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# Classic PORSCHE

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When I first heard about the new Zagato-bodied Porsche 356 'Sanction II', I was unsure what to expect. I feared a modern rehash of an old design, using modern mechanics and plush interior trim. How wrong can you be? Instead, the Zagato is a genuine 'continuation' model, using a real 356 as a base, drivetrain, brakes and all, clothed in a coupé body the design of which was taken straight from a long lost sketch discovered in the Zagato archives. Exciting stuff, as I'm sure you'll agree.

Of course, just as is the case with the 'continuation' Shelby

## “STRAIGHT FROM A LONG LOST SKETCH IN THE ZAGATO ARCHIVES...”

Cobras and Jaguar XKSSs, there will be the question of whether they are true classics or modern pastiches, but in the case of the Porsche, the fact that a period-correct engine and chassis structure are being used makes it a classic in my eyes. I'd be interested to hear what readers think.

We were fortunate that *Classic Porsche* contributor Axel E Catton was given exclusive behind the scenes access to the project and got to sit down with Andrea Zagato himself to learn all about it. Now what I long for is the news that Porsche itself will get in on the game, and produce a 'continuation' 904 or maybe a 550 Spyder. Quite what that would do to the value of the originals, of course, is another matter...

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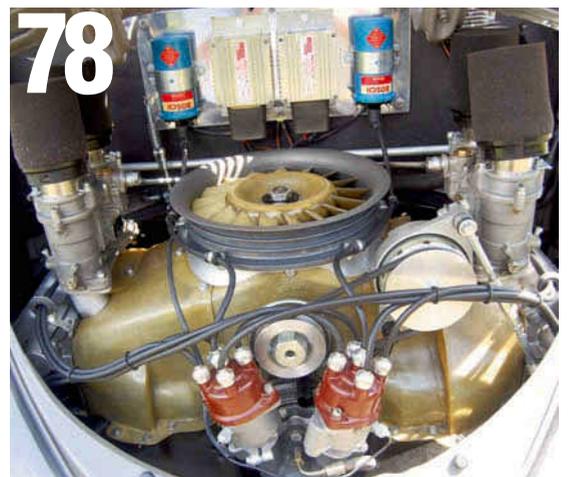
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**PORSCHE**



**“PHIL’S A hardcore  
FAN OF EVERYTHING  
AIR-COOLED...”**

# STEALTH FIGHTER

One of the most eagerly awaited outlaws to hit the UK scene, Phil Jarvis's 1958 356A is a masterpiece of low-key style...

Words: Keith Seume Photos: Paul Knight



**T**here's little doubt that Phil Jarvis is a hardcore fan of everything air-cooled, whether it originates from Wolfsburg or further south in Stuttgart. His stable of cars – well, more accurately speaking, 'vehicles' – is a regular potpourri of the German air-cooled scene, with the earliest example in the collection dating back to 1942!

Phil is a 40-something-year-old director of a company which makes high-density office storage systems – you know, the sort of shelving units you'll see in archives or large offices where space can be at a real premium. He's married to wife Suzanna and has pair of 17-year-old twin sons, Ollie and Joe. But we think it would be fair to guess that he's also 'married' to his car collection.

The oldest vehicle in his garage is the 1942 VW Type 166 *Schwimmwagen* – the Porsche-designed amphibious 'jeep' used by the *Wehrmacht* in the Second World War. Among VW collectors, the *Schwimmwagen* is regarded as the Holy Grail, with few examples surviving the war, and even fewer in full working (swimming) order.

Then there's the 1952 'standard' VW Beetle – these early domestic market VWs came with cable brakes, a non-synchro 'crash' gearbox, no body trim and very few creature comforts. They, too, are sought after as relatively few have survived untouched or upgraded.

How about the 1958 Deluxe Beetle – that has the 'works', with hydraulic brakes, part-synchromesh gearbox, chrome trim and a more luxurious interior. Next in line is a pair of VW Type 2s – that's factory talk for Transporters or Buses etc. One of them is a so-called '11-window' Bus, but



the other is a panel van, which goes by the name of the 'Fire Bus'. This is something rather special, being powered by an absurdly powerful VW engine that has propelled it down the quarter mile in 11.42 seconds! That's quicker than most modern supercars by some margin.

But, as fun and exciting as the Fire Bus might be, it's not exactly the most practical vehicle of all, while the other Volkswagen badged vehicles are at the opposite end of the performance scale, being better suited to quiet potters through the

country lanes. So what does Phil turn to when he wants a little more action? Well, being a diehard vintage VW fan, then the obvious choice is a something with a Porsche badge – and an old one at that. Enter the 356A...

## “IT WAS AN AWESOME CAR TO DRIVE...”

'The car was brought into the UK from California back in 2009 by Steve Murphy,' Phil tells us. 'It was then passed on to Steve Walker, who sold it to me back in early 2013. At the time it was bright red – possibly Guards Red – and on close inspection it was clear that there had been corners

cut when it came to prepping the bodywork for paint. That led me to believe that underneath the respray lay a car that was full of filler and other nasty surprises.'

Phil decided to run the Porsche the way it was for a while, just carrying out basic servicing of the

stock 1600 engine. It looked great, lowered over black steel wheels and with plenty of 'attitude'. 'It was an awesome car to drive,' says Phil, 'and even though not concours, it had a look and feel about it that was just right.'

*Above: From side-on the slight lowering job is more obvious. The lack of chrome trim and the black wheels give the car a stealthy look*

*Below left and right: Only when Andy Finch started to remove the red paint did it become clear how sound the bodyshell was. There was none of the expected rust repairs and filler...*





*Above: Speedster seats have been paint-matched to the exterior, with black padding to match the rear seat and door cards*

However, nagging away in his mind was the belief that all was probably not as good as it could be under that red paint, as shiny as it may have been. 'Earlier this year, I decided to give the car a bit of a makeover,' says Phil. 'The plan was to keep the red just the same but give it a budget repaint just to make it look a little better for a while. I didn't really want to get into a full resto right now, rather just leave it for a few years before getting stuck into it properly.'

At least, that was the plan, but others had a different idea. 'The car went into Spike's workshop with the instruction that I didn't want a restoration, but a simple repaint. I told him that I didn't want to get a phone call in a few days telling me it needs a resto...' Spike, though, had other ideas.

'Spike' is Andy Finch, a longtime VW enthusiast and one of the best paint and bodywork experts around. His business, Spike's Vintage Restorations, is based in Maldon in Essex and has been producing award-winning cars for many years. Andy (or rather Spike, as he is universally known) is not one to cut corners, so Phil was on a hiding to

nothing trying to persuade him to do a quick blow-over...

'A week or so went by and I fended off the first phone call,' laughs Phil, 'then a few days later Spike called me again and said I needed to seriously think about doing this properly as the car was proving to be a lot better than we'd first thought.' Now you could be forgiven for thinking that if the car was rock solid, then a quick blow over would be fine, but Spike wanted to make the most of a solid foundation and do the repaint properly. Phil decided to go and take a look.

