1977, the 911 Carrera 2.7 was manufactured in similar numbers to its earlier sibling, the 2.7 Carrera RS. Weighing just 1075 kilograms and equipped with the 210bhp, 2687cc Type 911/83 air cooled flat-six engine, incorporating Bosch mechanical fuel injection, it was the pinnacle of the performance derivatives of the G-Series chassis. Today, just 21 UK right-hand drive coupés exist on the Carrera 2.7MFI registry and this one was supplied on the 13th November 1975 by Swinford Motors of Stourbridge.

The car has been extensively restored and refurbished by Mark Darby at RS 911, who retained all the key original panels, with Phil Hindley at Tech 9 Motorsport looking after the drivetrain. The car looks stunning in its original Ice Green with black half-leather interior. It's undoubtedly one of the very best examples of this rapidly appreciating but still little understood car. It can be yours for 'just' £239,000...

Find out more from www.rs911.com or by calling Mark on 01686 440323

RENNSPORT LINK



H.R. Owen Ecurie – the group's first multi-franchised dealership based in Cheltenham – has been exclusively named as a distributor for Rennsport of Moreton-in-Marsh.

Rennsport specialises in restoration and bespoke building of Porsche 911s to individual specifications, taking donor cars and tailoring them to suit Porsche fanatics' needs. It has not appointed an official distributor in the UK before, but such is H.R. Owen Ecurie's expertise and experience across numerous high-profile brands that it's thought to be the perfect dealership for Rennsport.

The Cheltenham dealership currently has two Rennsport Porsches for sale; the first rebuilt from a 1989 Carrera Sport Coupe, inspired by Steve McQueen's 911S, is finished in Slate Grey with grey decals. The car is listed at £99,950.

Another Rennsport creation in the H.R. Owen stable is a 1986 911 Carrera Sport Coupe which has been rebuilt and backdated to the iconic 1969 design with specified upgrades. Made to touring specifications with a power hike making it capable of topping 160mph, the striking Viper Green 911 benefits from a full chrome package and costs £97,950.

Find out more from www.hrowen.co.uk or by visiting Rennsport at www.911rennsport.co.uk



NEWS & PRODUCTS



CLASSIC PORSCHE BACK ISSUES AND BINDERS

The new *Classic Porsche* binder is in stock now! Featuring the latest *Classic Porsche* logo foil-block printed in silver on the spine, the new binder is finished in the same dark blue as the previous version. Each binder holds up to twelve copies of your favourite Porsche magazine, and is shipped in a robust carton. *Classic Porsche* subscribers get 15 per cent discount! Just quote your subscriber number (see the carrier sheet on your mailed copies) and get 15 per cent off the regular price. Prices are as follows (subscriber prices in brackets): UK: £10 (£8.50); Europe: £13 (£11.05); Rest of World: £15 (£12.75). To order your binders, call us on +44 (0)1883 731150, or email: chp@chpltd.com.

Every issue of *Classic Porsche* is available digitally (pocketmags.com), but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 10, 13, 14 and 16–46. 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



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ISSUE #48 – ON SALE SEPTEMBER 28TH 2017

Overseas (approximately): Europe October 5th; N. America November 2nd; Australia/NZ November 30th. For your nearest stockist worldwide see page 3



The best tyres for vintage, historic and classic cars

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So, this is the Blockley Challenge...

We are offering readers of Classic Porsche a discount. The 165VR15 has been reduced in price from £119 to £99, plus a further discount making a set of 4 tyres £356, an easy number to remember! So you can try them for yourself on your own Porsche. And if for any reason you are not seriously impressed with them, even after a thousand miles or so, we will offer you a full refund.

Blockley tyres are produced to the highest quality on new equipment, using steel moulds in the traditional manner, a process which calls for the use of a mould release agent. This requires the tyres to be scrubbed-in prior to spirited use.



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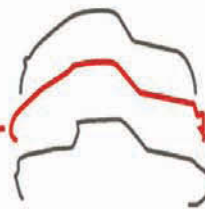
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Porsche 356 C 1964 Coupe
Manual Gearbox, LHD, Ivory with
Black interior.



Porsche 930 3.3L Turbo 1988
Speedster, LHD.
Model Designation: TURBO TARGA



Porsche 911T 1970 Coupe 2.2L
Manual Gearbox, LHD, Irish Green
1515-G with Brown leatherette
interior.



Porsche 911S 1974 Coupe 2.7
Manual Gearbox, LHD, Light Yellow
1179-1 with the original Cinnamon
Leatherette interior.



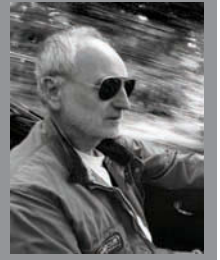
Porsche 911T 2.4L 1973 Coupe
Manual Gearbox, LHD, Silver,
The interior has been completely
re-trimmed.

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DELWYN MALLETT

OUR MAN MALLETT BUYS THE WRONG PEGASUS DECALS, A MISTAKE THAT SET HIM OFF ON A LENGTHY SEARCH FOR INFORMATION ABOUT THE FAMOUS FLYING HORSE LOGO

Many would describe Delwyn Mallett as a serial car collector – one with eclectic tastes at that. His Porsche treasures include a pair of 356 Speedsters, a Le Mans-inspired Pre-A coupé and a 1973 Carrera RS. Some of them even work...



I recently ordered a pair of Mobil Pegasus stickers from eBay – thought they might make the Speedster a little faster. Not wanting to over-gild the lily I ordered the smaller of the pair advertised which proved to be the wrong decision as they were too small. My intention had been to position them to the rear of the front wheel arch where, indeed, most classic Porsche owners would stick them, but the pair I ordered seemed a little lost in the space.

Now, I have to say, I trained as a graphic designer at art school and spent my career in advertising as an art director, so I'm one of those people who fuss rather a lot over

spacing and composition. Disappointed with my purchase I retreated to Google to check exactly where James Dean, who, as we know, was somewhat style and image conscious, positioned his Pegasus and how large it might have been. Suspicion confirmed, his was bigger than mine...

As Dean *aficionados* will know he participated in five races before his untimely death on the way to what would have been his most ambitious meeting, having exchanged his Speedster for Porsche's latest hot racer, a 550 Spyder. Despite the hype that surrounds Dean the racer, we will never know if he would have actually made the grade in the way that those other Hollywood legends Steve McQueen and Paul Newman did.

Although there are far fewer photographs of Dean racing than might accrue in today's *paparazzi*, iPhone-obsessed times, there are still enough to build quite a good chronology of his racing exploits.

In between finishing his second film, and defining role, *Rebel Without a Cause* and starting his final movie, *Giant*, Dean bought and entered his new 1500 Super Speedster in the 8th Palm Springs Road Race run over the weekend of March 26–27. And there's no doubt that Dean threw himself into his first races with enthusiasm. He did, after all, have his Hollywood rebel reputation to maintain.

By race time, obviously concerned that the paintwork on his new car might suffer from stone chips, it had been heavily taped across the entire nose, numbers applied, 23 F (Sports Car Club of America designated categories with letters, 'F' was for production cars) and not one but four Pegasus decals – two facing each other on either side of the hood handle and, rather strangely, one on the top edge of each door about mid-way along.

Dean won his novice heat and appeared on the Sunday in the under-

1500cc final against stiffer opposition, where he finished first in class and third overall. Dean's exuberance at one point saw him take the shine off his new machine, running wide and side-swiping the straw bales that marked out the course on the airport circuit.

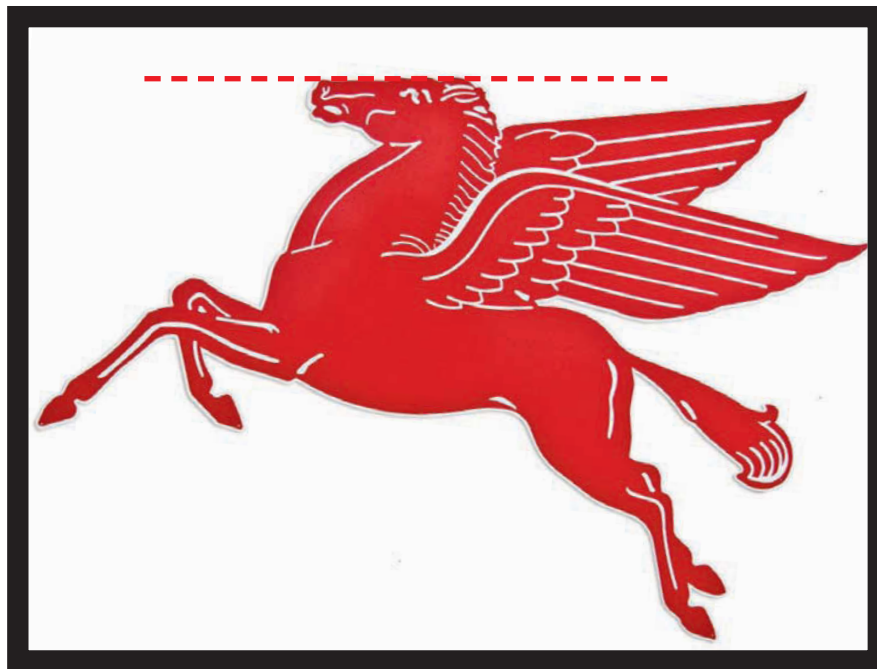
One month later, at Bakersfield, Dean entered another novice race on the Saturday and on the Sunday was just beaten into ninth place and second in the F production class by another Porsche. His final race meeting was at Santa Barbara, another airport track, over the Memorial Day weekend.

Dean had started filming *Giant*, which would be his last movie, and studio

commitments forced him to miss the Saturday qualifying. There's a shot of Dean arriving at the meeting, presumably on the Sunday, with the Speedster now featuring just the one Pegasus on the driver's side flank – there was also one on the passenger side. Later that day, numbered-up as '33F', Dean DNF'd, blowing his engine. Despite this, or because of it, the racing bug had bitten and the young star immediately traded the Speedster for the 550.

Although the Pegasus had been registered as a corporate logo in 1911 it wasn't until the mid-1930s that it began to appear as a promotional device on automobiles. In 1936 Mobil started its coast-to-coast 'Economy Run' for domestic cars and the Mobil shield with a Pegasus within it started to adorn the heavily sign-painted machines.

Post WWII Mobil became more engaged with motor sport and Pegasus soon flew out of the shield and became a symbol in its own right. All kinds of racing could be seen



According to Mobil, the nose of Pegasus must be parallel to the ground. Now you know...

“MOBIL ACTUALLY ISSUED INSTRUCTIONS...”

sporting the red flying horse, from Indianapolis 500 roadsters to Carrera Panamericana sedans and sports cars, including Porsche, and SCCA competitors, particularly those in Southern California.

Most spectacular of all was the World Land Speed Record breaking Napier Railton Special of Britain's John Cobb, which hurtled across the Bonneville salt flats at over 400mph in 1947 with two large Pegasus logos emblazoned on its streamlined nose. By the end of the Fifties Mobil seemed to have drifted out of direct sponsorship and the Pegasus ceased to feature on racers.

As a graphic designer I was pleased to discover that Mobil actually issued instructions for the correct positioning of their flying horse, albeit that the photographic evidence of the period tends to suggest that it was largely ignored. Sheets of Mobil-licensed decals stated that Pegasus MUST be positioned such that its nose is parallel to the ground. I will take note. **CP**

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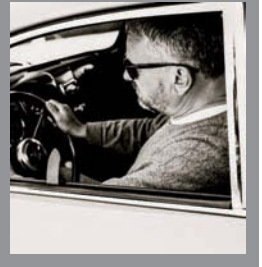
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ROBERT BARRIE

PROMPTED BY A VERY WET RACE AT SILVERSTONE EARLIER THIS YEAR, ROBERT PONDERES ON THE MATTER OF WHICH SIDE SHOULD THE WIPERS PARK ON AN EARLY 911

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



Historic racing is a summer sport and the sun always shines. Not true, sadly. We all know how to drive in the wet – soften everything off, keep it smooth and stay off the conventional racing line. As ever, knowing it and actually doing it are two very different things. I was briefly reminded of that as the leading group of cars splashed past me on both sides on the final lap of a rainy historic sports car race at Silverstone recently. The first Cobra snapped sideways and was caught by its driver, a second Cobra took a short cut across the grass and a lightweight E-type slid along behind hoping to pick up the pieces.

I had seen them coming from some way back – everyone's lights were on in the gloom – and there were blue flags to warn of their arrival, but lapping and being lapped can still make for tense moments. There were no problems this time – the leaders' commitment was matched by their car control and the first Cobra duly went on to take the flag. Then it was time for some appreciative waving from us drivers to the marshals on the in-lap. A wet race is a challenge for them, too.

We encountered a different set of issues a few weeks earlier in a similarly wet race at Magny Cours. We almost expect rain in England, but surely not in France? If anything, it was worse. A GT40 came up behind me more than once only to aquaplane off before passing. A safety car was sent out to assess the conditions.

Some of the slower cars had trouble closing up on it, so – to the frustration of the quicker cars – the safety car period became extended. It eventually went back in again and racing resumed. Then it came back out and, after a further interval, the race was red flagged. All very disappointing you might think, but some canny competitors managed to use the chaotic conditions to their advantage.

In round numbers, a wet lap and a refueling stop each took three minutes. So a stop cost a lap. Simple. However, under the safety car, the lap time went up to four minutes. Now it was possible to stop, get back out in front of the train and work your way back round to the back of it without losing a lap. Why didn't we spot that? It turned out to be the difference between first and second in class. Damn!

All this talk of rain leads to the important subject of windscreen wipers and

where they park. It came up when I was researching some of the details on a very early right-hand drive 911. I used to own a similar car only a few chassis numbers later, so I should really have remembered.

Anyway, issue #20 of this magazine featured the very first right-hand drive car and the pictures showed its wipers parked on the passenger side. Knowledgeable enthusiasts told me that was correct. That should have been sufficient, but I had seen some older photographs of the same car that suggested, earlier in its life, its wipers had parked on the driver's side.

The usually reliable Brett Johnson's *Restorer's Guide to Authenticity* said

the wipers parked on the right on the earliest cars – that's presumably the driver's side on a right-hand drive car. Peter Morgan said much the same thing in my well-thumbed copy of *Original Porsche 911*, despite showing a number of pictures that suggested otherwise. Another difference of opinion about the details.

As before, the best way to resolve these disputes is to look at some original cars and some period photographs. That was easier in this case than in many others, not least because most pictures of the front of a car, as well as those from other angles, show the wipers.

So, out came the Brooklands road test compilations and one or two other period sources. The answer turns out to be the one we started with – the wipers park on the passenger side on the earliest cars. The very first right-hand drive car may have been an exception due to its earliness. I should also say that the rule changed after the first two or three years of production.

In model year 1968, as both Brett Johnson and Peter Morgan will tell you, the wipers started to park on the driver's side! They were also painted black rather than silver. If this discussion starts to sound a bit early 911-centric, I did also look at some late-356 pictures, including those in Wallace Wyss's *Porsche 356 Photo Album* with a similar question in mind.

You've guessed it, the wipers on the older model appear to park on the driver's side. It looks as if the convention went from the driver's side to the passenger's side and back again in less than three years. As far as I can tell, the changes were made in the name of improved visibility. After all, it's always good to see where we are going. **CP**



It would appear that even the men at Porsche couldn't make up their minds on the question of which side to park the windscreen wipers...

“AFTER ALL, IT'S ALWAYS GOOD TO SEE WHERE WE ARE GOING...”



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1996 Porsche 993 Turbo 4, Black/Black, good history, standard car, high spec, UK rhd, £139,995



1987 Porsche 924 S Le Mans, 1 of 37 made in White, UK car, 71k miles, full history, £9,995

LETTERS

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CORVAIR v PORSCHE

I just received my copy of *Classic Porsche* issue #46 and was leafing through it when I saw the 'Alternative Views' article by Keith Seume/Jan-Henrik Mücke that was a comparison of a Porsche 356 B convertible and a Corvair Monza convertible. Normally, I read my issue of *Classic Porsche* from front to back and do not jump around the articles. But, because I am a Corvair enthusiast as well as a classic Porsche enthusiast, I had to immediately read the article. I thoroughly enjoyed it and found it to fairly express the pros and cons of the Corvair.