'I went up to the workshop and discovered that around a third of the car had already been bare-metalled, showing that, under the badly applied red paint, there was solid factory-original metalwork with hardly a sign of rot at all,' says Phil. 'We decided to go ahead and remove the rest of the paint and discovered that the car was "matching numbers" in terms of its body panels – the doors, bonnet and engine lid all carried the same serial number stamping as the body.'

So, from being a quick repaint it turned into a full bare-

*Below left and right: Once the bodywork had been fettled (the only repairs needed were to the doors and sill), it was time for the high-build primer and first hand-flatted colour coats*



**“I WASN’T KEEN ON  
YET ANOTHER PALE  
BLUE PORSCHE...”**





*Above left: Dashboard is beautifully detailed, with paintwork to match the quality of the exterior*

*Above right: Gold bonnet handle, badging and the yellow headlamps all add to the unique look*

*Below: Out on the road (well, the Spa Francorchamps track, actually) the 356A really comes alive. It's beautifully finished and tastefully understated*



metal resoration. As it turns out, only the door bottoms needed a little attention, as did one of the sills, but apart from that the bodyshell proved to be rock-solid. As for the mechanics, well, things turned out just as well: 'I put some new front shocks on the car, but that was all!' smiles Phil, these being Bilsteins to match those fitted at the rear.

Records show that the 356A coupé had come from the factory back in 1958 painted the very attractive Meissen Blue which, as Phil puts it, 'would have been the purists' choice' but he had other plans. 'I'd had a 1959 356A once before which had been painted

Aetna Blue, which is similar to Meissen Blue, and I wasn't keen on yet another pale blue Porsche. I looked at some colour swatches for 356s of that era and hit upon Turkish Red, but a few days later I was looking on line and came across Terracotta, which is a 1955 colour. OK, it's not right for the model year but I like it and that's what counts!

The bare bodyshell was primed in colour-matched epoxy primer, after which it was primed again, flatted and then sprayed with high-build primer before the final rub down and another coat of primer. The Terracotta was then applied, followed by a clear coat on top for a mile-deep shine.

'It looked amazing once it was painted,' says Phil, 'but as soon as we started putting it all back together, the idea of adding the black stripe came up, followed by the gold detailing. I especially like the gold bonnet handle as it looks like it's been anodised – I love the details added to the number plate light, too.

'We were going to polish the aluminium brake drums but we made the decision to paint them gold, too. I think it works really well against the black steelies and white-lettered tyres...' The latter may not be to everyone's taste, admittedly, but it's the kind of detailing that sets Phil Jarvis's car apart from many other outlaw 356s. It's also a tip of the

## “I CAME ACROSS TERRACOTTA, WHICH IS A 1955 COLOUR”





hat to earlier days of hot-rodding when white-lettered tyres were the new thing, or to race cars which always used to have lettered tyre sidewalls.

As for the gold drums, well they tie in nicely with the other touches, such as the pinstripes either side of the black stripe and the 'French-spec' yellow headlamp lenses and turn signals. And did you spot the blanking covers made to conceal the bumper mounting holes on the front and rear aprons? A neat way to tidy things up while still allowing the option of installing bumpers at a later date.

The interior was returned pretty much to standard with the notable exception of the front seats, which have been replaced with Speedster buckets – but not just any Speedster bucket seats. Those in Phil's car have been given the works by Spike and his crew, with the backs being painted in satin black, while the sides are now body colour, with the backrests and seat pads trimmed in black to match the back seat and door cards. This was carried out by Anthony Ward at Dubholstery. The steering wheel has also been restored and finished in gloss black.

The restoration was carried out over an amazingly quick three month period, a rate of work which gives an indication of how enthusiastic Spike and the team were about the project. After all, it was at their insistence that Phil's car

received the 'full monty' rather than a brisk blow-over.

The car's first trip out was to the Silverstone Classic event, followed soon after by a drive out to Spa Francorchamps, where these photos were taken. Unfortunately on the way there, an oil cooler seal let go, spraying the engine bay with oil! Once that was sorted, Phil looked forward to Classics at the Castle at Hedingham. The car formed part of a display by Spike's Vintage Restorations, which attracted a lot of interest as it was the first time they had exhibited at a Porsche event.

Clearly the engine has its heart set on making life difficult for Phil as, just as we were going to press, he posted on Facebook that, due to a carburettor spitting back, one of the foam airfilters fitted to the aftermarket Dell'Orto carburettors caught fire. Fortunately Phil had a fire extinguisher to hand so the damage was limited to the underside of the engine lid and some tinware, but it does mean a trip back to Spike's for some remedial work.

Phil is understandably disappointed but philosophical about the setback. Overall, he's a very happy man, though: 'This project wouldn't have happened without Spike and his team's dedication to their work, and without their knowledge I don't think the car would have looked half as good as it does now.' **CP**

*Above: Probably our favourite view of the car, the rear three-quarter angle shows any early Porsche's lines to perfection*

#### **Contact:**

Spike's Vintage Restorations  
spikesvintagerestoration.com  
Tel: 01621 929704

*Below left: Every corner, every nook and cranny, has been finished to show-quality standard by Spike*

*Below right: Sebring-style exhaust system gives the coupé a purposeful rasp. Check the yellow lenses on the reversing and number plate lights...*



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What's happening in the classic Porsche world...

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## STRÄHLE SWAPMEET 2017



It was a visit to the Porsche and Volkswagen Swap Meet in Los Angeles in 2003 that gave Paul Ernst Strähle the idea to establish a similar event in Germany. And so, together with Marco Marinello, he founded the Strähle Porsche Swap. The first edition was held on the Strähle company grounds in Plüderhausen, and the event quickly became popular among Porsche enthusiasts.

Today, it is one of the 'must-see' dates on the calendar for fans of the German sports car marque. As the event grew from

year to year, bigger venues were required. The swap meet was relocated from Plüderhausen to the neighbouring town of Schorndorf, first to the Gallery of Art and Technology, then to the Künkelin Hall. After a break in 2016 for reorganisation, Paul Ernst Strähle has now found the ideal venue for his event.

On 11th November 2017, the 'Alte Kelter' in Fellbach will host the Strähle Swap Meet 13. For the first time, it will be possible for exhibitors to put cars on display. Exhibitors can set up on the day before the event (Friday, 10th November 2017) from 3.00pm. to 7.30pm and will have the opportunity to get together for a relaxed conversation until 10.00pm. Visitors have access on 11th November 2017 from 9.00am to 3.00pm. Entry fee is €5 for adults, free for children under 16 years of age.

For more details or to register, visit [www.straehle.org](http://www.straehle.org)

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New from Stuttgart Classica is this high quality acrylic Perspex engine lid grille. Will Chappell tells us that 'We have two designs now, one that goes under the engine lid and can be used with a grille on top, or one that goes on top of the engine lid, replacing the standard grille. They both come with stainless fixings and 10mm black spacers, and are designed to fit all engine lids from 1974 to 1989'. They're priced from £129.00 and there's the offer of free UK postage on all products, which can be shipped worldwide.

But that's not all – if you want to delete the sunroof on your 911 coupé, Stuttgart Classica can help as they've just produced a perfectly contoured sunroof delete panel which can be yours for just £249.00. It fits all models from 1965 to 1997.

Want more? Have you ever tried to move a fully stripped 911 bodyshell? If you have, then you'll know how heavy it is. The guys at S-C have produced a dolly that fits all 911s (and 912s, of course) up to the 3.2 Carrera, with adaptors available to allow use on a 964. Priced at just £995.00, it could be the best money you spend before getting stuck into a full restoration.

More from [www.stuttgart-classica.co.uk](http://www.stuttgart-classica.co.uk).



## CHARITY TRACK EVENT

Meet with like-minded Porsche enthusiasts at one of the UK's most prestigious circuits and help raise much-needed funds for Chestnut Tree House, a local children's hospice in West Sussex.

Taking place on 7th October, this will be the fifth edition of the charity event which has already raised over £25,000 for the charity. The event is run in association with Porsche Club GB, PARR and VROOM Photo. Pre-registration is now available and there is a suggested minimum donation of £20 for Paddock space with an additional £10 to participate in the lunchtime Parade Lap.

This year, the trackday element of the event run by PCGB has sold out, but there's still space to enjoy the paddock meeting – just visit the website below for more details.

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## PORSCHE PULL-IN

We recently headed over to Canford Classics in Dorset to attend their Classic Porsche Pull-In #4 and had a great time. There was free coffee and bacon rolls, and the chance to take a look round the projects currently underway in their workshop, so it was a rewarding way to spend a Saturday morning. With the staff on hand to answer all your questions, and plenty of visiting cars to look at, a fun time was had by all! Visit [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)



## 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 throughout the world 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](mailto:bev.brown@chpltd.com) now!

## 917-024 SELLS FOR \$14,080,000

917-024 has had an interesting life, having been rechassisised, owned by Jo Siffert, used in the filming of *Le Mans*, driven by Steve McQueen and several Porsche racing luminaries, hidden away in a Paris warehouse – you name it, it's been there. And now fresh from a major restoration, it's been sold at auction by Gooding & Co. The price? A cool \$14,080,000 against an estimate of \$13- to \$16,000,000. [www.goodingco.com](http://www.goodingco.com)



## START THEM YOUNG...

We hate to mention the word, but Christmas is just around the corner and Porsche has now come up with the perfect present for any young fan of the marque aged two and up. It's a 32cm-long wooden racing truck complete with a cab unit, trailer and three racing cars in the Porsche Motorsport colours of red, white and black. The cars, of course, sport



a 911's silhouette. Hopefully it's enough to sow the seed and ensure the next generation gets hooked on that iconic rear-engined profile. The full set-up comes in at £68 including VAT and is available to order online from [www.porsche.com](http://www.porsche.com). Or you can head to your nearest Porsche Centre and place an order while checking out the rest of the official Porsche product range (aka Christmas presents for grown-ups).

## NEWS FROM ROGER BRAY

Roger Bray Restoration have let us know of their new partnership with Simonsen 356 Panels, generally acknowledged as some of the finest restoration panels for early Porsches currently available. 'We have now been made an official supplier for their world famous quality 356 Panels,' says Roger Bray. 'We now hold a large selection in stock, as well as many more parts for all models of 356, 911 and 912, so please enquire for more details by phoning 01404 82205 or visit our website.'

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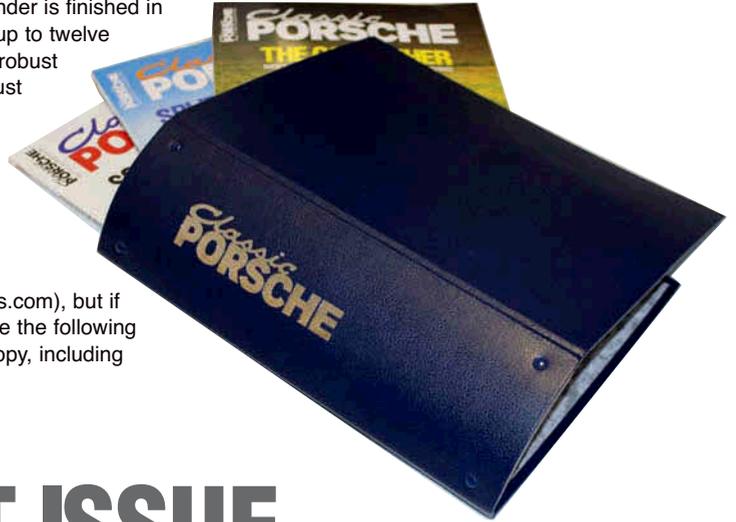
# NEWS & PRODUCTS



## CLASSIC PORSCHE BACK ISSUES AND BINDERS

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Every issue of *Classic Porsche* is available digitally ([pocketmags.com](http://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 16–47. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: [chp@chpltd.com](mailto:chp@chpltd.com).



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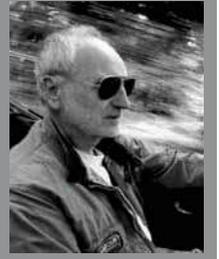
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# DELWYN MALLETT

ON A VISIT TO THE GOODWOOD REVIVAL MEETING, OUR MAN MALLETT STUMBLES ACROSS A RARE SIGHT: A SPEEDSTER WITH A BENCH SEAT. WHAT WERE THEY THINKING OF?

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...



**A**re you sitting comfortably? Then I'll begin.' I doubt if many *Classic Porsche* readers are old enough to remember the opening words of 'Listen with Mother' from the days when radio was far more magical than TV. Those words of course have little to do with Porsches but sprang to mind when at the recent Goodwood Revival meeting I spotted the bench seat photographed below.

Nothing remarkable about bench seats *per se*, but this one was in a Speedster, a spartan vehicle not normally associated with sofa-like seating arrangements. The fact that the car was imported from California perhaps gives a clue to it possibly being ordered more with cruising the boulevards of Hollywood in mind than attacking the sinuous curves of Mulholland Drive.

Even so, it was ordered from Competition Motors, famous for supplying sports cars to the stars – James Dean among them – and they surely would have protested.

For those unfamiliar with the 356 bench seat, it is a hefty affair, a kind of Siamese-twin arrangement of two ordinary seats joined at the hip. The bench does as promised, spanning the width of the cockpit, but the backs are quite separate allowing a different rake for driver and a single passenger.

However, as the objective of the seat is obviously to accommodate a third passenger, he or she will be inconvenienced by the presence of a gap between the seat backs and the proximity of the inner reclining mechanisms at coccyx level. Legs will also have to be splayed either side of the central tunnel and gear changing will invariably result in a potentially embarrassing familiarity between driver's hand and passenger's nether regions – particularly in second and top gears.

The rake of the backrests will also have to be mutually agreed between driver and outer passenger if passenger number two desires equal support for both shoulder blades. Taking this into account, I can't for the life of me see why anyone would really want such a seat in what is supposed to be a lightweight sports car. Given the potential to produce a bed-like platform when fully reclined one can only but speculate that there may have been other motives for specifying the seat – you know what these Hollywood types are like.

Another possibility is that the first owner was an early adopter of one of the mega-bottoms that seem to have become fashionable across the western world and could readily absorb a Speedster seat in its totality.