As originally designed, the Corvair was intended to be an 'econo' car without any pretense or aspirations to being a sports car. That quickly changed when car tuners such as John Fitch, Bill Corey, and Bill Thomas began building competition Corvairs and selling speed equipment: four-carb conversions, springs, shocks, sway bars, and (like the 356B) a rear camber compensator spring to help reduce rear wheel tuck under.

General Motors got on the bandwagon and began to improve the Corvair, first with suspension upgrades, including a front anti-sway bar, then in 1962 a turbocharged Spyder. In 1964 the swing-axle early model received a compensator spring as part of the rear suspension upgrade. The 1965 and later rear suspension design came directly from the Chevrolet Corvette.

One thing the article didn't mention, however, was the impact of the Ford Mustang. Ford introduced the Mustang in mid-1964 and promptly sold more than a quarter million vehicles that summer – far surpassing the sale of Corvairs.

It was the front-engine Mustang, a more American-traditional car than the rear-engine Corvair, that was the major cause of the demise of the Corvair. The Mustang was cheap to build – basically a Falcon with really nice bodywork – and could use a variety of corporate engines: straight-sixes and V8s. (In contrast the unique Corvair engine was expensive to build and was not shared with other divisions in the GM empire.) To respond to Ford, Chevrolet started the design of the Camaro, a Nova with a more stylish body.

As for Ralph Nader, his book might have actually prolonged the life of the Corvair. The Corvair was originally slated to end production in 1967, when the first Camaros started rolling off the assembly lines. General Motors did not want Nader to have the last word and so continued production from 1967 through 1969, when the last 6000 Corvairs were virtually hand-built on a makeshift assembly line (the original Corvair assembly line being given over to another GM model).

Rightly or wrongly, people would compare the Porsche and Corvair. This is unfair to both cars. Each was designed to meet different criteria and each was successful to varying degrees. The Porsche 356 was an almost pure sports car designed and executed to provide exhilarating performance. The Corvair was an econo car that morphed into an inexpensive sporty car and, perhaps, laid the

groundwork for the 'pony' cars that followed.

For the record: I have a 1966 912, a 1964 Corvair Spyder (project car), and a 1962 Corvair Monza four-door. Keep up your excellent magazine.

Joe White, Boulder, Colorado, USA

RSR 0894 – THE MISSING LINKS...

I very much enjoyed this article by Johnny Tipler on the 2.8 RSR in issue #45 and I'm glad to see that Eugen Kiemele is still around and healthy. Johnny wrote that virtually nothing was known about what happened to 0894 from the end of 1973, when Kiemele traded it in at Strahle's dealership up to when it went to Raymond Touroul. I think I can help.

Together with my French Porsche authority friend Philippe Rafesthian, we looked into this and found that 0894 had been, apparently, crashed in 1974. By whom, we don't know at present. After this, it was sold to Jean-Louis Chateau, a gifted French amateur driver. Philippe was able to check this by speaking directly with Chateau, who repaired 0894 in 1974 and then achieved the following:

1974: Crashed. Sold to Manfred Freisinger, Germany
1974: Sold to Jean-Louis Chateau, France. Car uprated to 1974 spec RSR 3.0-litre engine. Original engine sold to Raymond Touroul, France(?)
1974: Painted white
01/05: Magny-Cours; 5th
19/05: Croix-en Ternois; 1st
09/06: Chartre; 1st
21/07: Croix en Ternois; 1st
08/09: Croix en Ternois; 1st
22/09: Monthéry AGACI; 2nd
??/10: Monthéry; 3rd (Noted as a Group 3 Carrera)
27/10: Croix en Ternois; 3rd
??/?: Monthéry; 4th
??/?: Monthéry ACIF; 4th
1975: Painted Metallic Pink



The 2.8 RSR we featured in issue #45 was repainted and rebuilt several times, appearing like this at Le Mans in 1976, driven by Chateau/Geurie/Fornage

“JEAN-LOUIS CHATEAU REPAIRED 0894 IN 1974...”

??/03: Monthéry; 2nd
03/04: Croix en Ternois; 1st
20/04: Monthéry; 1st
25/05: Monthéry; 1st
22/06: Clermont Ferrand; 1st
20/07: Croix en Ternois; DNF
28/09: Monza 6 Hours; 2nd
??/?: Nogaro Paques; 1st
1976: Re-painted Black
12–13/06: Le Mans 24 Hours: J-L Chateau/Geurie/Fornage, #48; DNF
1977:
11–12/06: Le Mans 24 Hours: #84; DNS

John Starkey, via E-mail

Keith Seume replies: Thanks, John, for filling in the blanks – 0894 has certainly led a full life, and it's great to see it back to original spec today. Certainly Eugen Kiemele seemed pleased with the result...



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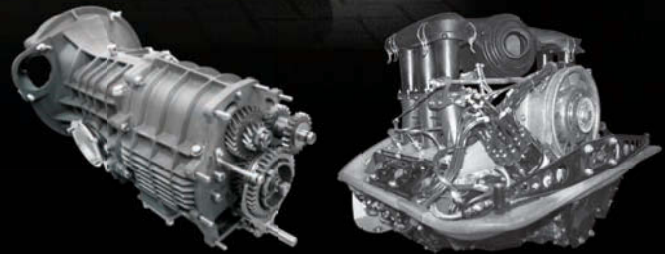




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A red Porsche 911 is shown from a rear three-quarter view, driving on a paved road that curves through a lush green vineyard. The car is in motion, with a slight blur on the background trees and road. The sky is clear and blue. The overall scene is bright and sunny.

SOUNDS OF THE SEVENTIES

Cargraphic has loaded a bunch of its exhaust and tuning goodies onto this 3.2 Carrera – and turned it into a 2.7 RS lookalike. We crank up the volume

Words: Johnny Tipler Photos: Antony Fraser

When your business is producing performance exhausts and other tuning kits for Porsches you need a show-off car to showcase it, and that's just what Cargraphic have done with a 1987 3.2 Carrera. And because principal Thomas Schnarr's favourite 911 is the 2.7 RS, that's how the car is presented. We called in at his Landau base for the full aural effect.

Landau is a medium-sized German town in the heart of the hilly Pfalz region to the north east of the Black Forest, surrounded by prolific vineyards producing wonderful Dornfelder and Riesling among other delicious wines. That, of course, has nothing to do with our visit; although it does provide a fabulous backdrop for our photoshoot.

Before we get to the car, a bit of background is in order. Cargraphic has been producing Porsche replacement exhaust systems for 21 years, since Thomas went into partnership with Simon Young, who's based in Cullompton, Devon, in a business owned 50-50, refining and upgrading exhaust systems for modern as well as classic Porsches – from 911s and 991s to Macans and Caymans. There's a certain *frisson* standing beneath a 911 that's up on a ramp in southwest Germany, knowing that its exhaust system was handcrafted in equally picturesque south west England. Coincidentally, both regions have vineyards...

Thomas Schnarr has been involved with Porsches most of

his life, and the 2.7RS was always the goal: 'I like the F-programme models, and back in 1982 I had seven original ones which I bought here in Germany – cheap at 25,000 DM at the time (around £11,000), and sold them to France for between 30 and 35,000 DM. I even had a tangerine 911 back then, but it was horrid to drive; the gearshift was wobbly and the mechanical fuel-injection was always giving trouble.'

There are no such issues with the new car. 'I wanted a rust-free black American late G50 car to start with, and this is what I got three years ago: no accidents, no rust, and since then we've completely done it up.' From front to back, the revised bodywork consists of carbon front wings and long front lid, steel doors, pert carbon ducktail and carbon rear bumper panel, the whole package weighing in at 1025kg. Trad Carrera graphics emblazon the lower flanks.

The 3.2 Carrera-based flat-six is Cargraphic's 'RSC 3.2 power kit' unit, rated at 283bhp with top speed calculated at 267Km/h, and contains Cargraphic's own modified 964 cams and head porting. It's running a big mass airflow sensor and BMC air filter, which forms a very neat arrangement, having been installed by Cargraphic's in-house technicians. There's no getting away from its huge compressor, actuating full air conditioning, an anachronism on a 2.7RS but no less welcome in the modern world.

The suspension features Bilstein Clubsport dampers with Weltmeister bushes, and retains the 3.2's torsion-bar set up.

**“THOMAS SCHNARR’S
FAVOURITE 911 IS
THE 2.7 RS”**





Thomas points out that it's running Michelin TB15 classic racing tyres on 15in Fuchs wheels, and comments that, 'these are super for the road, and they even work when it's wet. We fitted 9in wheels on the back and 7in wheels on the front, and we slightly broadened the wheelarches so they covered the wheels.' Brakes are four-pot calipers front and rear with drilled discs.

It's a great looking car, but its *pièce-de-resistance* is surely the sparkling exhaust system, the Cargraphic GT exhaust with EURO2 catalytic converters and integrated flaps. There are three different grades of internal baffling for a Cargraphic 911 silencer, producing three different variations of sound, effectively, so you could have what would be considered an OE sound, which is identified as an ET, and then the TÜV box which is a little louder than standard and called an ETR, and then the non-TÜV export version which is an ETS.

The orange car's comprehensive pipework includes the ET flap system, but fitted with special normally closed flaps, with the advantage that the car always starts in 'quiet' mode; it's controlled by a vacuum that will open the flaps so the car can be driven quietly at low revs, and, as Thomas Schnarr explains,

'When you feel like it, you can open the flaps with a vacuum, which routes the gases directly from the catalytic converters to the tail pipe.' Two further configurations can be specified for classic 911s. 'We have built this system with two versions for the earlier cars, with a modified heat exchanger when people want this system that's fitted on the orange car, or with our full GT system, which has the heat exchangers over the catalytic converter, so it works just as well.

'But you have more variations with the inlet pipe diameter so you can go bigger than the heat exchangers, so it's more powerful. In fact we actually sell more GT systems than heat exchangers. People like the look of the manifolds, and they do look a bit fancier. The other practical reason for having the heat exchangers over the catalysts rather than the headers is mainly that you can have bigger pipes for the headers because you're not constrained by the dimensions of the heat exchanger.'

They've done a convincing job on the interior, too. I ease into the classic hound's-tooth seats and get snug with the period four-spoke wheel. It's largely a black cabin with red pinstriping around the door cards, and a Cargraphic logo in the rev counter.

Above: Thomas Schnarr admits that the area showing most growth in interest is the classic Porsche scene, hence the decision to create a classic showcase for his company's latest products

Below, left and right: Hound's-tooth-trimmed retro-styled seats and early steering wheel help transform the 1980s interior



Heading out of Landau's handsome streets into the vineyards, I revel in the acoustics of the Cargraphic system. It's a swift passage, with typical 3.2 Carrera driving characteristics. And true to the typical 3.2 Carrera, it's a lovely torquey engine, the camshafts giving it a bit more performance at high revs. The Michelin TB15 racing tyres are 23/62R15 on the back and 185/60R15 on the front, and I can feel them gripping securely on entry and consistently all the way around the tight turns punctuating our route. It's a classic 3.2 drive, more of a classic feeling rather than a modern 911, obviously, so the period look is matched fairly authentically by the ride and handling, as well as the performance.

As I helm the orange RS lookalike to and fro along our photoshoot route I'm struck by the ambiguities of ride and handling, no doubt occasioned by the hybrid melange of superior 3.2 chassis, lowered suspension, Bilsteins, Michelin-Longstone rubber and the torquier engine response. Feedback is instantaneous and, like all 3.2s, it's involving, and nowhere more so than these hilly, twisty, vineyard back roads. When the surface is less than perfect the front wheels pucker over every undulation as they feel out the cambers, and I'm using deft steering movements and a circumspect right foot. The faster I go, the more the steering loads up and the more physical the action becomes.

The G50 'box has relatively long gearing, which tallies with the methodical nature of the gearshift as I shift systematically from one notch to another. It really delivers between 4000rpm and 6000rpm when the snarling Cargraphic exhaust comes into its own, rising to a harsh bellow at the top end and popping and banging on the deceleration overrun. On the other hand, it will pull

“THE FASTER I GO, THE MORE THE STEERING LOADS UP...”





**“THE BIGGER BRAKES
ARE CONFIDENCE
INSPIRING...”**

Bellow from the exhaust is a sound to put a smile on any classic Porsche owner's face. TÜV-friendly system can run in both 'quiet' and 'open' modes...

inexorably and insouciantly from 1500rpm in fifth. The bigger brakes are confidence-inspiring, and I indulge in trail-braking into some corners, carrying speed through them, power on and with more throttle at the apex, steering through the bends and playing with oversteer induced by on-off throttle to make the front end tuck in. It's a great car, rewarding to drive, especially with the window down – all the better to drown in the addictive roar of the exhaust.

I'm sure that exhaust notes sell cars: they certainly score as far as sensory appreciation goes. Cargraphic even make a system for V6 diesel Macans which incorporates a pair of speakers just before the tail pipes which is programmed to emit a petrol V8 rumble – and you can modulate it to high or low pitch V8 via a smartphone app(!). But that's the exception. As Thomas says, 'We try to make our systems fit with OE

parts, whereas other makes often don't, and in some cases you can't just replace the tail pipes or rear box because their systems won't match with the existing parts. Design-wise, with the Cargraphic products, we always try to maximise flow, maximise power while still keeping it within a respectable – and legal – sound level.

'Because of the constraints with TÜV in Germany we can't have a system that's absolutely unfettered, so there has to be a compromise between the level of sound and the performance that can be gained. But our systems do tend to be more driveable and more user friendly as a result. You don't have that horrible droning in the back of your head over long distances.'

How they gauge whether a particular configuration of silencer and header and tailpipes, plus catalytic converter and



Above: Tipler aims and pulls the trigger, soaking up the sound as the exhaust goes into free-flow mode...

Above centre and right: bossman Thomas Schnarr enthuses about the new stainless systems, and admits the original RS is his favourite Porsche

What started life as a 3.2 Carrera now looks like a pretty convincing homage to the Carrera RS. However, the car's primary role is as a demonstrator for Cargraphic's exhaust systems

heat exchangers is going to enhance the car's performance is, according to Thomas, 'very much an experience-based thing. We have a decibel meter and we measure the car as standard and then we can do our own work and then measure the car.'

That's done static and drive-by, rather than rolling road. Increasing bhp is also down to past experience: 'It's what we've learned over the years; we can work out primary diameters, primary lengths, and cats we know always give an improvement with the modern 200-cell, tri-coated T38 platinum, rhodium, palladium Cargraphic exclusive cats, and there's an immediate gain to be had in fitting those when the factory parts are usually 600-cell, so immediately you've increased the flow by a factor of three. If you're going for maximum power you should consider those, as a lot of the factory headers are particularly restrictive. And there are good gains to be made in replacing the stock headers with our free-flowing versions.'