More common, and more justified given the unyielding firmness of the Speedster buckets, was to specify the normal coupé seats. My own right-hand

drive Speedster was delivered with the almost bench-like square-backed reclining seats – which came into their own on my honeymoon trip to Spain in 1969.

On day one, somewhere in rural France, the Speedster's dynamo ceased to charge the battery and we were stranded miles from any help and had to sleep in the car. Not at all comfortable, even on recliners, but much more so than attempting a snooze in a Speedster bucket!

Later I replaced the coupé seats with Speedster versions – a Speedster without Speedster seats is like strawberries without the cream – and the original seats have long been relegated to the roof of the garage, along with, strangely enough, my own bench seat, bought many, many years back and which in my ownership has yet to see the inside of a car.

Another peculiarity of the bench seat is the fore and aft adjuster. Without a passenger to synchronise releasing the adjusters it would be impossible for the driver alone to shift the seat. Porsche therefore rigged a somewhat hefty and Heath Robinson-like exposed cable that runs across the front of the seat from the driver's release lever and disengages the catch on the passenger's runner.

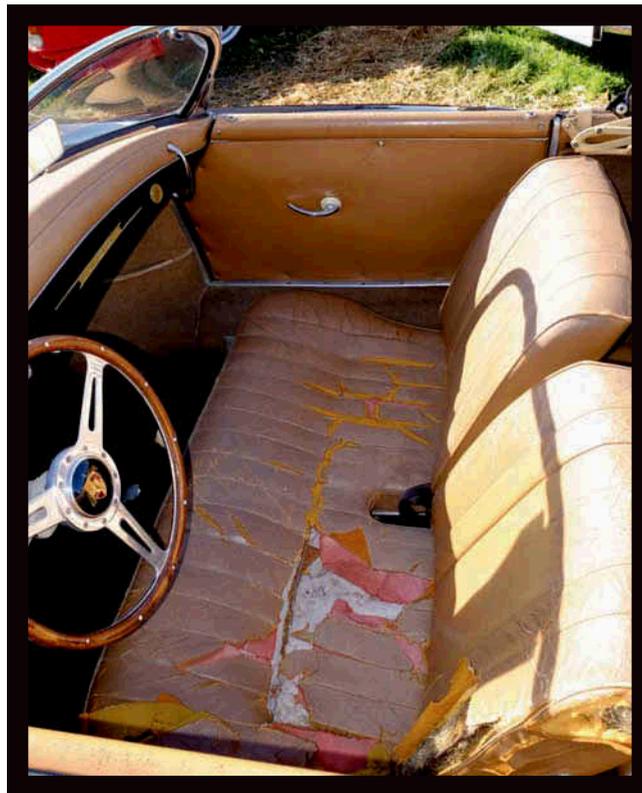
The Speedster was built down to a price to make it competitive with other imports but it could be 'spec'd up' to a certain extent by consulting the Accessories Catalogue. (If you haven't been there before and have an hour or two to spare go to Charlie White's 'DerWhite's' catalogue site and have an entertaining and informative browse.)

In the 1957 catalogue you will find that standard coupé seats for your Speedster will set you back an additional \$28.60. Leather headrests were \$13.50 but for two dollars less you could have them in leatherette or a mixture of leatherette and corduroy. The bench seat, with recliner mechanism, panned out at \$26.20 – surprisingly cheaper than the standard seats.

Also listed is what must be one of the rarest of Porsche accessories – a foam cushion for the driver's seat at \$3.30. I wonder if any were ever ordered and if any of them have managed to survive the ravages of time?

And talking of 'ravages of time', is the disintegrating seat in this Speedster worth preserving in its current state? The craze for so-called 'barn-find' cars is so difficult to discuss in any rational manner as the question of to restore-or-not-to-restore is down to personal taste. Patina has its attraction but 'fashion' seems, temporarily I hope, to have suppressed common sense when it comes to preserving what only a few years ago would have been categorised as rubbish.

If, say, Steve McQueen had once perched on it preservation might just make sense as an amusing talking point, but unless evidence surfaces to identify occupation by a bum of significance, my advice is this: retrim now and make an unusual seat better. Or better still, fit Speedster seats. **CP**



A bench seat in a 356 Speedster? Surely not, says Mallett...

## “A KIND OF SIAMESE-TWIN ARRANGEMENT...”



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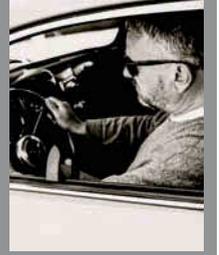


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# ROBERT BARRIE

IS IT WRONG TO TALK ABOUT PRICES, PONDERERS ROBERT, AS SOME SEEM TO THINK? THERE'S DEFINITELY MOVEMENT IN CLASSIC PORSCHE VALUES, WITH SOME RISING AND SOME FALLING...

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



I enjoyed Classics at the Castle again. It was less dynamic without the parade runs down the driveway but, as always, there were great cars to see, people to meet and plans to be made. I spent some time with publisher Clive and editor Keith at the *Classic Porsche* stand. We remembered a pub lunch a year or two back convened to discuss the contents and direction of this very magazine. One of the attendees took the outside-the-box approach.

It's called *Classic Porsche*, he said, but does it really need to be about Porsche and do they really need to be old? We considered the idea carefully before concluding that, on balance, it probably *did* need to be about Porsches and they probably *did* need to be old.

Encouraged by the open-minded ambiance, I suggested we might add a column covering market conditions. It turned out to be an awful *faux-pas*.

The assembled company was appalled. Absolutely not, they all said immediately, and at once. You can write about almost anything you like, but you never mention buying or selling, or the prices of cars. I have not been invited back...

I am exaggerating slightly, of course, but only slightly. It's clearly not the main thing for the enthusiast, but I don't think many of us are – or can afford to be – completely indifferent to what our cars are worth. Here, then, for those that care, are some observations on the subject. The puritanical should probably turn the page. For the rest of us, the key point is that the market has slowed.

Volumes are down and prices have stopped rising. Cars are still changing hands, and sometimes for very large amounts of money, but it's on a more considered basis. A clearer distinction is being made between the models and examples that are genuinely historic and rare and widely accepted as such and cars that are simply old. The latter can still be a lot of fun, as we know, but it shouldn't be particularly expensive fun.

We have gone, as the old cliché puts it, from a market with more buyers than sellers to one with more sellers than buyers. The main price indices are roughly flat. To put that into perspective, one of them – the Historic Automobile Group's HAGI index – suggests prices rose at a peak annual rate

of almost 50 per cent in late-2013 and were still rising at a double-digit rate last year. They went up a long way and for a long time.

The indices reflect trends across the market as a whole. Inevitably, some of the constituent parts do better than the headline number and some do less well. Hagerty, the insurer, sets out its numbers in some detail. They reckon the prices of Carrera 2.7 RSs in average condition have fallen by roughly 15 per cent in the past three years. Interestingly, they also reckon the prices of 356 Speedsters in similar condition have risen by roughly 20 per cent. We can argue about the exact numbers, but the general pattern is probably right.

The models that were bid up most strongly, such as the Carrera 2.7 RS, are the ones that have seen the more recent correction. Those where the price rise was more moderate, such as the 356 Speedster, have not suffered so much.

The Hagerty numbers also make a further point. They suggest the prices of Carrera 2.7 RSs in the top condition category have continued to rise in the past three years, as those in the average category have fallen. It's the market making another distinction.

Few of us are in the fortunate position of being directly affected by Carrera 2.7 RS and 356 Speedster prices, but what is true of those models is also true, to a lesser extent, of others. The early 911 market has been more volatile than the 356 market.

So, what might happen next? I mentioned previously that I used to make forecasts for a living and gave up as soon as I realised I got most of them wrong. However, while I was at it, I learned that market movements can, and often do, go further and/or faster than expected. That is, after all, what

happened on the way up.

Most commentators continue to expect a modest correction this time and, for the most part, I think they are probably right. It's still not clear what could trigger a harder landing. Even so, if I were advising on acquisitions and retentions, I would stress the need to own the right car and not just any car.

As before, that means the models and examples that are genuinely historic and rare and are widely regarded as such. To muddle my metaphors, the rising tide lifted all boats. Now it's going out, we'll see who is wearing the Speedos and who, in the words of Warren Buffet, has been swimming naked. **CP**



Speedsters are holding up well, with even average examples showing a 20 per cent rise in value

## “THE EARLY 911 MARKET HAS BEEN MORE VOLATILE THAN THE 356 MARKET...”



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## GULF HISTORY THANKS

I have been a regular purchaser of your magazine since issue #2 – sadly I missed the very first one and have spent the last few months trying to track one down in good condition, to no avail. Over the years I have come to enjoy your occasionally off-the-wall features, such as the one some issues ago about Frank Lloyd Wright, and more recently the comparison between the 356 and the Chevrolet Corvair. It's features like these that help set your magazine apart from the rest, so thank you for that.

The reason I wanted to write to you was to say how much I enjoyed the article in issue #47 about the history of the relationship between Gulf and Porsche. I had often been fascinated by this tie-up, and always wanted to know a little more about the Gulf oil company itself – Delwyn Mallett's excellent feature answered my questions.

This leads me to another question: what are the chances of a similar feature about the links between Martini and Porsche, or maybe even Rothmans and the German marque? Perhaps there is the basis of an interesting series there. What do you think?

**John Mezaro, via E-mail**

*Keith Seume replies: Thanks for your encouraging words, John. You'll be pleased to know that we've already set Delwyn off on the course of creating a story about Martini and Porsche – you may be interested to know that he spent much of his working life as a creative director in advertising, his work bringing him in close contact with the Martini concern. As for the other sponsors you mention, I'll see what Delwyn has to say, but I like the idea. Watch this space...*

## TRACING HISTORY

I wonder if there is any way you can help me? I recently purchased what is today referred to as a 'barn find' but what we knew of years ago simply as an abandoned car! It is a left-hand drive 1957 Porsche 356A that I am led to believe came to the USA with a returning US serviceman who had been stationed in England after the war. I was told of its existence by a neighbour who had seen an old car almost hidden under straw bales in a local farmer's shed. It turned out to be a Porsche, and as my neighbour knew I liked them, he passed the details on to me.

I have no paperwork with the car other than a bill of sale, but I am working with my local DMV office to get a title. However, what I am really after is to find out some history of the car back in the UK. The car has what I presume to be the original rear licence plate on it under the current US plate. It comprises six figures: two numbers, two letters and two further numbers.

Is there any way you think I can trace the past owners of this car? I'd love to

know how it arrived in the USA, and who drove it in England. Is there any way I can trace the history that you know of? In the States it's getting difficult to do this because of privacy laws. Many thanks for any help you can give me.

**Price Kelly, via E-mail**

*Keith Seume replies: The number plate you describe sounds to me more like a French plate than British – our plates of the time generally came with three letters and three numbers. We definitely did not have plates as you described. If it is French, the last two digits would tell you the area in which it was registered – '75', for example, denoted Paris. If your car did come to the*

*UK, we suspect that it was purchased in France by the serviceman immediately before shipping it back to the USA. He may have brought it into the UK but not registered it as it was due to be exported immediately. Sorry we can't help any more at this stage, but it may be worth contacting a Porsche club in France.*



*The story behind the marriage of Gulf and Porsche appealed to reader John Mezaro, who would now like to know about similar links with other brands...*

## “I HAD OFTEN BEEN FASCINATED BY THIS TIE-UP...”

converted to pull a plough! It had broken a halfshaft, it turns out.

Dad had no problem fixing the *Kübel* but couldn't resist asking where the farmer had found it. It turns out he had five or six others which he'd found locally in various states of repair, having been abandoned by the *Wehrmacht* at the end of the war. Most were in a poor state but one always stuck in my father's mind as it had been partially rebodied as a sports car, something along the lines of a crude 550 Spyder, from what my father could remember.

Your story reminded me of my father's tale and makes me wonder how many other 'DDR Dreamers' there were in Germany in the early 1950s.

**Jurgen Zigmund, Leipzig, Germany**

## DDR DREAMING

The feature on the Lindner coupé that you published in the latest issue of *Classic Porsche* was most interesting. My father grew up in what was East Germany during the 1950s (he was born in 1932) and trained to be a mechanic, working initially at a local garage before then starting his own workshop fixing trucks and buses. He was kept busy because there were so few spare parts available, meaning he had to mend things the best he could using whatever parts he could scrounge.

I remember him telling me how, one day, he got a call from an old farmer who asked if he could come and mend his tractor. My father said yes, and drove out to the middle of the countryside to find this old run-down farm and rather upset farmer who was anxious for his tractor to be mended. He led my father round the back of his property and there was the aforementioned 'tractor' – it was, in fact, an old wartime military *Kübelwagen* which had been



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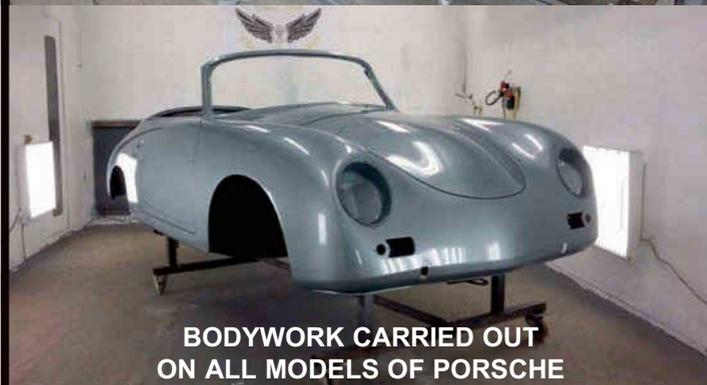
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interior.



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Manual Gearbox, LHD, Bahama  
Yellow with Black interior.



Porsche 912 Coupe 1966  
Manual Gearbox, LHD, Signal Red  
with Black interior.



Porsche 912 Coupe 1969  
Manual Gearbox, LHD, Champagne  
Yellow 6822 with Black interior.