Cargraphic exhausts are fabricated from 304L lightweight stainless-steel, which is an austenite or gamma-iron, so it's non-magnetic, whereas cheaper grades of stainless-steel like 409, which is a steel with a high chromium content and not much nickel, but which is magnetic, and over a period of time it will rust. As Thomas says, 'It will probably last ten years, and that's the gamble; most stainless manufacturers offer a lifetime

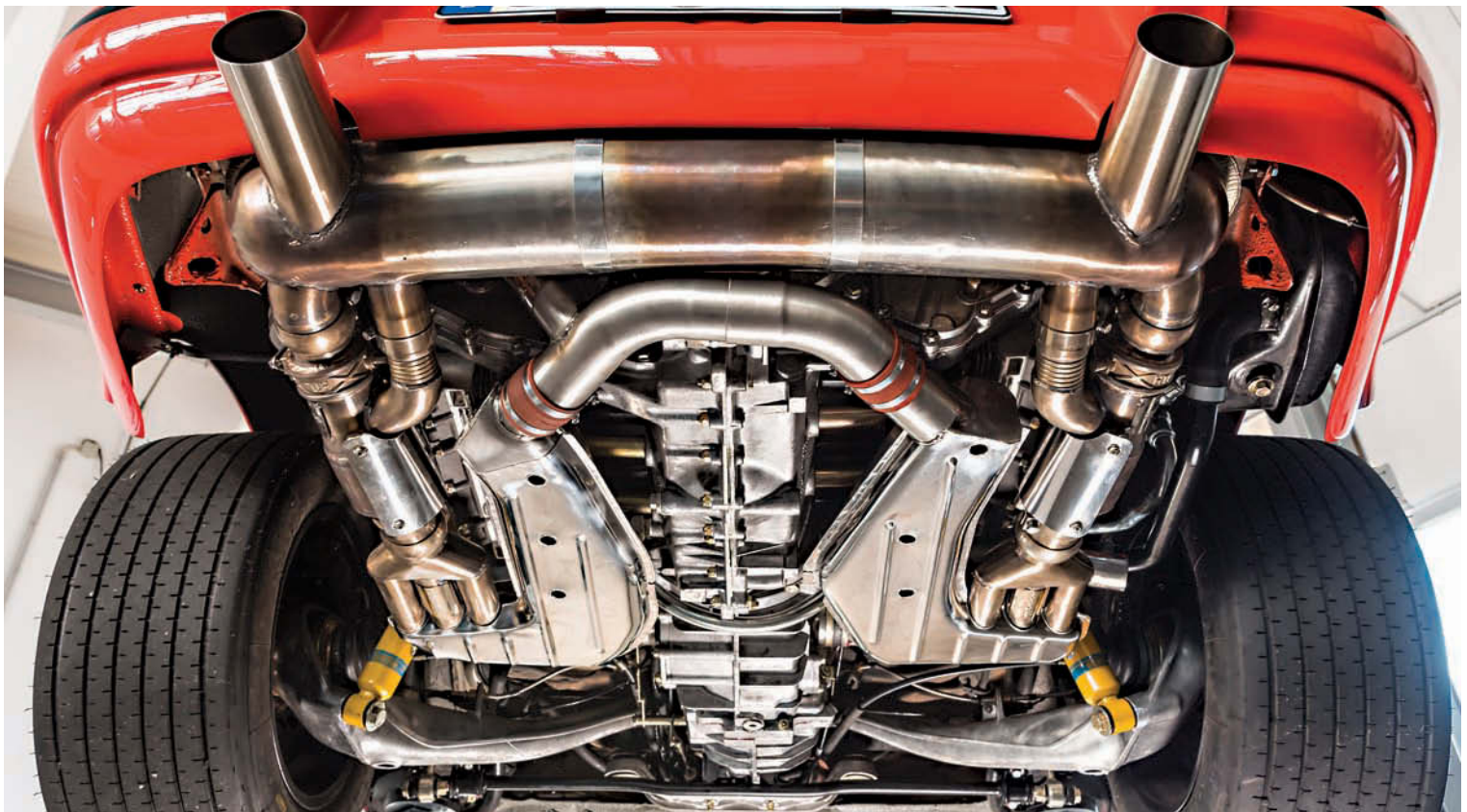
guarantee to the original purchaser, but the likelihood that somebody keeps their car more than ten years is not that great. It depends if it's somebody's everyday runner or whether it's just a high days and holidays car, in which case it will last equally as long as 304.'

Thought silencers were just steel cylinders with baffles inside? Thomas will put you right! 'All our silencers are assembled in the same way, wrapping two or three layers of stainless steel wire-wool around the baffle, we put a layer of needle mat which is a blanket glassfibre around the inside of the case to the insulator case, and then we fill the void with material which is called glass robing which is like glassfibre in a continuous filament, so it doesn't break down.

'This will then get pushed into the silencer under pressure by this machine, and these machines will squash the case to the right shape for the baffle and then the internals will retain the shape.' Variations on the theme include the vacuum flap silencer, which enables the driver to modulate the volume of sound the car is making at the press of a switch.

'When the vacuum flaps are open the gases can go straight to the tail pipe, and when the vacuum flaps are closed the gases are forced down into the long run on the silencer so they then go into the centre, return and then drop back in onto the tail pipe





outlet. Strengthened brackets, as well as the olive-and-slide system ensure an exact adjustment, which guarantees a stress-free installation.

'Where possible, all parts are mounted with Aeroquip fittings to provide perfect sealing combined with flexibility.' Some systems employ spring attachments: 'where there's a risk of fracture, the springs allow the system to expand and absorb vibrations, and when the springs are attached it gives the system a tremendous amount of flexibility and the ability for the system to expand when it gets very hot without the risk of fracture. They're important on our race and trackday systems.'

All parts are test-fitted, dyno-tested and TÜV approved in Germany once developed. The way it works is, Cargraphic receives an order in Landau, the parts are made in Devon then shipped back to Landau and dispatched to the customer from there, 'to anywhere in the world,' says Thomas.

The timescale for manufacturing a complete exhaust system is difficult to quantify because everything is produced to order in small batches. 'For instance, we are currently developing the cat sections for the 991 gen 2 Carrera 3.0 turbo, and it will probably take us about a week to produce a working set and a pattern set. The process is to jig the original parts and then to build our part in that jig, so our part will then fit with an OE rear silencer, but if we were producing manifolds, cat sections, centre section,

rear boxes and tail pipes, that could be three to four weeks' work, particularly if we're building it on the car, because by the time we've built our patterns and then jugged our patterns and then produced one out of the jigs to make sure it fits the car, that could be as much as a month's work. It may need refining, but hopefully it's perfect first time.'

Which system does Thomas regard as the most impressive exhaust system that Cargraphic produces? 'Probably our 911 flat-six system for the earlier cars, the 3.2 Carrera maybe, and I also like our 996 GT3 race system, or our 991 Turbo system that features on the Cargraphic video with flames coming out of the tail pipes.'

Cargraphic's next project car is a 964: 'it's a factory Turbo-look America Roadster, one of 326 built, with all our goodies on it, including air-lift and the new flap system for the 964.' This, as much as the orange 3.2 backdate, reflects where Thomas sees the trend going in 911 ownership: 'I see the direction as classic, especially as new cars become more and more tightly regulated. We have so many classic parts in store on the first and second floors of the main building so this is in addition to our range of exhausts and tuning equipment.'

And that is a healthy line-up of goodies, many of them fitted to our test car and, providing you're of the persuasion that believes Porsches are for playing with, all the better for it. **CP**

Above: Cargraphic exhaust systems are manufactured in the UK, but sold worldwide from the German HQ

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Below, left to right: Michelin TB15 tyres, backed up by Bilstein suspension, give the Carrera superb roadholding. 3.2-litre engine runs modified 964 cams and breathes easy with the Cargraphic exhaust



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RATED R

The 911R might have a namesake in the latest 991, but its most direct descendent was born in California...

Words: Alex Grant Photos: Andy Tipping



Built in low numbers and now sold at stratospheric prices, race-bred Porsches have become as inaccessible to most of us as they are achingly desirable. But the no-frills engineering that won races and found these cars homes in the world's most exclusive collections have inspired more than wish lists. They've laid the foundations for a new generation – bespoke hot rods, reinterpreting decades-old ideas with the advantage of technology the factory could only have dreamed of.

Even in a long list of homologation specials, the 911R has

always felt a cut above. It might not be the fastest car to wear the badge, but this lightweight, road-legal racer reflects the 911 in its purest form – compact, naturally-aspirated and incredibly direct to drive. Stripped down to its most essential parts and fitted with glassfibre panels, it was almost a quarter lighter than a 911S, while its 2.0-litre, twin-spark, dual-Webered engine was close to that of the 906, and made 210bhp. Only 24 were ever built, including prototypes and Porsche's own racers – it's the perfect package, but one that few have had a chance to experience first hand.

But you can come close. Restored at Emory Motorsports



Above: Looking every inch as slick and purposeful as the original 911R, Emory's modern day reinterpretation of the factory lightweight is based on a 1967 911S

in California, what you're looking at here isn't one of the 24, but it's certainly cut from the same cloth. For shop owner, Rod Emory, it's bringing a little of that 1966 design brief back to life: 'It's raw, loud, obnoxious, and absolutely thrilling,' he enthuses, as the warm mechanical parts 'tink-tink' themselves cool. 'Everything is lightweight, it's a street-legal race car through and through, just like the GT3 RS. It's a combination of awesome that you can enter into road rally events, or for vintage racing, but also drive every day.'

Some of the inspiration behind it goes back even further than 1966. A third-generation hot-rodder, Rod's grandfather

had a shop not far from this spot before being recruited by a Porsche dealer; it's a clash of automotive cultures he would pass on to his son. And while the local Porsche scene of the 1980s revolved around faithful factory-spec restorations of the 356, Rod and his dad were pioneering a new style; removing bumpers, fitting wide wheels, big engines and adding race numbers. Impeccably built, but designed to be driven hard, those 'outlaw' cars would become a hot-rod household name.

That's a legacy Rod has kept up. Emory Motorsports opened its doors in 1996, home to the tools and talent to



take on concours-spec restorations, but with the imagination to go so much further.

'We only take on the work of building outlaws and specials for clientele who understand and appreciate what we do,' he explains. 'We have the ability to do concours-quality restorations but that type of work really doesn't interest us, and there are so many other fine shops who already do that.'

It's a prolific bloodline. Generations of the Emory family have built around 150 356 outlaws since the early 1980s, with a natural progression more recently into early 911s. It's an evolution of a tested – but always unique – formula which throws up

some familiar hurdles, as well as a load of new opportunities.

'The 911 offers just as much creative flexibility as a 356, but without the need to modify the chassis for later model suspension components like we do with our 356s. We've built ten 911s so far, and it's such a wonderful platform – we've even blended a 964 chassis with a 356 body to make the world's first all-wheel drive 356. In the early cars, like this, we're finding the same rust and damage we're used to encountering in the 356s.'

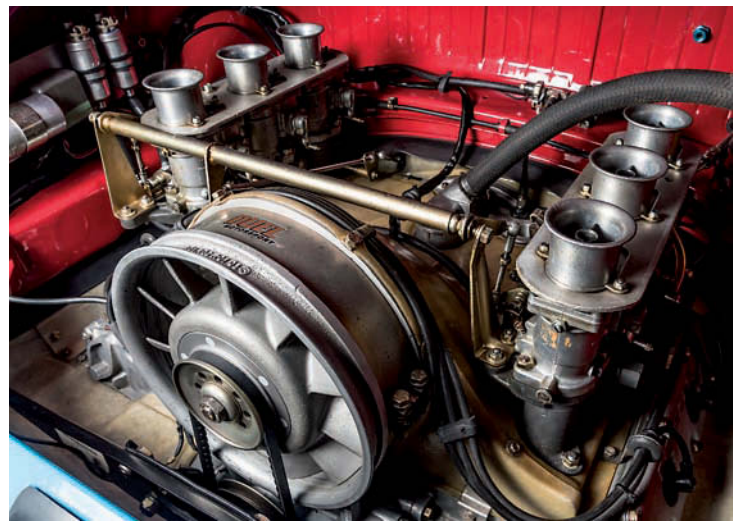
This is, at its core, a restoration, not a surface-level tune-up. All outlaws get stripped back to a bare 'shell to check for rust and hidden damage and, despite spending most of its life in a damp

Above: Dual Hella rear lights are a vital part of the transformation from 'S' to 'R'. Only the lack of louvred Plexiglas quarter windows give the game away

“THIS IS, AT ITS CORE, A RESTORATION...”

Below, left and right: Dashboard houses early green-lettered gauges mounted beneath a plain glassfibre dash-top moulding. Note original outside air temperature gauge





Above, left to right: Period-style rollbar adds to the effect, as does the through the bonnet fuel filler. 2.5-litre engine pumps out 230bhp

part of Oregon, this '67 S had fared well. Not that much of the original bodywork is left – the wings, bumpers and bonnet are glassfibre, paired with a later-spec aluminium decklid to bring it close to the Baur-built bodywork of the 911R. A homage completed by the correct twin-pod tail lights, the external oil filler cap on the right hand rear wing, and alloy-capped fuel filler neck cut into the centre of the bonnet.

Finding those parts can be tough, says Rod: "There's usually about 10 per cent of the car that has to be made from scratch. Where we can, we always use factory original parts to build these cars or the best possible reproduction panels and components. There's always a fair amount of time perfecting the fit of every aspect of the exterior and interior."

That nine-month restoration of the bodywork ran in parallel with putting the right parts underneath; larger sway

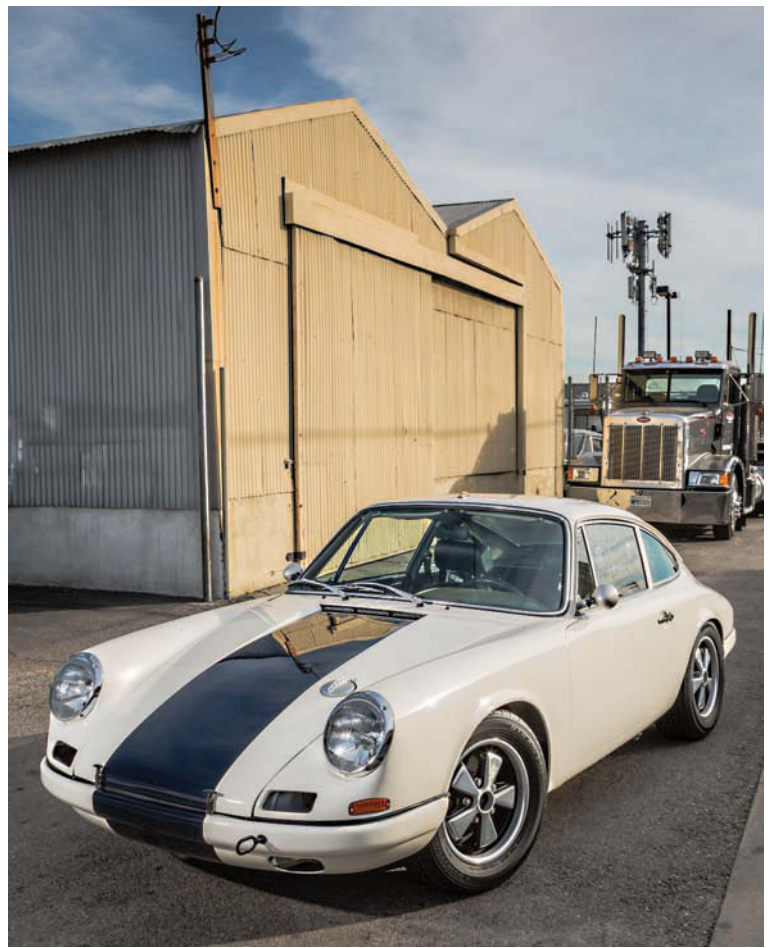
bars and torsion bars, an Elephant Racing front strut brace and removable roll bar inside, all a little closer to the Tarmac than Porsche intended thanks to adjustable Koni suspension. Even the staggered six- and seven-inch wide Fuchs wheels, restored by Californian specialist Harvey Weidman, are 100 per cent correct 911R spec.

'Each car's features have to make sense as a package,' explains Rod. 'Some items may be slightly anachronistic but, as we design, we ask ourselves whether Porsche would have built something like this. The answer to that always has to be yes, based on the broad range of experience my family has racing and restoring works competition cars.'

The engine rebuild was one of the few parts of the project not undertaken in-house. Rod knows specialists who can tackle areas outside their usual expertise, and called in renowned engine builder Dick Elverude to put together an

Below: With only 1000kg to carry round, you just know Emory's homage to the 911R is going to be a fun drive





alternative to the R's race-derived 901/22 engine. It's a slight deviation, a twin-plug engine displacing 2.5-litres instead of 2.0-litres, which puts out 230bhp through a close-ratio gearbox and limited-slip differential.