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Words: Axel E Catton   Photos: Federico Vandone Dell'Acqua and Zagato archives

# CONTINUATION COUPÉ

*Classic Porsche gains exclusive access to the latest 'continuation' model to come from the workshops of world famous coachbuilders, Zagato. Based on a Porsche 356B, Zagato's 'Sanction II' coupé brings the past to life as a limited line of just nine hand-crafted examples*



**T**hese days, many renowned manufacturers are trying their luck at recreating important models from their past. After Jaguar's announcement to build a series of nine 'new' XKSS models, Aston Martin also revealed plans to build a small series of 25 DB4 GT models.

Up until now, Porsche has not any disclosed plans of this sort, but that doesn't mean that well-heeled car collectors couldn't relive a most fascinating chapter of the company's illustrious history. Because it's not the Stuttgart brand but the Italian design house Zagato which is planning a relaunch of a very specific Porsche model to remind the world of the successful collaboration of Zagato and Porsche.

To learn more about this project, *Classic Porsche* travelled to Zagato's headquarters in Rho near Milan to see what this is all about, the first publication in the world to do so. Anybody who knows their Porsche history is aware of a small series of 20 Porsche 356 Carrera Abarth GTL coupés built in the early 1960s which sported a Zagato body. But the basis for the car we are here to see today is even rarer than that.

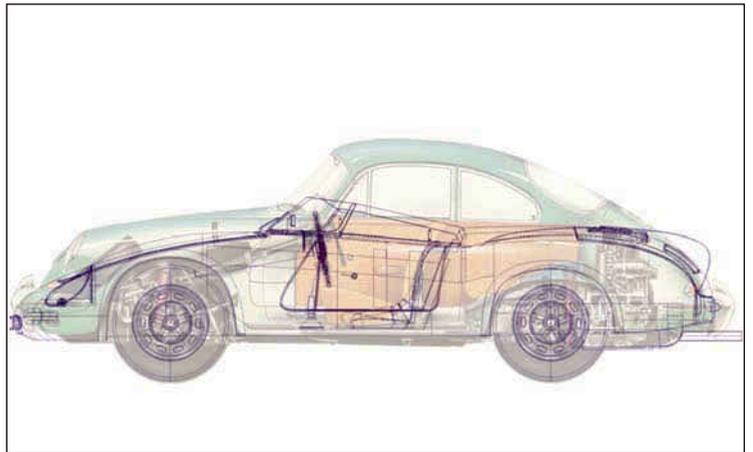
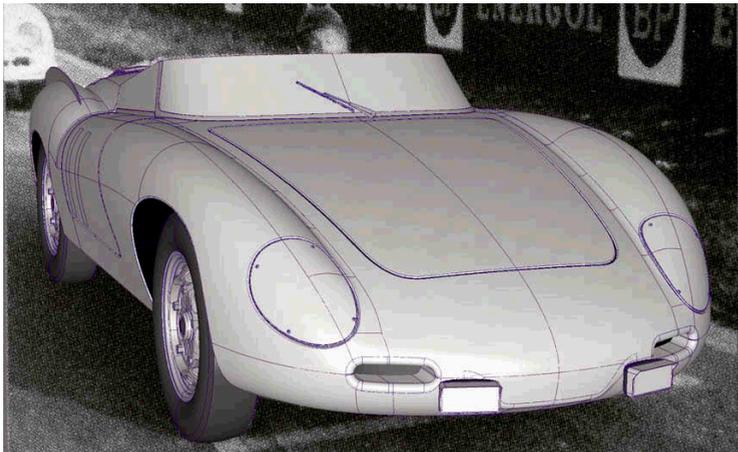
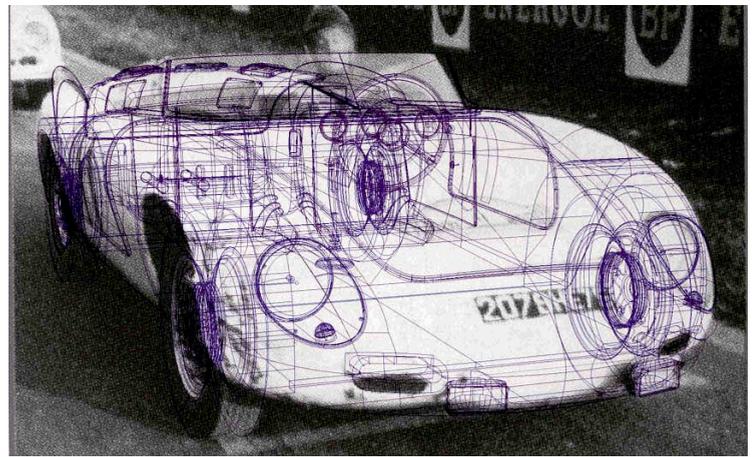
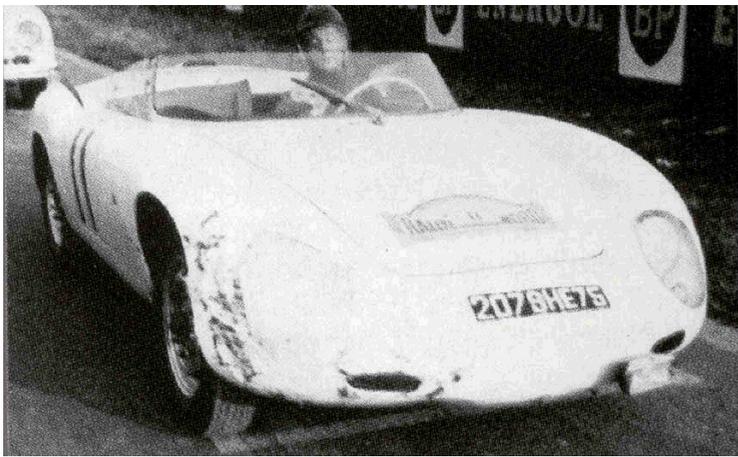
We asked company heir and company CEO Dr Andrea Zagato about his plans: 'In almost 100 years, Zagato has designed and built roughly 400 different car models – some very well-known ones, others less so. And not all of them survived. That's why we decided a few years ago to recreate some select models that have been essential for our brand's development throughout its history. These cars are called "Sanction II" models.'

But there are conditions attached, and Andrea Zagato explains a few of them. 'These cars would have had to be important for the design development of our company.' Because, in contrast to Jaguar or Aston Martin, Zagato insists on only recreating those models that are definitely lost to the world, which means there are no surviving original examples. 'A sanctioned recreation allows the world to see and experience these cars which they otherwise would not be able to enjoy,' says Zagato.

In 2006, at the occasion of the 100th anniversary of the Lancia brand, Zagato focused on the Lancia Aprilia Sport Zagato. This roadster, which had originally been penned by

**“WE DECIDED TO  
RECREATE SOME SELECT  
MODELS...”**





Andrea's grandfather Ugo Zagato in 1938, is of great significance for the Italian design house. The ground-breaking design featured a mostly flush exterior without protruding fenders – as was the norm in those days – and was clearly influenced by Ugo's background in aviation as it resembled an aircraft wing in profile.

However, when recreating the form, Ugo's grandson Andrea wasn't able to rely on original drawings or blueprints with dimensions, because Zagato's archives had been destroyed almost entirely during WWII by British RAF bombs.

'For our Sanction II recreations we had nothing more than some poor black and white images as reference points,' says Zagato. With the use of CAD, Andrea and his team developed a computer-aided measuring system that was laid as a grid over the original photographs. 'We always used the same grid and applied it to every photograph we could find,' Zagato explains proudly. 'In the end, we arrived at a collection of measuring points which allowed us, without a doubt, to determine what the car looked like in the day and what the detailed dimensions were.'

On the basis of these data points, a computer created a

detailed rendering – called 'mathematical master' at Zagato – which was used to form a wooden buck over which highly-skilled Italian craftsmen later formed the body panels by hand. The result was a small series of nine Lancia Aprilia Sanction II models which Andrea Zagato launched at the Bologna Motor Show in 2006.

Why nine? Zagato smiles because he had anticipated the question. 'Nine is the number for collector's items. An artist usually creates one original, the so-called artist's proof, and he can make up to nine copies of it. More than that and it's called a series. So, that's why we make only nine.' After the success with the Lancia, in 2007 a wealthy Ferrari collector got Zagato to make one single recreation of the Ferrari 166 Zagato Panoramica, where the original car had also been lost.

Fast forward to 2012 and this is where the story gets highly interesting for Porsche aficionados. Even before the collaboration with Abarth led to the construction of 20 Porsche 356 Abarth Zagato GTL coupés in the early 1960s, the connection between Stuttgart and Milan began with a very special order by one of Porsche's factory drivers, the Frenchman Claude Storez.

*Above: Taking an original photograph, Zagato's design team used computers to scan in various known reference points, before producing a smooth rendering, from which a buck could be made*

*Below, left and right: One of just nine recreations of the Storez Speedster, the success of which inspired Zagato to continue the Sanction II programme with the Porsche 356 coupé*





*Above: The result of Zagato's hard work is quite simply stunning – clearly related to the original Carrera Abarth, the Sanction II has a fresh yet timeless look*

*Below left: Andrea Zagato took time to explain to Classic Porsche the fascinating story behind the remarkable project*

*Below right: This is the sole surviving drawing of the proposed coupé, which Andrea found in the archives*

The son of a French painter, who in 1950s France was considered one of the most talented drivers around, had ordered a new Porsche 356A Speedster with a Carrera GT engine. According to factory documents, chassis #84907 (with engine #91009) was registered as manufactured without interior or paint on 13th May 1958. The engine was installed a week later on 20th May.

Next, the unfinished vehicle was brought to Zagato in Rho for the construction of a special body. In August of the same year, #84907 returned one last time to the Stuttgart factory for final technical checks before Storez took delivery in September 1958 at Parisian Porsche dealer Sonauto, and registered it with French plates.

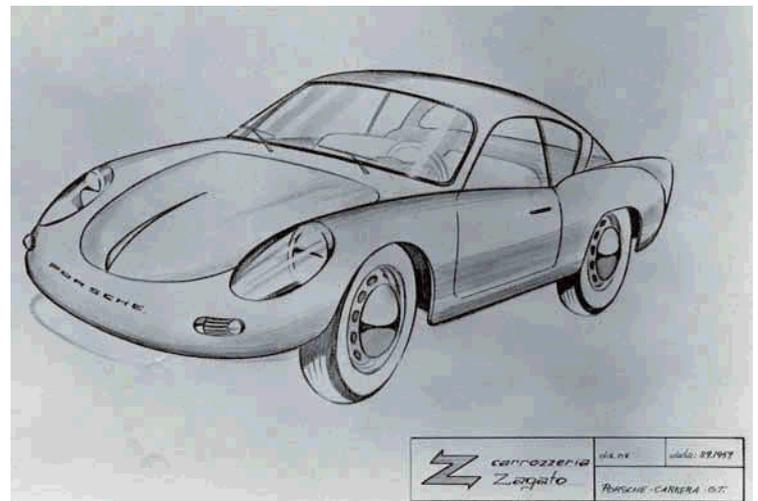
That same year, Storez entered the Tour de France with his new Speedster and received starting number 158. However, he wasn't able to complete the race. In February 1959, Storez was killed in an accident at the Route du Nord Rallye in Reims, as a consequence of which the Zagato Speedster was destroyed. It was presumed at the time that the accident was caused by bad tyres.

In 2012, Andrea Zagato considered this Porsche 356

Carrera Speedster Zagato, the beginning of the collaboration between the Stuttgart and Milanese firms, a fitting candidate for a recreation in a series of nine examples. He says: 'Here, too, all we had was black and white pictures, but luckily these were better than those we had for previous projects.'

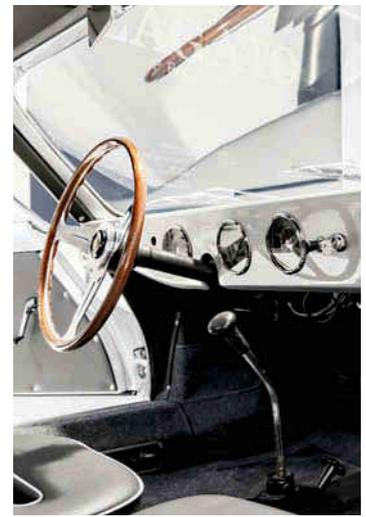
The photos were used to create the 'mathematical master', and Andrea Zagato says: 'It was immediately clear how different this Speedster was compared to the Porsche models. It was a lot lower, the front end was shallower and at the rear it had little stabilising fins.' One single photo also showed the unique door hinges which Zagato was able to reproduce. Says Andrea proudly: 'During our research for the Speedster project, Porsche supported us and eventually sent us a congratulatory letter.' It will come as no surprise that the Speedster series is sold out.

During our visit in Rho, we found two of those Speedsters which have remained at the factory for some final touches. But the reason for our visit is the brand-new car, the prototype of a new 'Sanction II', a closed version of the Porsche 356 Carrera Zagato. Andrea explains: 'During research for the Speedster in our own archives we found drawings of a closed



**“THE SILVER COUPÉ  
LOOKS CONFIDENT AND  
CONVINCING...”**





*Above, left to right: Interior is simply appointed, with just three gauges, a Nardi steering wheel and 356 handles. The only frivolity is in the form of white piping on the leather-trimmed seats...*

*Below: Rear replicates that of the Storez Speedster and has more than a hint of the Carrera Abarth GTL coupés about it. Engine can be spied through the twin grilles*

version which we knew next to nothing about. This coupé is very important as it is the link between Storez' Speedster and the later Porsche 356 Abarth GTL coupés.'

The Italian specialists scanned the coupé drawings using the same grid system as with previous models. After extensive computer calculations, a master buck was cut using CNC machines. Afterwards, body specialists created the new body over this buck out of light aluminium. Apart from the very aerodynamic form, the use of the light alloy had been an important element for the success of Zagato models in their time. 'In the 1950s and '60s, the Monday papers were full of Zagato race wins from the previous weekend. Lightweight construction and aerodynamic design made even cars with less powerful engines into race winners,' says Andrea.