'Those original rally cars from the early 1970s were just cool as hell, and so light weight,' he says. 'The gross vehicle weight here is around 2200lbs (1000kg) – the experience of driving a normal 911 and a lightweight version is like night and day, especially with the engine that this car has.'

Likewise, the cabin isn't quite as deprived of luxuries as that of the 911R. Its windows are still glass, opened with winders rather than leather straps, and all five instrument pods are still present. But there's a real sense of it being built for purpose, with

its RS-style carpet set spread across the stripped rear end, the bare glassfibre dashboard, and period-correct bucket seats and harnesses.

After all, this is a reinterpretation, not a replica: 'The most difficult part of what we do is making sure that the finished car passes the cool test. Everything has to make sense and the car needs to be "all-business" from every angle. Sometimes the build needs to be tailored as we go because you can see in your mind's eye that something isn't going to work.'

And this definitely works; lighter than a modern day city car, but with the performance

to keep up with modern day supercars, this one-off outlaw is every bit the purest-of-the-pure 911 experience that's made the R so iconic. Who says you have to follow the rules? **CP**

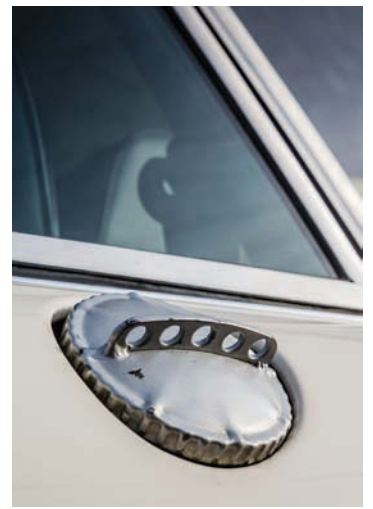
Above Left: Rod Emory comes from a family of hot-rodders, so it comes as no surprise to learn he prefers to build outlaws rather than carry out full-on restorations

“COOL AS HELL AND SO LIGHT WEIGHT...”

Below left: Lightweight plastic door handles were a feature of the original 911R

Below: Harvey Weidman is the man responsible for the wheel detailing





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**“WHO SAYS YOU
HAVE TO FOLLOW
THE RULES?”**



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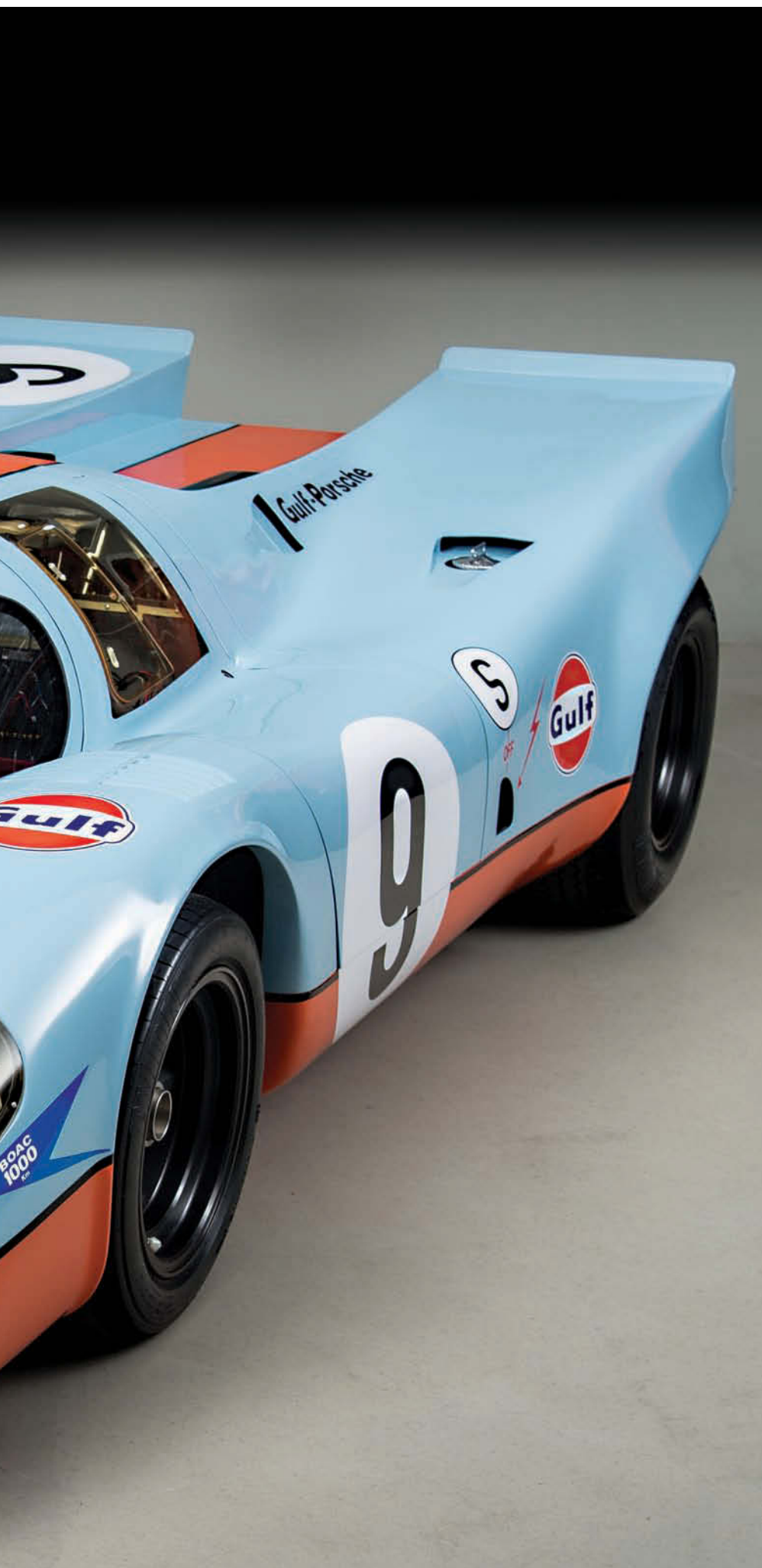


A TOUCH OF BLUE AND ORANGE

This year marks half-a-century since a sports-racing car painted in the distinctive powder blue and orange livery of the Gulf Oil Company took to the track. Delwyn Mallett looks at the history of the relationship between Porsche and one of its most famous sponsors

Words: Delwyn Mallett Photos: Porsche Archiv, Canepa and author





The late 1960s and early 1970s marked a high point in sports car racing, with major manufacturers and teams from Italy, Germany, France, Britain and the USA engaging the services of the world's best drivers, including those from Formula One, to pilot their cars as they fought for laurels in the World Sportscar Championship.

The FIA had relaxed the rules relating to advertising on competition cars, opening the way for major sponsorship deals with brands such as Gulf and Martini, precipitating a new look for racing cars no longer restricted to national or team colours and the odd haphazardly attached auto-related decal or two. The blue and orange Gulf Oil livery spanned the years 1967 to 1975 and appeared on two World Championship-winning marques, Ford and Porsche.

It was all made possible by the perseverance in the face of repeated failures of Anthony Francis Lucas, a tenacious Croatian-born oil prospector, who struck black gold in Beaumont, a small town on the Gulf Coast of Texas, in 1901.

The 'Lucas Gusher', also known as the 'Spindletop Gusher' after its location on Spindletop Hill, shot a geyser of crude oil 200ft into the air at the rate of 100,000 barrels a day for nine days before it was capped. This find started the Texas oil boom and in little over a year there were almost 300 oil wells in operation, and Texas became the world centre of oil production. The Gulf Oil company, named after the Gulf Coast, was officially formed in 1907 and rapidly grew into a giant corporation with a global reach.

“THE GULF OIL LIVERY SPANNED THE YEARS 1967 TO 1975...”

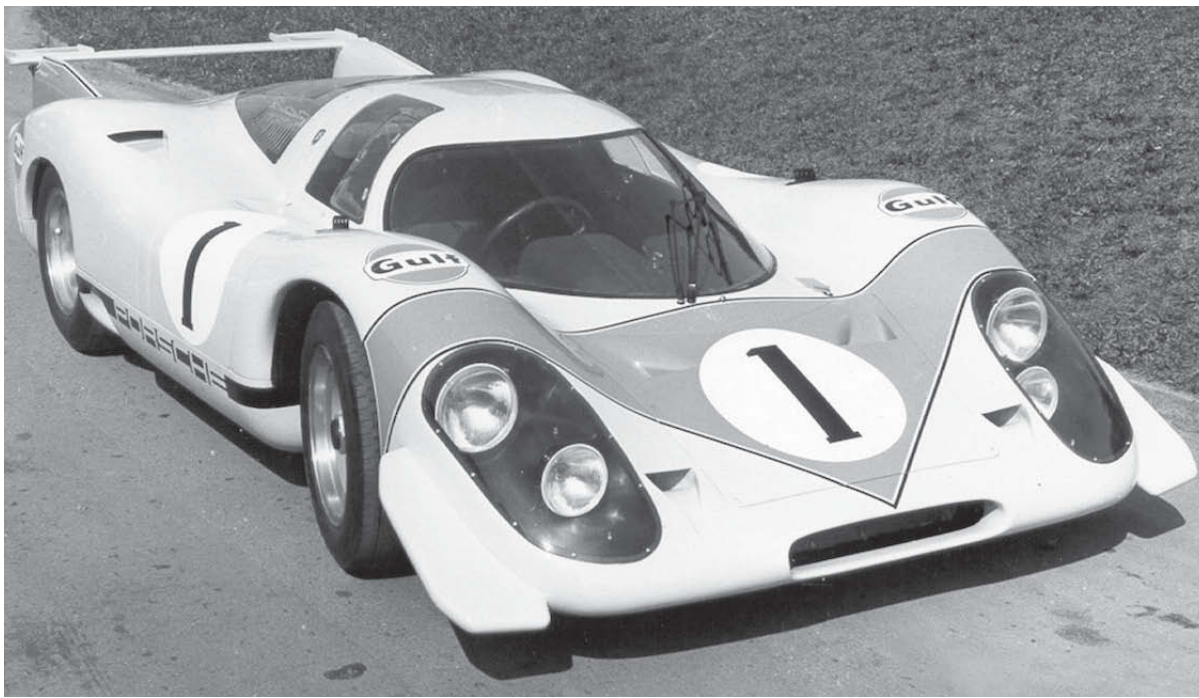
In the 1930s, Gulf became increasingly involved in promoting its brand and the quality of its products by association with motor sport. Salt Lake City resident and long distance speed record breaker extraordinaire, Ab Jenkins, used Gulf lubricants in his famous, orange painted, Duesenberg-based 'Mormon Meteor' as he tore around the Bonneville Salt Flats – sometimes for days at a time – setting long-distance records.

Gulf's most committed effort in pre-WWII motor racing came in 1937 when they approached the famed race car designer Harry Miller, who was engaged in building what would be the first rear-engined roadster to race in the Indianapolis 500. Gulf took over the project, moved Miller to their vast research and development centre in Harmarville, Pennsylvania, and to their credit were not discouraged when Miller's first effort turned out to be a disappointment.

Seeing it as a high profile showcase for Gulf products, particularly their No-Nox gasoline (petrol to we Limeys), they threw money at Miller who set about a new version. Obviously seeking inspiration from Dr Porsche's Auto-Unions as far as engine location, the new car was perhaps an innovation too far. Not only was the supercharged six-cylinder engine behind the driver but it was also four-wheel drive, had pannier fuel tanks and was the first racing car with disc brakes. The car failed to qualify for the 1938 race but, after Miller once again set about modifications, another three cars were built, one of which qualified on the second row of the 1939 race.

The man who finally put Gulf Oil firmly on the motorsport map and in the public eye was Grady Davis. Born in Texas in 1908, Davis gained a degree in geology and entered the oil business, worked as a 'wildcatter', and eventually joined a Gulf Oil subsidiary in South America. Grady worked his way up the corporate ladder and by 1960 had achieved the position of Executive Vice-President of Gulf.

Fortunately for racing fans Davis was an enthusiast through and through, competing in his own Corvette, and with Gulf's



petro-millions on hand he decided to sponsor an attempt to elevate an American car into the top echelon of motor sport.

Commencing in 1961 and with the cooperation of General Motors, a series of hot Corvettes were re-engineered at the Harmorville facility. The blue and orange livery was still a few years in the future and the cars were finished in the American international racing colours of white with blue stripes. The Corvette/Cobra battles were memorable in the US, with the Gulf Corvette winning 12 out of 14 SCCA races in 1962.

Meanwhile another man with unlimited funds at his disposal also decided he wanted to see an American car beat the Europeans on their own turf, specifically Ferrari, and particularly at Le Mans, then still regarded as the most important sports car race in the world. The man was Henry Ford II, who had just had his offer to buy Ferrari rejected. His 'revenge' was the GT40 programme, which started in 1963.

Ford hired the vastly experienced ex-Aston Martin team manager John Wyer to be project manager of the newly-formed Ford Advanced Vehicles Ltd, based in Slough, west of London. Wyer would become a pivotal figure in the Gulf story,

An evolution of the Lola Mk6, the new GT40 was unveiled on April Fools' Day 1963. Not an auspicious date to choose and Enzo Ferrari must have been reassured by the Ford's lack of reliability during the '63 season, when it failed to win a race. Henry Ford was clearly not impressed, either, and he had the cars shipped to Carroll Shelby in the US to be worked over.

It must have been a bitter blow for Wyer, made even worse when a Shelby-prepared GT40 won its maiden outing at the

Daytona 2000. Shelby had applied his 'there's no substitute for cubic inches' Cobra philosophy and dropped a 7.0-litre engine into the car. However, despite the Fords being fast, the rest of the season did not go well after that initial victory – nor the '65 season, but Ford made history and forged a legend in 1966.

The 'big banger' GT40 MkII had come of age and its moment of glory was at hand. Ford dominated the season, starting with a 1-2-3 in the new Daytona 24-Hours, 1-2-3 in the 12-Hours of Sebring (the third place car was a 4.7-litre MkI) and – in front of the boss – a stunning Le Mans 1-2-3, ending a six-year run of Ferrari victories.

Obviously confident of success, Henry Ford II had made the trip to the Sarthe and, mission finally accomplished, he announced Ford's withdrawal from the GT40 programme.

Meanwhile many private teams were competing in GT40s and at Sebring in 1966 our Gulf racing enthusiast, Grady Davis, bumped into John Wyer and enquired about buying a GT40 for his own use.

This would prove to be a fortuitous meeting and shortly after Ford's withdrawal Wyer proposed to Davis that, rather than sprinkling Gulf decals over a variety of competition cars, they should form their own GT40 race team and paint the cars in Gulf colours. (The Ford-entered cars had followed the convention of the day and were finished in variations of the USA's racing colours, white with blue stripes or blue bonnet.)

Davis needed little persuasion and the first JW Automotive Engineering/Gulf Racing GT40 took to the track at the Daytona 24-Hours on the 4th February 1967. But we're not quite there

Above left: The first showing of a Gulf-liveried 917 was at a press event at London's Carlton Tower Hotel in September 1969

Above: The mastermind behind the Gulf Porsches – John Wyer, who had overseen Ford's successful Le Mans campaign

Below left: Österreichring 1971, with Bell and Siffert in Gulf-backed 917K

Below: One of the most iconic images of all, showing Jo Siffert at the 1970 Targa Florio in the victorious Gulf-backed 908/3





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yet. The car had a broad orange central stripe but the overall body colour was dark blue, the colour scheme used on Gulf service stations.

By April the JWAE GT40s had been repainted in the distinctive powder blue and marigold that we know so well and persists to this day. A Shelby America 7.0-litre GT40 won Le Mans again in 1967 but the big engines were banned by the FIA from the following year. Against expectation the now ageing Wyer/Gulf GT40s won Le Mans in 1968 and '69, but it was the next phase of Gulf sponsorship that made the blue and orange truly iconic. That and a 90-minute 'commercial' starring Steve McQueen: the film 'Le Mans'.

Through the 1950s and 1960s Porsche had gained a reputation as 'giant killers', always competing in the smaller categories but ready to pounce when the larger-capacity cars faltered. Indeed, the 1969 race resulted in one of the closest ever finishes with Jacky Ickx in the winning 4.9-litre Gulf GT40 and Hans Herrmann in a 3.0-litre Porsche 908 passing and re-passing each other on the final laps, with Ickx slipping ahead of Herrmann to win by a mere 120 metres.

The race also saw the Le Mans debut of the car that would finally place Porsche amongst the 'big boys' – the 917. Tragically it also saw the death on the first lap of privateer John Woolfe at the wheel of the first customer 917.

**“SIMPLY SUPERB...
MENACINGLY
POWERFUL...”**

For Porsche their racing efforts, particularly building fifty 917s to exploit a Le Mans homologation loophole, were stretching finances and also tying up engineers and personnel. Impressed by Wyer's success with the effectively obsolete GT40s, Porsche approached JWAE, now quite independent from Ford, with a view to running a team on behalf of the factory. A tripartite meeting was set up between Porsche, JWAE and Gulf Oil and on September 30th 1969 at a press event in London's Carlton Tower Hotel a 917 finished in Gulf livery and bearing the legend Gulf-Porsche was unveiled. So, for the 1970 season it was a Porsche not a Ford that raced in blue and orange.

The Wyer/Gulf 917s were turned out in what was essentially the same livery as the GT40s, a broad dorsal stripe, outlined in black, the same width front to rear on one car and sweeping out under the headlights and along the sills on the other. Gulf logo 'roundels' sat on the top of the wings and on the sides in front of the rear wheel arches.

The first outing for the Gulf cars was the Daytona 24-Hour race where *Autosport's* Simon Taylor was moved to report that 'It's quite a change for the Porsche to attract more oohs and ahs than the Ferraris,' and that they looked '...simply superb...menacingly beautiful. No Porsches have ever looked so well turned out.' Taylor's appreciation and expectation did not go unrewarded, the Rodriguez/Kinnunen 917 coming home first with the Siffert/Redman car in second place.

Above left: Gulf press advertising was quick to capitalise on race successes

Above: And success followed success for Porsche once John Wyer Automotive and Gulf came on board...

Below: Jo Siffert and Derek Bell at the 1971 Brands Hatch 1000km, where they finished third overall behind entries from Alfa Romeo and Ferrari. For many, this was the classic Gulf livery





Above: The JWA-Gulf Ford GT40 chassis # P1084 finished fourth at the 1968 Spa 1000km, driven by Paul Hawkins and David Hobbs

There was no joy at Sebring but at a wet – monsoon wet – Brands Hatch, Pedro Rodriguez won by five laps in one of the all time great recoveries, with an astonishing display of car control after being black flagged early in the race and rejoining virtually a lap down (see *Classic Porsche*, issue 21). At Monza the Wyer car beat Ferrari on their home turf and at the fearsomely fast Spa the Gulf cars were spectacular, Siffert/Redman winning in record time, making it the fastest ever road race. Rodriguez in the other Gulf 917 set fastest lap at an astonishing 160mph, roughly 12 seconds faster than the best achieved by an F1 car.

The Gulf/Wyer steamroller temporarily ran out of puff at Le Mans where expectation was high for Porsche's first outright victory. Porsche did indeed make history but it wasn't a Gulf car that took the chequered flag. The Wyer cars won the final two championship races of the year, Watkins Glen and Zeltweg, to conclude what was an almost perfect record for the Gulf-liveried Porsches.

The Gulf-sponsored 917s might have failed to win the 24-Hours, the honour going to the Porsche Salzburg-entered 917 (see *Classic Porsche*, issue 43), with Martini-liveried Porsches placed second and third, but they did race into immortality as Steve McQueen was using Le Mans as the authentic

background for his forthcoming movie of the same name.

It is perhaps ironic that the most famous Gulf 917, or at least the most photographed, was twice a loser. Carrying the number 20 it failed to finish the 'real' Le Mans and was then written off in a spectacular crash (in reality it was a dressed-up Lola 'double') by Michael Delaney, otherwise known as Steve McQueen, in that movie – but beware of clones, the allure of McQueen is such that several 917s have been refinished in the number 20 livery.

The 1971 season saw the introduction of vertical tail fins for some races, creating what many 917 fans consider to be the best looking of the many versions that appeared during its three-year evolution. Three Gulf 917s were entered for the 1971 Le Mans, two featuring 'Langheck'

bodywork. Both failed to finish but the not-off-shown Jo Siffert/Derek Bell car featured arguably the most aesthetically satisfying distribution of the famous blue and orange. The sensationally curved powder blue long-tailed body was devoid of stripes but crowned with an undulating wave of orange covering the cockpit and sweeping back to the tail.

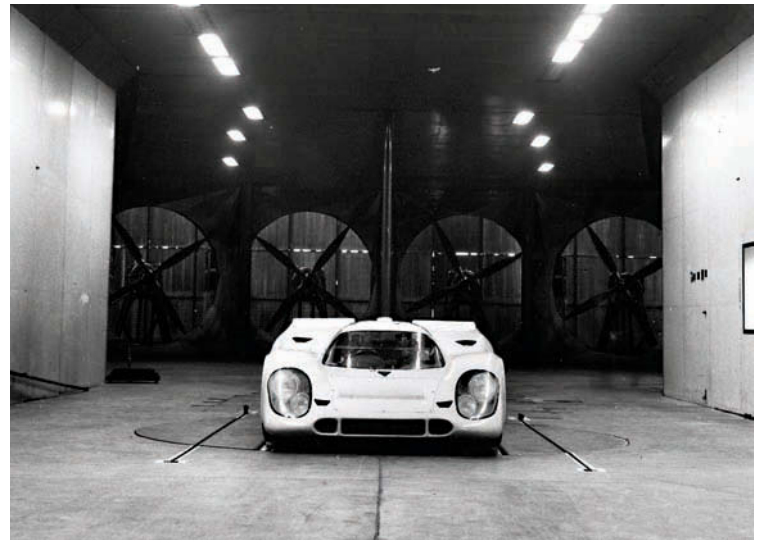
Concurrent with the 917, Porsche also fielded their nimble 908/3 on circuits such as the Nürburgring and the Targa Florio. At the 1970 Targa, Porsche fielded four 908/3s, three in Gulf colours. The Porsche design studio, under the direction of the

“PEDRO RODRIGUEZ WON BY FIVE LAPS...”

Below left: A discreet reminder to the opposition about who it is that's just overtaken them...

Below right: Mike Hailwood and David Hobbs drove the #22 entry at Le Mans in 1970, crashing out in the fifth hour at Tertre Rouge. Note the variation on the usual Gulf colour scheme





newly appointed Tony Lapine, had some fun with the livery on these cars, retaining the blue body colour but transforming the orange stripes into a variety of get-out-of-my-way, I'm coming through, arrows. These aggressive little terriers came home in first, second and fourth places.

A neat touch, the significance of which was almost certainly lost on the majority of spectators, was the addition of a playing card suit symbol on the front right hand corner – a club, diamond or spade (the non-Gulf 908/3 carried a heart) which echoed the symbols on Ferdinand Porsche's Targa-winning Austro-Daimler Sacha racers of 1922. Pit boards featured the symbol so that drivers could easily recognise who was being signalled.

The 908/3s looked even better the following year, sprouting 917-style tail fins. The Rodriguez/Müller car, however, sported the oddest addition to the portfolio of Gulf liveries, with uncharacteristic large side flashes resembling the BOAC Speedbird logo. 1971 was not Porsche's year at the Targa, all of the 908s crashing out and the winning Alfa breaking the Stuttgart firm's five-year run of victories.

The FIA announced new capacity rules for the 1972 season rendering the all-conquering 917 obsolete, and as expected, Porsche having achieved its 20-year climb to the top of the motor racing ladder, Peter Falk announced to the press that Porsche would not participate in the 1972 World Championship of Makes and that 'Regarding the contracts that bind us with John Wyer and with Martini, these expire at the end of the year and they will obviously not be renewed.'

One of motor sport's most rewarding associations between a sponsor and manufacturer was drawing to a close. It was not, however the end of Gulf's relationship with the JWAE organisation. The team campaigned their own Ford-Cosworth DFV-powered Mirage cars for the next three seasons, winning Le Mans in 1975 with the GR8 and their second car finishing third. Gulf Oil withdrew from international sports car racing at the end of the season.

Since those halcyon days Gulf has dipped in and out of motor sport, returning to Le Mans in 1995 with McLaren, but painted dark blue rather than the traditional Gulf colours. The spirit and beauty of the classic Gulf days returned in 2001 in the shape of the Audi R8 that looked wonderful but sadly failed to finish that year's Le Mans. Since then the pale blue and orange has made a more permanent return to the tracks with Aston Martin Racing, and in 2014 made a welcome return to the house of Porsche on the 991 RSR.

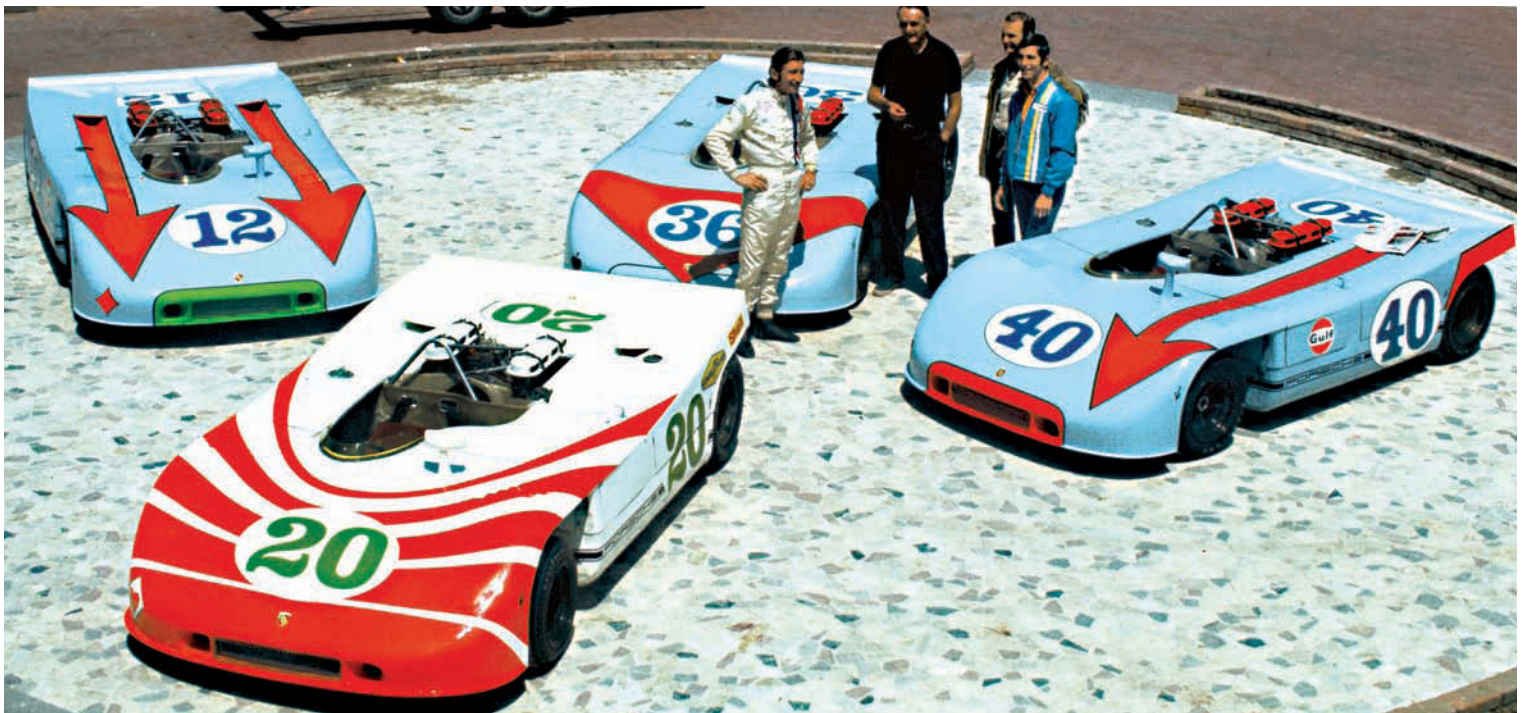
But can we have too much of a good thing? We old stagers may feel that the marketing men have gone a bit over the top with their licensing agreements, producing a small army of McQueen aspirants in Gulf apparel of all kinds – even bar stools and sofas! There's even a 'limited edition' Morgan three-wheeler, which is surely a wheel too few.

By the way, in case you might be contemplating finishing your own classic Porsche in Gulf livery, the correct paint codes are P030-8013 for the blue and P030-3393 for the orange. Good luck. **CP**

Above left: Brian Redman at the wheel of the victorious Porsche 908/3 he shared with Jo Siffert in the 1970 Targa Florio

Above: JWAE was responsible for helping Porsche solve the high-speed handling problems which blighted the early 917s

Below: Newly-appointed designer Tony Lapine was the mastermind behind the eye-catching 'arrow' graphics seen on the Gulf-backed 908s used in the Targa Florio





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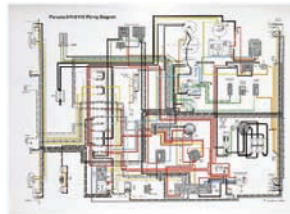
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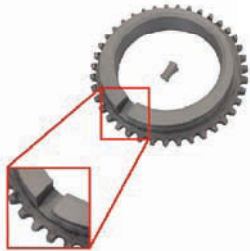
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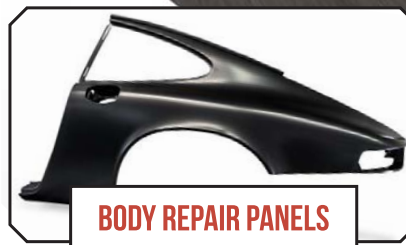
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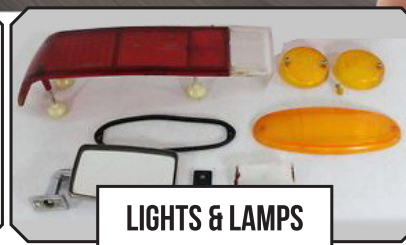
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A white classic Porsche 912 is shown from a low-angle, front-quarter perspective, driving on a multi-lane highway. The car is in motion, with a blurred background of other vehicles and highway infrastructure. The scene is set during sunset or sunrise, with warm, golden light illuminating the car's body panels and the sky. In the background, a highway interchange is visible with several green overhead signs. One sign reads "Lincoln Ave 1 MILE" and another reads "91 Riverside Fwy EAST Riverside".

THE LONG GAME

33 years in the making, John Benton's understated but giant-killing 912 hot-rod is still finding new boundaries to push

Words: Alex Grant Photos: Andy Tipping



‘**F**or years and years, my primary concern was how well a car could perform,’ explains John Benton, smirking as he relives the process that led him into Porsche ownership. ‘As a young man, I didn’t have a lot of money, so that was my primary concern – going fast, and braking just as well.’

It’s a familiar story for young enthusiasts, but there’s a twist in the tale here. While most of us go through those early hot-rodding days in a string of never-quite-finished project cars before moving onto a keeper, John found his almost straight away. While it’s followed him through 33 years of life changes and a number of different looks, the process that’s got this ’68 912 where it is today isn’t entirely unfamiliar – because it’s not finished yet.

‘This was my daily driver – the only car I had – for many years,’ he recalls. ‘I spent my wedding and honeymoon in it, and it brought both of my kids home from hospital. Family and work things happened in the late Nineties, and it was kinda resting in the back yard until the turn of the century. I got up one morning and decided to bring her back to life as a street machine for carving canyons in California.’

That impulsive decision was a formative one. An engineer by background, those early modifications had been based



around a love of discovering what made the 912 tick, and designing ways to make it perform better. In 2005, as 'Mein12' was evolving into what it is today, John turned his hobby into a career, opening his own shop – Benton Performance – in Orange County, California.

Specialising in 1949–1969 Porsches, but with an open door for anything air-cooled, it's meant others can benefit from his hands-on experience with those earliest cars.

It's a style defined by that first build, he explains:

'Outwardly there's nothing obvious or special about this car for the average person to spot, but take a few minutes if you're a Porsche guy and you'll see things that are different. It's a platform for testing ideas – we dedicate our time to making these cars viable in the modern world.'

Starting with a 912 might sound like an underdog, but the

four-cylinder 911 has plenty in its favour if you know how to build on it. What it lacked in power it made up for in weight – not only in terms of equipment and trim pieces, but by having two cylinders and less bulk hanging out beyond the rear axle.

Even so, as John lifts the decklid on the numbers-matching 616 engine, it's pleasing to see the urge for a couple more cylinders hasn't taken over at some point during the last three decades.

He's quick to dismiss the idea that he ever would: 'For ten years this was a stripped down

lightweight roll-caged club racer. I was involved with the Porsche Owners' Club here in California and successfully campaigned this car for a few years. I had a really good time mowing down cars with a lot more horsepower,' he laughs.

Even so, there's a lot here that a Porsche engineer of the

Above: Outside his Orange County workshop, John's 912 sits slightly lower than stock, running Koni suspension and adjustable spring-plates

Below left: Period bucket seats and Prototipo wheel give the 912 a touch of the factory Sports Purpose look

Below right: Tacho red-lined at 7000–8000rpm, and with rotated dial hints that all is not stock in the engine bay...

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late 1960s wouldn't recognise. Sharing an engine with the often-raced 356 helped, but much of what makes this car tick was designed in-house. Overbored to 1.7 litres with larger 86mm pistons, it's running lightweight conrods and a knife-edged crank designed in-house to help it rev more freely, while a bespoke ECU-controlled twin-spark ignition system and electronic fuel-injection offer modern car reliability.

The perfect car for those canyon roads, then? John nods: 'It's got a race car feel – the power band starts at 3800rpm and peaks at 7200rpm. This was built to drive fast in slow places. The case has followed me through various iterations,

but the engine has always been a work in progress, I'm constantly exploring different avenues to increase performance and longevity.'

“THE PERFECT CAR FOR THOSE CANYON ROADS, THEN?”

help put the power down more effectively.

In a similar vein, it has three sets of steel wheels, with rubber to suit different road and track use, and none give the game away. Factory-spec 912 steel wheels with wider rims

There's no shortage of clues to its track-bred past elsewhere, and most are drawn from Porsche's own parts catalogue. The short-throw gear shifter could be paired with one of three different 901 transmissions, including a short-ratio 'box for weekend slaloms, and there's a limited-slip differential to

Above: Except to the trained eye, there are few hints as to the 912's true character. The 'MEIN 12' licence plate is a nice touch



meant John could fine-tune the offset to get them positioned perfectly flush with the bodywork, with the added bonus of more choice in race or sports tyres to wrap them in. Behind them, a 911SC has donated its ventilated brake discs and larger-bore master cylinder. As you'd expect, every part of the puzzle was carefully selected.

'It's all stuff Porsche has done, or could have done. I've changed the stance a bit on Koni adjustables and adjustable spring plates, but I left the torsion bars alone as it suited my driving style. It's also running a strut bar in the front with 19mm sway bars – they are a bit big for this kerb weight, but I like the way it works.'

Given the simplicity of what you can see, it's hardly

“EVERY PART WAS CAREFULLY SELECTED...”

surprising that what's underneath catches people out. A combination of Californian climate and a lifetime under one owner kept rot and damage at bay, and in turn all but one of the panels and every piece of exterior trim – even down to the badge – are what it left the factory with.

John's eye for tiny details is such that you'd need to be an expert to spot what's changed here, such as the wipers which now park on the passenger side instead of in front of the driver, and the thicker 911S trim on the sills.

Even this has a purpose, he explains: 'Some might think it's blasphemous, but I like the way the S trim protects the

Top: Widened steel wheels run custom offset to allow them to squeeze under the stock narrow-body

Above: It's just a stock 912, right? 911 drivers believe that at your peril...



Above: Busy engine bay is home to a fuel-injected 1.7-litre 'four' running twin-spark ignition with crank-trigger and coil packs

side of the car and dresses it up – putting it all around would have looked thick and bulbous so I've left the front and rear standard. A couple of times I've mashed things, but I've been able to remove the trim and fit a new piece, and it's been as good as new.'

Built mainly for road use, and already lightweight, there wasn't much need to strip the interior down to bare metal. Instead, it's a period-correct mix of parts done with a hint of Sports Purpose – wool velour carpet from the early 911S, with seats mimicking the buckets fitted to the RS. As a nod to the 'Elephant Hide' wrinkled vinyl fitted in 1968, the seats and door panels are trimmed in a heavier-grain vinyl than the 912 would have had – both are right for the year this was built,

and don't add unnecessary weight.

I'm quickly getting a sense that John likes every detail to be perfect, even if it means swapping parts before going for a drive: 'I have a few different steering wheels,' he laughs.

'This Prototipo is a driver's wheel, I've got a Nardi but that's more of a gloved wheel – I like that a lot, but it's delicate, a skinny band of wood deserves a glove. Bare handed isn't proper.'

Which might mean this 33-year pursuit of perfection never quite gets to the point where it's finished. But by

discovering new solutions to old problems, then investing that knowledge in customer cars, John's love of pushing the boundaries can only be a good thing for California's already diverse Porsche scene. Long may it continue. **CP**

“JOHN LIKES EVERY DETAIL TO BE PERFECT...”

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Below left: John Benton has owned his 912 for 33 years and has no plans to let it go. It's what you might call a work in progress...



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DDR DREAM

What do you do when you live behind the Iron Curtain yet dream of owning a Porsche? Why, you build your own... We tell the fascinating story of the 356-inspired Lindner 'Porscheli' coupé

Words: Keith Seume Photos: Andreas Riedmann



‘At Schloss Dyck we were the outsiders,’ says Alexander Fritz. ‘While others were whisked away to their five-star hotels in chauffeur-driven limousines, we walked to our lodgings in a monastery, stopping off on the way at the local beer cellars.’ The Schloss Dyck concours d’élégance, you see, is an event held every autumn for only the very rarest and best classic cars.

Alexander Fritz and his Lindner coupé were invited by the organisers to compete in the concours in the category for ‘Coupés and cars of class built between 1948 and 1955’. Among the other entries were a Mercedes 300SL ‘gullwing’, once the property of the Aga Kahn, and Prince Bernhard’s Ferrari 212, so a rare German sports car that looked rather like a Porsche wasn’t too far out of place. Except, of course, it wasn’t strictly a Porsche...

Knut and Falk Reimann were twin brothers, born in 1932 in Dresden, the city infamously laid to waste in February

1945. Post-war they loved travelling throughout Germany but were frustrated by the partitioning which split their home country in two: the ‘free’ west and the communist east – the *Deutsche Demokratische Republik*, or DDR for short. Contact with the outside world became increasingly difficult, but visiting Berlin gave them the opportunity to peek into the west to see what they were missing – and foremost among the hidden pleasures were cars like the early Porsches, of which they could only dream of owning.

However, there were still the battered remains of cars and motorcycles that had somehow survived the war. The two brothers began by repairing a BMW motorcycle, followed by a Fiat Topolino, but what they hankered for most of all was a Porsche. But where to begin?

The answer lay in the form of the remnants of a wartime VW Type 82 *Kübelwagen* which the brothers discovered near their home. This simple platform chassis, once stripped of its body, was taken to the coachbuilding company Lindner in





Mohorn, near Dresden, an old-school *carrosserie* run by Arno Lindner and his son Helfried. The Reiman brothers talked of creating a Porsche-styled coupé, a challenge to which Helfried Lindner rose with some enthusiasm as he saw it as a great way to promote the family concern, maybe leading to building a series of such cars.

The chosen method of construction was one which had stood the test of time: using an ash frame for the main body, with a tubular steel front and rear framework to support the nose and tail sections. Over this framework of wood and metal, hand-formed steel body panels would be mounted, the *Kübelwagen* chassis being stretched by some

30cm. The source of the necessary metal in such days of austerity? The bonnets of 15 old Ford trucks...

The construction process took some 1000 man hours, for which the brothers were charged 3500 *Ostmarks* (the currency of the DDR at the time). It was not, said Helfried Lindner, a lucrative contract...

The plan was to build a series of a dozen or more coupés but before that the prototype was put to the test. Because the borders between East and West Germany were somewhat 'porous' at the time, the brothers had little difficulty in travelling outside their home

country, visiting Brussels, Nice, Lake Geneva and eventually Italy. In 1956, they ventured south to Stuttgart to visit the

Above: From this angle, the Lindner-built coupé clearly displays the influence the Porsche 356 had on its design, right down to the trademark grille on the engine lid

Below left: Dashboard features gauge pods and gloveboxes (with accessory lids) from a Volkswagen

Below right: Alexander Fritz spent many hours tracking down information before embarking on the restoration

“THEY TALKED OF CREATING A PORSCHE-STYLE COUPÉ...”





Above left: The Lindner coupé used an early VW engine, brought up to Pre-A Porsche specifications

Above right: Front end bodywork was formed over a tubular steel frame

Below: Longer wheelbase and lower waistline changes the proportions compared to those of the 356

Porsche factory itself. There, after some negotiation, they were allowed to look round the factory, leaving a letter for Ferry Porsche's attention in which they asked if it would be possible to buy parts to convert their old VW engine into something more along the lines of Porsche's 356 unit.

A few weeks later, a letter arrived in which Ferry Porsche expressed his admiration for the project and agreed to supply parts – they would be despatched to the Winter VW dealership in West Berlin. From that point on, it was up to the Reimann brothers to find a way to smuggle the parts into East Germany.

The brothers named their car a 'Porscheli', using a false number plate to fool the DDR border guards into thinking it was a West German car. Sharing a driver's licence to save money, the twin brothers drove through France, Italy and Belgium before the net began to tighten and the borders



became less pervious. The fun continued until one fateful day when the border guards said 'no more' – the brothers were eventually imprisoned as they planned their escape to the west in 1961.

They were released after a year, but the car had, in the meantime, fallen into the hands of Siegmur Bunk, a driver for the Dresden-based Melkus company (which manufactured small-capacity racing cars), who subsequently sold it for parts. Falk Reimann moved to Hungary, while his brother Knut remained in Germany, but of the car there was no trace.

Today, it is believed that just two of possibly 13 Lindner 'Porscheli's survive, one of which – the car seen here – is thought to be Number 4. The sorry remains of the car surfaced in 2008, having been rescued by classic car enthusiast, Ernst Bernstein. Nobody knew much about the car when he showed it in 'as found' condition at some old-





timer meetings, the sorry-looking coupé only receiving comments suggesting it was a Tatrafan, or that it had the wrong bumpers for a Pre-A 356 Porsche...

At the time, current owner Alexander Fritz had little interest in the Lindner until he began to carry out some research. After spending several hours in front of the computer, the full story began to unravel and he struck a deal. In 2012, he tracked down the Reimann brothers, Knut in Berlin, Falk in Budapest, and they were more than happy to dig out all their photo albums showing their adventures with the Porscheli. Helfried Lindner, by now an old gentleman, was also tracked down in the search for information.

The hunt for a suitable restorer led Fritz to Absolut Classic

in Budapest, the only company that was prepared to take on the restoration at a reasonable rate.

Sadly neither Knut Reimann nor Helfried Lindner lived to see the completion of the restoration, but Falk did and was overwhelmed when he finally saw his treasured sports car once again looking as it did some 60 years earlier. He, too, passed away within weeks of the restoration being finished, a silver rose from his funeral flowers now sitting in the bud vase on the dashboard of the restored car.

At the prestigious Schloss Dyck concours, the Porscheli was the only DDR-built car on show. It impressed the judges

enough to win its class. It also impressed Porsche, who recently used it as part of a special display. The Reimann brothers and Helfried Lindner would have been proud. **CP**

“THE REIMANN BROTHERS WOULD HAVE BEEN PROUD...”

Above: Rear three-quarter view is probably the least attractive, the rear bodywork looking a little too wide. But that is not to detract from the amazing efforts of the Reimann brothers in creating their ‘Porscheli’

Below left: Ash frame with tubular steel subframes supported the hand-beaten steel bodywork

Below centre: The Reimann brothers with their dream car

Below right: Alexander Fritz has written a book about the fascinating Lindner coupé and its creators





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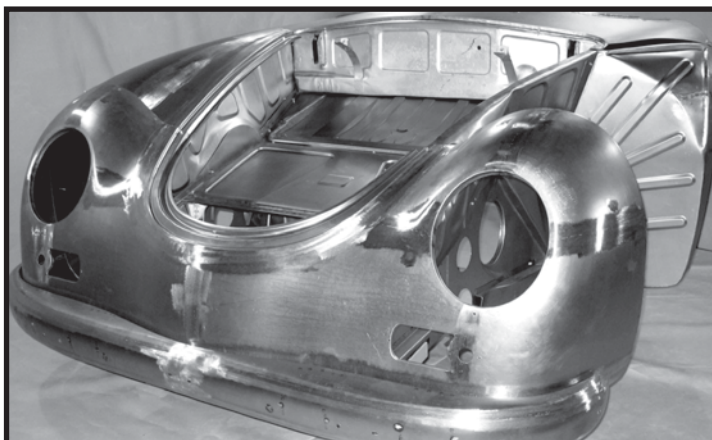
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EIFEL RALLY PORSCHES

We return to the Eifel Rally, the classic rally event set deep in the forest near to the Nürburgring, which is organised by the enthusiastic crew from Slowly Sideways

Words & photos: Robb Pritchard





The modern WRC cars and what today's drivers can do with them is absolutely incredible but there's nothing quite as emotive as seeing classic rally cars put through their paces. The Eifel Rally Festival, in the rolling forested hills near the Nürburgring, has to be one of the best places in the world to see be-winged, fire-spitting Group B cars kicking up the dirt.

Behind every rally car that has survived the rigours of years of stages there is a story, one that might not be too apparent as it blasts past in a cloud of dust. *Classic Porsche* ventured behind the scenes to track down the fascinating back stories to some of the most noteworthy Porsches at the event.

Perhaps not quite as spectacular to look at as an airborne Audi E2 S1, Porsches are still some of the most beautiful cars ever to grace a rally stage. Not many can claim a championship to their name but Johan-Frank Dirickx's Belga-liveried 911SC won the 1982 Belgian Rally championship in the hands of Marc Duez, which makes it one of the most successful rally Porsches of all time. Many of the cars in the event are replicas, often extremely accurate ones, but this is the original. Well, although Johan-Frank is 100 per cent sure it's one of the four run by the RAS team, he's not entirely certain which it was as accurate records of which car did which rally with which driver weren't kept.

He also owns the similar sister Patrick Snijers Bastos car, but in an effort to work out which is which he invited Jean-Pierre Gaban, the former team boss, to come and look along with one of the original mechanics. Back in issue #43, Wolf-Dietier Ilhe confirmed his was the original 1984 Paris-Dakar 953 driven by Jacky Ickx by finding a hidden switch used to turn the rear lights off so they couldn't be easily followed in the dust. The story behind Dirickx's car isn't so glamorous, though. The mechanic said he used to be a very bad welder so confirmed it was a 'shell he'd worked on by the dodgy welds!

The car was in pretty good condition when Johan-Frank bought it, but to be a reliable rally car it needed to be stripped right down to its constituent parts to have everything checked and anything that looked old or worn replaced. Because of the SC's popularity, the rebuild was much easier than some of the more exotic cars at the event and it took less than a year to be put into the gorgeous condition it is today.

One thing he had a bit of difficulty with was the bash plates, as obviously being underneath no amount of period photos

Top: All-Irish crew of Conor Falvey and James O'Brien returned to the Eifel Rally in their 3.0 RS

Above: Wolfgang Inhester was formerly head of PR for the Rothmans Opel rally team, so it's only natural he should enter a re-creation of the works SCRS rally cars in the classic sponsor's livery

“THE SC IS A
BEAUTIFUL CAR TO
DRIVE...”





Above left: Thomas and Julian Schöfer competed in a stunning 924 Carrera GT

Above right: Johan-Frank Dirickx's 911SC is a genuine historic rally car, not a modern re-creation. The car won the 1982 Belgian championship, driven by Marc Duez



could help. He had a bit of a cheat code though, in the form of the two original SCRSs he owns. 'I'm not sure that they're exactly the same, but they are similar enough,' he smiles.

The driving experience between the two cars is a very big difference, though. 'The SC is a road car converted for rallying whereas the SCRS is a pure rally car and the difference is just incredible.' But another significant difference between the three remaining SCRSs and the SC, a championship-winning car it may be, is the price. 'The SCRSs are worth so much these days that honestly it takes the fun out of driving it hard. The SC is a beautiful car to drive and, although it's still worth a significant amount of money, I don't have the heart attack feeling when I take it sideways through the corners.' The Eifel Rally is not a timed event, although it seems most drivers are quite unaware of this fact, and sliding sideways almost everywhere and getting some serious air over the jumps, Johan-Frank was a joy to watch.

With only three of the six original SCRSs left there are, of course, several replicas in existence. And then there is Wolfgang Inhester's car. Some people have historical cars, but some have their own history surrounding them and, as head of PR at the Rothmans Opel team, the branding means a lot to Wolfgang, as does the fact that his good friend Henry Toivonen

drove an SCRS. Also, one of his childhood friends was the late Stephan Bellof, another driver synonymous with Rothmans, adding even more significance to the colour scheme.

In his younger days, when not running a rally team's press or being the head of Mercedes-Benz global communications, he was also a co-driver, even winning the 1980 German Rally championship next to Archim Warmbold.

But an invitation to take the seat next to Harold Demuth at the inaugural Eifel Rally in 2011, 30 years after his last competitive outing, gave him the rally bug again... This time, though, he decided it was time to be a driver.

But he wanted to do it properly, and so went to Jürgen Barth, long time head of Porsche motorsport, and asked for copies of all the original FIA homologation

blueprints. Pretty much anyone else would have been laughed at as security escorted them from the building, but not Wolfgang. Because Jürgen trusted him to do a superb job he left with a binder full of photocopies and that's why almost every single piece on the car is exactly like the original from 1984.

There are a few differences, though. Bilstein made the shocks for the original car but today KW stands out from the competition developing a bespoke suspension system for the car. Another concession to modern safety standards is the fuel tank. 'I looked to see who was the best,' Wolfgang says to

“THE EIFEL RALLY IS NOT A TIMED EVENT...”

Below: Franco Lupi from Switzerland entered a re-creation of Jürgen Barth's 924T Monte Carlo rally car





Above: Falvey and O'Brien's 3.0 RS lights the way ahead on one of the night sections

explain why he chose Aero Tech. They make the fuel cells for F1 cars... And original Kugelfischer fuel-injection systems just aren't available any more so he went to Bosch, although that costs at least 15bhp. He is still keeping an eye out for a Kugelfischer system in case one pops up on eBay...

The original budget for the build was €150,000 but that was exceeded by over €100,000. But when you consider that an original is currently for sale in America for \$1.8million, it is still a bargain considering what an accurate tribute it is. 'It's quite emotional to drive because it sounds exactly as I remember Henri's car sounding, and actually the whole rally feels like instantly going back 40 years the moment you pull the car off the transporter.'

Unfortunately it wasn't such a great event as a misfire and a strong smell of petrol was chased to an over-enthusiastic fuel pump that was flooding the engine. Some problems you can fix in the service park and go out again but this had such serious consequences that he decided to do some proper work once the car was back in the workshop. 'It's a pity to stop early but I don't want to risk the car for nothing.'

For two years previously Thomas Schofer has turned up to the start in the small town of Daun in a very faithful replica of the car Walter Rohrl campaigned in the 1981 ERC between his world driver's titles, and for two years failed to get out of the service park because of a fault in the old Bosch ignition

system which caused a bad misfire.

Slowly Sideways, the event organisers, have a very strict policy about replicas. 'Slo1' means that it is an exact copy of the original and that's what Thomas wants. It's proved to be a very hard issue to correct but this year it seemed that at last it was going to be a good weekend. The shakedown went well and the gold and black 924 Carrera GT is a beautiful car to see in a power slide but, halfway around the first stage, kicking up a huge plume of dust on the dry gravel, the gremlins struck

again. The car has always looked stunning, so hopefully Thomas won't give up and will see this beauty being pushed hard again somewhere soon.

Special mention must also go to the Irish crew of Conor Falvey and James O'Brien. We featured them last year in the same car but not only are they the most friendly team in the whole event, they drive their

“IT'S QUITE EMOTIONAL TO DRIVE IT...”

1978 3.0 RS, in the Bernard Beguin 1978 Monte Carlo Rally colour scheme, like it was meant to be driven: fast and sideways. And the sound of the 3.0-litre flat-six being stabbed up to full revs echoing off the trees, as Conor balances the power slide, has to be one of the most glorious sounds in the world of motorsport.

Classic rally events these days are always full of Escorts and 911s. They are both very capable and rightly very popular cars but there is always someone who wants to find something that no one else is driving. Swiss driver Franco Lupi is one such Porsche enthusiast. As well as being far too expensive

Below left: No-nonsense interior of Wolfgang Inhester's Rothmans-liveried SCRS. Plenty to keep the driver occupied here...

Below: Moulded cover protects lighting during daylight stages





Above left: Wolfgang Inhester was a good friend of the late Henri Toivonen, so what better way to remember than driving a Rothmans branded SCRS?

for a normal person with an expensive hobby, all types of 911s are much too common and plenty of people had made replicas of 924 GTs and Carrera GTs, so it was the Jürgen Barth/Roland Kussmaul 924T in which the duo tackled the '79, '80 and '81 Monte Carlo rallies that Lupi decided to replicate.

A donor shell was stripped down to the bare metal and, as is usual in any competition build, all the seams were re-welded and extra reinforcements were put in where needed, such as around the suspension mounts. They bought a new 2.0-litre engine for it, but because only five 924Ts were ever made for rallying it is a very hard engine to tune. The rarity of the car, although great for turning heads at classic events, means that information on what was modified for the Group 4 regulations is very hard to come by.

Fortunately Porsche allowed Franco to spend a couple of hours with the original car in the Museum and he went over it with his mechanic and took hundreds of photos. He also managed to find a few of the original engineers and got a little more information about what they did with the car. He also managed to find the last set of original arch extenders and made a set of moulds from them.

The project took a lot longer than he anticipated but it all became worth it when Jürgen Barth asked to look at it and was very pleased to see his old car recreated after 35 years. And of course Franco asked if he'd like to be involved in helping to finish the project, especially as there was no information at all on how the car was set up. A couple of

months later Jürgen and his old co-driver Roland went to Paul Ricard for a proper test. With the original brake servo they weren't too impressed with how it stopped, but apart from that they absolutely loved it, so much so that when Franco offered to let them drive it in the 2017 Monte Carlo Classic they jumped at the chance.

It is a regularity event, not a speed one, which neither had ever done before so they were a little sceptical at first, but thoroughly enjoyed it and were the highlight of the event. Jürgen also gave Franco a copy of the JVC in-car film from the '81 Monte Carlo which was the first ever video taken inside a rally car. Apparently the quality is pretty good.

Franco and co-driver Daniel Petermann thoroughly enjoyed the Eifel Rally, especially the opening Super Special which he said he could just drive all day. The car was so well-balanced it took the jumps and fast corners well and he had complete confidence in it. One thing that does need some more work is the gearbox. The standard turbo isn't the quickest but to be able to get out of hairpins a bit faster modifying it would involve changing the Jetronic system, which is no easy job. Experimenting with gear ratios is the next plan.

The Eifel Rally is a special event and is also one of the most open. On the stages crowds are kept behind barriers for safety but in the service park you are free to mingle among the cars and their owners, and most people are proud enough to tell you all about their cars, whether they've brought an amazing original rally car or have created their own. **CP**

Contact

www.eifel-rallye-festival.de/en

Below: The sound of the 3.0RS at full chat on the rally stages sent tingles down the spines of the spectators



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WEST COAST MAGIC

For West Coast Metric owner Loren Pearson, the fondness for Porsches and VWs began when his dad purchased a Beetle Cabriolet in 1958. Lorenzo – as everybody calls him – later bought his own Speedster in 1965, before going on to collect vehicles of both marques. *Classic Porsche* met the man and his machines at his facility near Los Angeles

Words & photos: Stephan Szantai





As a kid growing up in the 1950s, Loren Pearson witnessed the growth in popularity of the Porsche and VW brands in California. 'My parents worked hard, though our family didn't have a lot of money', he recalls. 'Dad couldn't afford a Porsche in 1958, but he managed to purchase a Beetle convertible fresh off the showroom floor.' Lorenzo attributes his interest in air-cooled VWs and Porsches to this car – he loved working on it.

After enlisting in the Marine Corps and completing his service as a teenager, he scored a job as a mechanic at the famous Chick Iverson VW and Porsche dealership in Newport Beach, California. This allowed him to get a formal training, which taught him all about the intricacies of these vehicles – or lack thereof.

He relocated up the coast a couple of years later to

join another dealer, Lee Whistler VW in Redondo Beach, where he quickly moved from the repair area to the parts department, becoming the Assistant Manager. His next professional move saw him working at the Los Angeles VW & Porsche Distribution Center, leading to a position as a Parts Technician – here he dealt with all the Volkswagen dealers based in LA and nearby counties.

As the '60s drew to an end, Lorenzo had acquired an invaluable knowledge of Volkswagens and Porsches. He had already owned several VWs by then, along with his first Porsche, a '55 Speedster which he purchased in 1965 for just \$825. 'I restored it in 1968, after Christine and I got married', he remembers. 'I sold it a year later for \$2400 – the new owner totalled it a month later!'



During the early '70s, every Californian neighbourhood was swarming with daily-driven Volkswagens, while the Porsche brand saw great success in the sports car segment, too. This inspired Lorenzo to open 'The Engine Compartment', a store specialising in VW and Porsche parts on Pacific Coast Highway in Redondo Beach. Business was good, so he expanded with a second outlet down the coast at Newport Beach. It proved to be exhausting, as both stores were over 40 miles apart... Plus, by now he and Christine had two sons, Scott and Todd. He therefore decided to sell both shops.

It was time to start a new business! In 1977, the hero of our tale opened West Coast Metric (WCM), a company

devoted to the production of parts that had been discontinued by Volkswagen, or were difficult to find. His first item was a window rubber for the Beetle, made from a new space-age synthetic material that lasted much longer than the original parts. More tooling and moulds followed, for the manufacture of gaskets and other rubber parts, the majority of which were made in the USA.

WCM had humble beginnings with the firm's phone being connected to the garage at the Pearson household, which was used to inventory the products. Eventually, Lorenzo rented a small warehouse near Redondo Beach, while wife Christine handled the book keeping – sons Scott and Todd occasionally worked there as well and helped at Volkswagen

Above: Industrial racking allows Lorenzo to double-stack his collection, saving vital floor space

Below left: Lorenzo restored this 1965 356 Cabriolet with his dad back in 1974

Below right: Outlaw '57 356 runs a 238bhp 2.7-litre RS-spec flat-six mated to a Porsche 915 transaxle



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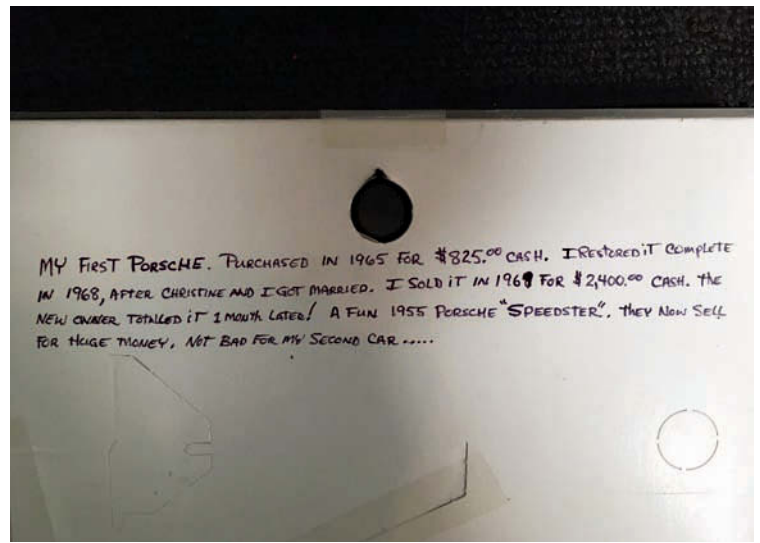
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events. (We should mention that the Pearsons suffered a great loss with the unexpected passing of Scott in 2013.)

The company's headquarters moved two more times to larger facilities, before Lorenzo finally bought a 30,000sq ft building in Harbor City...about a quarter-mile from Pelican Parts, which *Classic Porsche* featured in issue #46! It's a small world.

The brick structure accommodates WCM's manufacturing and production facilities, parts inventory and the collection showcased in this article. It mixes Porsches and

Volkswagens (with an emphasis on off-road racers), set in a wonderful environment.

While Todd Pearson stepped-up and took the helm of WCM full time, Lorenzo still shows up almost every day to play in his 'man cave', which comprises two separate areas.

The first accommodates his stable of over 20 vehicles; the second, his workshop, as he enjoys wrenching on his own project cars.

The place has a cosy feel, thanks to a ton of goodies put on display: vintage gas pump, Porsche and VW neon signs, racing banners, etc. One corner is solely devoted to Porsche memorabilia, with pictures and posters, including a rare one from the '60s featuring Steve McQueen. It came from the nearby Vasek Polak dealership that closed during the '90s, where Lorenzo had connections with the man

himself and his employees. This allowed Pearson to acquire a complete NOS Porsche 935 glassfibre nose piece for just £2000, which he then dressed in the famous Martini livery.

Not much of a circuit or drag race fan, Lorenzo loves off-roading as demonstrated by two basic single-seaters built in

Above, left and right: Loren Pearson's first Porsche was a 1955 Speedster purchased in 1965 for just \$825.

Restored in 1968 and sold a year later, it was totalled by the new owner within weeks

“IT MIXES PORSCHEs AND VOLKSWAGENS...”

Below: What started life as a 1968 911T was converted into an off-roader by Don and Gary Emory. It runs a 2.4-litre 'S'-spec motor with mechanical injection





Above: Lorenzo is proud of his collection of famous early off-road racers, and justly so. These cars are rare survivors from the formative days of desert racing

Below left: In 1988, Pearson participated in a gruelling 10,000-mile race from Columbia to Buenos Aires in his self-built 'Bugazon' Baja Bug. He finished 1st in class

Below right: Former Porsche 935 racer Rick Mears was a successful off-road racer, and his car forms part of the WCM collection

the early 1960s and '70s, both very successful in competition – a third buggy formerly raced by Porsche 935 pilot Rick Mears is currently undergoing restoration. Some of the vehicles are displayed on the floor, others on industrial-strength shelving due to space limitation. That was installed in 1996, when Lorenzo purchased the large collection of his former employer, Chick Iverson, which included a few gems!

Among them was a never-registered '65 356 coupé with rare factory options that had zero miles since new, which he later sold to comedian Jerry Seinfeld. He also decided to let go of the matching pair of Karmann Ghias (a coupé and a convertible), which had never been driven since they came out of the factory in 1974. But he kept Chick Iverson's '49 Split-window Bug, '72 'Baja SE Edition' Beetle with 100 miles

on the clock, '68 wrought-iron Bug from Mexico, and a late Mexican Beetle built in the 1990s. One of the most interesting pieces remains the limousine custom-made for John von Neumann, then President of VW of America, in 1969. Motivated by a 1600cc topped with a pair of Weber 48IDA carbs, it also transported John Wayne to the Academy Awards in 1970.

On the Porsche front, Lorenzo has acquired several interesting models over the years, starting with a '65 356 Cabriolet that he restored with his dad in 1974, though it received its current green paint sometime in the late '90s. It keeps company with a crazy '57 356, an outlaw

coupé created by Mark Jung. The car runs a 238bhp 2.7-litre RS-spec flat-six mated to a Porsche 915 transaxle, complemented with '73 RS brakes – it looks stunning in its 2005 Carrera GT Silver Metallic paint.

“AMONG THEM, A NEVER-REGISTERED 1965 356...”





Always on the lookout for interesting off-road vehicles, Lorenzo found a '68 911T built by Don and Gary Emory for desert outings. Don did a fantastic job with the bodywork, later painting the coupé as a Rothmans tribute. It features a chromoly roll cage, an intercom system, and a 2400cc 'S-cam' motor with mechanical fuel-injection, while the rims are genuine 5.5Jx15 and 8Jx15 Fuchs. Lorenzo also has a 993, which he purchased from the second owner. It has only covered 8000 miles since new.

Several other vehicles complement his collection, such as the '62 sunroof Beetle daily-driven by the Pearson family from 1968 until '84, along with the '64 'Bugazon' Baja Bug convertible with a fantastic story. This VW was custom-built to test WCM's products during a rally competition, specifically the 1st Transamerica Race in South America, in 1988. Starting in Columbia and ending in Buenos Aires, Argentina, Lorenzo and his co-pilot ended up covering 10,000 miles,

finishing 1st in class and 11th overall out of 72 cars. At one point, he drove for three days straight with no sleep!

Although we cannot list all the fine automobiles that belong to the collection, we should mention a couple of oddballs... The first is a partially-restored '67 Beetle. Only the left side has actually been redone, painted and upholstered, whilst the other half remains unrestored, from the 'patina'd' original paint to the rusty (half) bumpers! Lorenzo is also understandably proud of his '47 Ford Woody, that relies on a modern Lincoln V8 engine, gearbox and suspension – the perfect ride to hit So-Cal's best surfing spots.

We had a great time hanging out for an afternoon with Lorenzo, who's a terrific story-teller. Looking at all the wonderful 'stuff' he has gathered over the years, anybody would understand why he spends most days in this vast, cosy corner of WCM's headquarters. Mister Pearson is a lucky man! **CP**

Above left: Beetle limousine was used to transport John Wayne to the Oscar ceremony in 1970!

Above right: Display cases are packed with rare and valuable Porsche and VW accessories of all types

Below: With all that horsepower tucked away, you just know Lorenzo's outlaw 356 will fly...



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OURS CARS: STEVE WRIGHT

Our man gets to grip with new tyres on his 911S and gets all excited about the continuing build of his mid-engined 'special'. And, at last, he gets back behind the wheel of his 356 race car. It's been a busy summer...

Words & Photos: Steve Wright

It's been a busy few months since I last gave you an update on my Porsches. My 2.2S has had new Pirelli Cinturato tyres from Longstone Tyres fitted, which have made a lovely change from the Michelins. They are CN36 homologated with Porsche, meaning they have done extensive testing of the tyre and proclaimed them as OEM fitment for their early 911s.

It would be fair to say that up until this year I was a 'Michelin guy', putting them on all my classic German cars. However, the tyres had been on the car nine years and only just worn out, so I knew it was possible to go with a softer tyre that would provide more grip and better handling, and not time-expire. After scrubbing in they've quite changed the car's character for the better – the handling of the car is better and it feels more lively and predictable. I've set the tyre pressures at 26 and 29psi, front and rear respectively.

There's all sorts of discussion on internet forums and in publications, it seems, about which is the best tyre, but my view is it all depends on what you do with the car (gentle road driving or touring, fast road use or racing), your driving style and the set-up of the car. Basically it all comes down to

personal preference. Not helpful perhaps, but if you drive an early 911 in nearly standard set up, in a spirited fashion on the road, and you enjoy the communication so characteristic of these amazing cars, then I can highly recommend them.

While I had the wheels off I cleaned the complete underside of the car and rust-proofed it with Gibbs, a spray-can based oil that the US Navy uses to treat its ships. I figure if it's good enough for the US Navy then it's entirely suitable for a 911 on wet UK roads.

Rather annoyingly I still have a nagging vibration between 65–75mph that I had before I swapped the Michelins for the Pirellis so that will need investigating, but otherwise this just continues to be a classic sports car that I can get in, turn the key, cover hundreds of miles and have complete fun in. Long may that continue.

The Okrasa Special has taken huge strides forward over the past four months: Moulard & Yates put in some long hours to get the outer bodywork completed but then had to focus on a priority job that came in. Now they're back on the car full-time and, with two of them working, it's on track for completion this year.

Above: Steve's 2.2 911S is now sporting a new set of shoes, his much-loved Michelins now replaced by Pirellis from Longstone Tyres



Above: Moulard & Yates have been making great progress, turning Steve's ideas into reality. Old school 'carrosserie' skills are alive and well...

Below left: Pirelli's CN36 is approved by Porsche for use on its classic models

Below right: This view gives you some idea of the complexity of the special's bodywork at the rear

Thankfully the outer skin shows that the car's design has translated through well into reality and the car looks fabulous in the flesh. Phew! It would've been awful to have put all the time, effort and money into something that only a mother could love and would've been terribly disappointing. Thankfully it's turned out well and the photos really don't do it justice – the shape is just like a bullet but still very period.

Each month we're working through questions and options, solving practical problems such as how the clamshell will locate on the steel scuttle. The latest progress is the construction of the A-post, B-post

and supporting sills. They're tricky bits to create because there's no design for them: the buck only provides a reference for the outer panels, plus Vic is having to attach an aluminium bodyshell to a steel chassis. Tricky.

In addition, he's got to make the doors as long as possible because having the engine in the middle of the car, while great for handling, means the length of the cabin of the car is confined to the length of the Karmann Ghia roof panel. There's only so much you can stuff into that length so it means the doors might be quite short. Vic intends to follow the 356 trick of having the leading edge of the door

'HE'S GOT TO MAKE THE DOORS AS LONG AS POSSIBLE...'





open into the front wing area, effectively cantilevering the door on an offset hinge.

Talking of hinges, we went with VW Bus rear engine lid ones as they're small and simple, and more importantly work! The B-post is also tricky as this has to provide the mounting surface for the rear clamshell, which will hinge from the rear subframe and attach via two VW/Porsche front bonnet latches, exactly as on the Porsche 550. If it was good enough for Porsche in the day, and all that!

Vic also trimmed exact templates in aluminium for the Plexiglas windows. I'd already had them made but it was very approximate – this way we have an exact shape and curvature that can be used to trim and heat the windows to shape. Separate from all this I've been

buying lots of bits to finish the car such as genuine Bosch red lenses for the rear panel.

Their origin is unknown but they have lovely embossed logos and are crafted in deep red glass (they're the ones on the left hand side of the photo, above right). Ian Clark also donated a set of switches for the magneto and fuel pump, again lovely period ones out of a Lancaster or Spitfire, so they will look a treat.

Finally the 356 has been dusted off and raced, not once but twice in a month, the first time it's been raced in nearly a year. Firstly we took it to the Chateau Impney hillclimb, which is a lovely event. It's full of wonderful cars and nice people, with a great

Above: Silverstone Classic was a busy event but Steve managed to finish 36th overall out of a big field of 58 cars, but fourth in class

'IF IT WAS GOOD ENOUGH FOR PORSCHE IN THE DAY...'

Below left: The work required to form the A- and B-pillars is something to behold!

Below right: A Lancaster (or Spitfire!) 'donated' switchgear to the project





Above: Steve agonised over the rear light treatment, finally opting for some original Bosch units (on the left of the line-up)

atmosphere. There's everything from Edwardian aero-engined monsters and twin-supercharged JAP-engined specials, to 1960s F1 cars.

The 356 was entirely unsuited to the one mile hillclimb as it was still wearing its Dunlop L racing tyres – and the gearing didn't help – but I posted 87th fastest time out of about 250 cars, and eighth fastest under two-litre sports car, so I was very chuffed with the result. I've decided hill-climbing is a bit like drinking tequila – all done in less than a minute and highly addictive.

After four runs I was beginning to really enjoy this lark and dialling in both myself and the car. Make a mistake and the run is over as there is no chance to recover the lost time, so you have to be very, very precise and technical with the car.

There are also stone walls, trees and plenty of other solid things to hit very close to the Tarmac (basically a driveway up through the grounds) so you also can't afford to put a foot (or tyre) wrong. It certainly makes a change from circuit racing where you can get it all crossed up and

out of shape, carry on and make it up on the next lap.

We then washed the car, changed the race numbers and headed off to the Silverstone Classic for the RAC Tourist Trophy race for pre-'63 GT cars. We qualified 48th out of 58 entries and finished 36th overall, fourth in class. More

importantly the car ran beautifully, often seeing 8000rpm between gear changes, and we had a proper race with TVR Granturas, Lotus Elites, Aston Martin DB2s and DB4s.

It was so good to get back in the car and race. I was a couple of seconds off our best lap time of 2m:49s but it was our first circuit race in over a year, so it was a good start for the season. It was certainly

great to be back in the race seat – I'd forgotten just how much fun it is to race an old historic car. Trust me, if you love your old Porsche then you simply must try racing at some point in your life; it's just incredible.

Hopefully next time I update you the bodywork of the Special will be complete and the 356 will have been further developed between races. **CP**

'I'VE DECIDED HILLCLIMBING IS LIKE DRINKING TEQUILA...'

Below: Aluminium templates have been made for the windows to make it easier to cut the Plexiglas to the exact shape and formed to the correct contours



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911 3.0L RS Replica, 1974 RHD, original chassis no: 9115100757, production completion date February 1975. Ex-race car, road legal, last owner 31 years. Exterior paint Guards Red G8. Original selling Porsche Centre PCGB, revised specification: front and rear wings extended RS type, with front and rear bumpers RS type, rear spoiler RSR (long) type, weight 950kg. Engine: 3.2 Carrera fitted with Club Sport DME, racing exhaust manifolds, 42mm three into one racing headers, 2 off (taken from Mr John Greasley of Dage Sport 911 race car) silencer pre-1974, approx 260bhp. Gearbox: 915 (1975) special close gear ratios 4 and 5; suspension: front torsion bar 21mm diameter, rear torsion bar 26mm, anti-roll bar 26mm [SC type]. Brakes: 993 Turbo, 4 discs and calipers; wheels: BBS Cargraphic front 8.5"x18", rear 10.5"x18"; windows, side and rear plexiglass; roll cage: Safety Devices model (steel) welded into suspension pick-up points; steering wheel: Momo Prototipo; seats: Corbeau race (new); safety belts: Luke 6 point (new). The car took part in the 1988 and 1989

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| Car Bone | 89 | Patrick Motorsports | 80 |
| Classic FX | 94 | Pelican Parts | 61 |
| Club Autosport | 94 | Porsche Cars GB (Classic) | 7 |
| Coco Mats | 51 | Porsche Picnic | 73 |
| Dansk | 100 | Quickfit Safety Belt Service | 72 |
| DC Classics | 85 | Reap Automotive Design | 94 |
| D'Eser | 56 | Restoration Design Europe | 65 |
| Design 911 | 23 | RJJ Freight | 94 |
| Early 911S Registry | 96 | Roger Bray Restoration | 22 |
| Elephant Racing | 47 | Rose Passion | 57 |
| Emory Motorsports | 46 | RS911 | 80 |
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| FVD | 2 | Sportwagen | 89 |
| Gantspeed Engineering | 85 | Sportwagen Eckert | 39 |
| Gmund Cars | 27 | Stoddard Parts | 29 |
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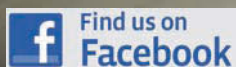
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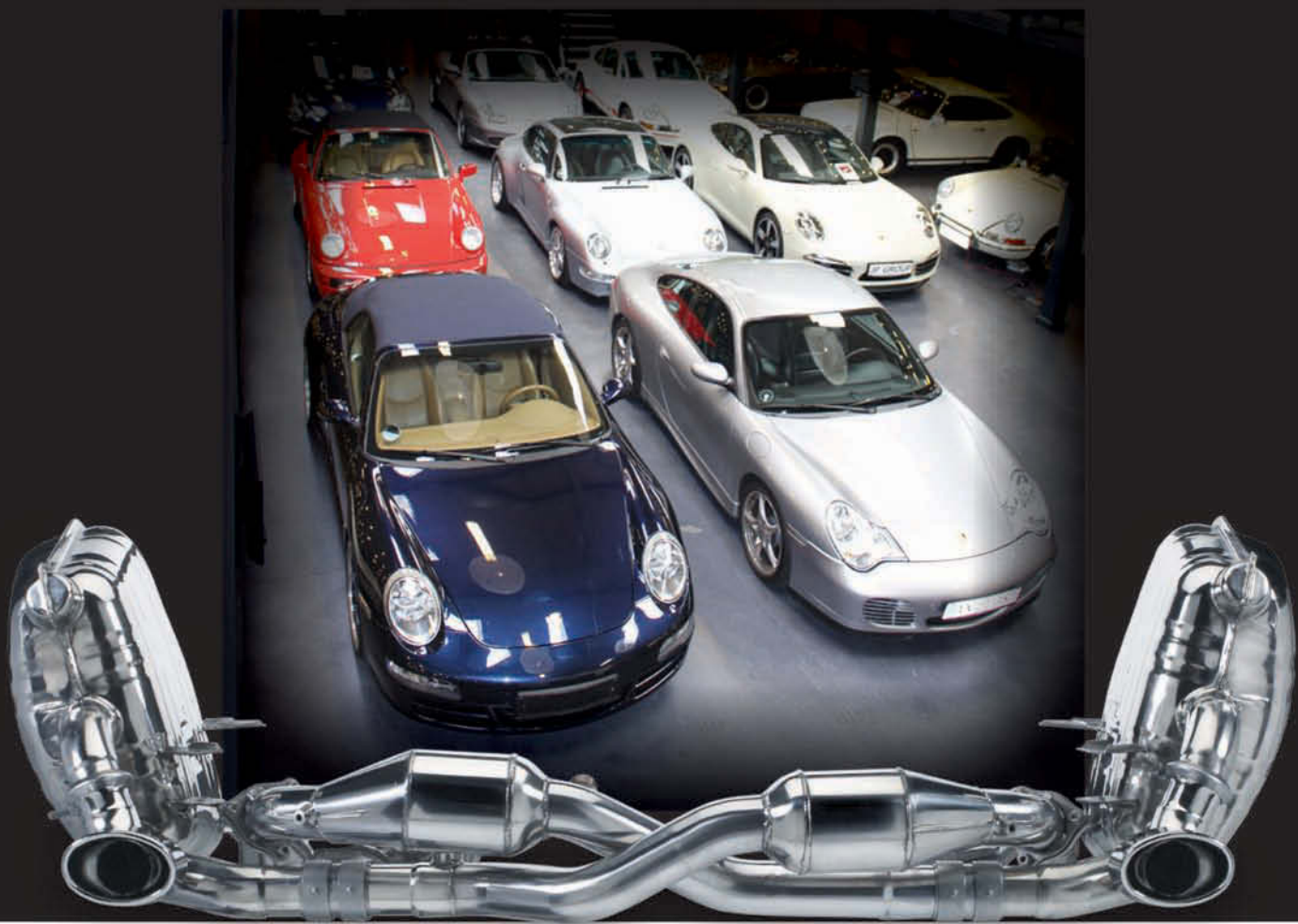


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