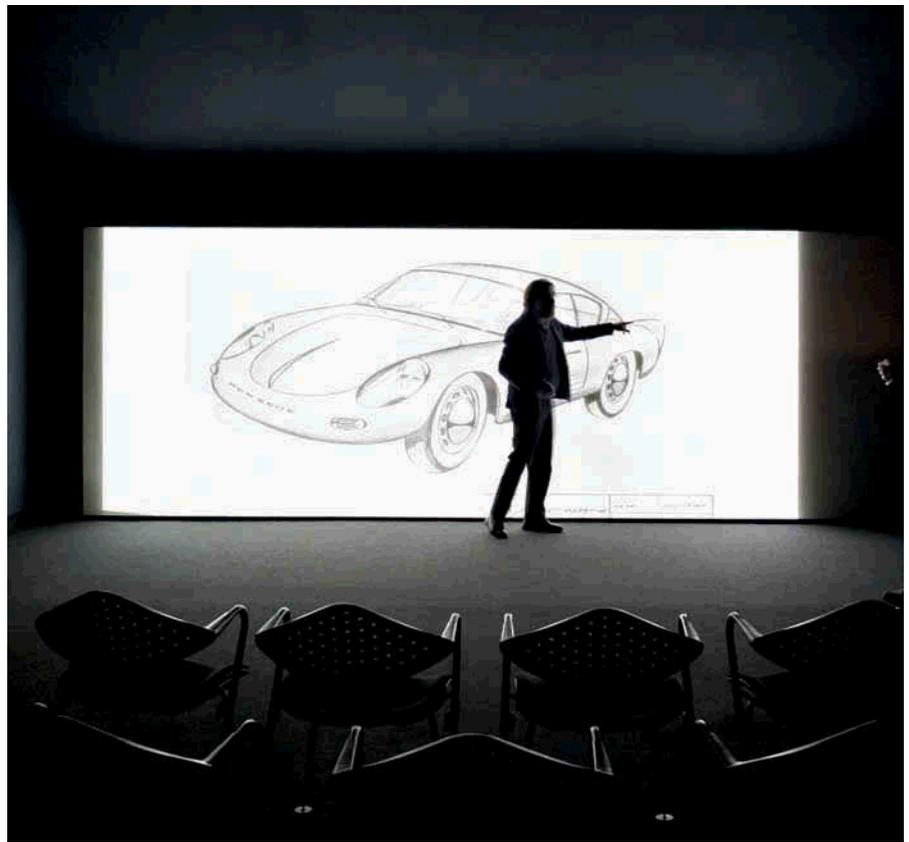
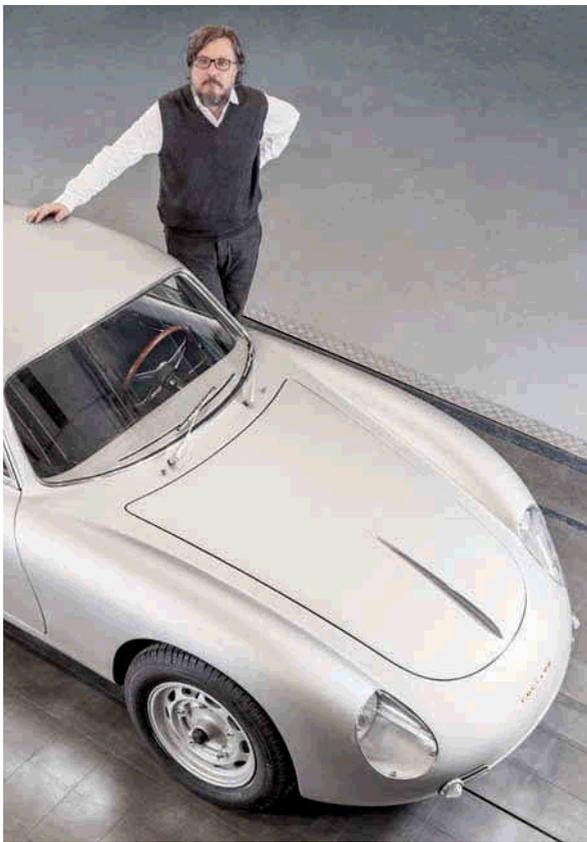
Before we are allowed a peek behind the doors bearing the words 'Warning – No entry', the company CEO invites us into a little presentation room to show us the mathematical master for Zagato's newest Sanction II. Looking at a comparison of old Speedster photographs with and without

the grid, as well as the only existing drawing of the coupé, we notice one thing right away. The softly flowing roofline at the rear and the visual centre of gravity moved further back make the design look even more settled, more conclusive. 'It's immediately clear that the roof makes an enormous difference,' Andrea Zagato concurs.

A few minutes later we get to see for the first time the new Porsche 356 Carrera Coupé Zagato with our own eyes. It is almost like being at a new car launch at a motor show. There are mechanics still fettling with the last details on the car, and not only are we the first magazine to see the end result, Zagato has also invited two potential customers for this afternoon to have a first look at this wonderful relic from better times. 'We are again creating nine examples of this model, and most are spoken for...' smiles Zagato.

The silver coupé looks confident and convincing. It is significantly more slender and visually 'lighter' than its base. 'The front end was of particular importance for my father Elio when he designed this car,' says Andrea. 'In order to create





this particularly low front, we had to move the spare wheel, which is placed almost vertically in the standard car, and lay it almost flat, so the body could be even shallower.'

The rounded front is dominated by only slightly protruding fenders with integrated headlights and fresh air inlets set below them. The headlights behind their plastic covers are slightly set back, which makes them stylistically more interesting. With the height reduced by 137mm to only 1190mm, the short coupé looks more slender and longer than it actually is. In reality, the 356 Coupé Zagato is only 3880mm long, a full 128mm shorter than a standard 356B.

In side view both coupé and Speedster share a pronounced shoulder line which falls slightly towards the rear of the passenger doors only to rise again and almost cover the rear wheels. The window area is longer and lower while the rear window's lower end echoes the rear fender line. The delicate door handles are an especially playful Zagato detail: they need to be pressed in first for the pull handle itself to pop out.

At the back, the body line almost resembles an American fastback as it slowly descends to the bumperless rear end. Two separate grilles clearly recall Porsche design cues, while the single centre exhaust reminds us of the standard 1.5-litre Carrera engine mounted in the back. Only the rather bland looking square rear lights indicate that, in

creating the original, the company occasionally had to make do with available items.

The interior is spartan, 356-style, but its reduction to the essential also makes it more appealing. Behind the wooden three-spoke Nardi steering wheel there is a dashboard made entirely out of metal, showing three big dials with classic green Porsche lettering. To the left is a combination dial showing fuel level and oil temperature, the speedo is in the centre and the tachometer is all the way to the right. To start, there is a key to the right of the driver that just begs to be turned. The white piping on the black leather seats is the only frivolous styling element.

What's left for us to ask is the obvious and unpleasant question about pricing. Andrea Zagato replies with typical Italian relaxedness: 'Getting a 356B from 1959 as a base today will put you back about €100,000 if you don't want to invest too much into a restoration. The cost for the conversion into a Coupé Zagato is of course entirely dependent on the customer's wishes, but given the time invested you would have to expect to pay another €300,000.'

Taking into account recent auction prices of some extremely rare 356 variants, it can be expected that buyers of a Porsche 356 Carrera Coupé Zagato will most likely find this to be a sound investment... **CP**

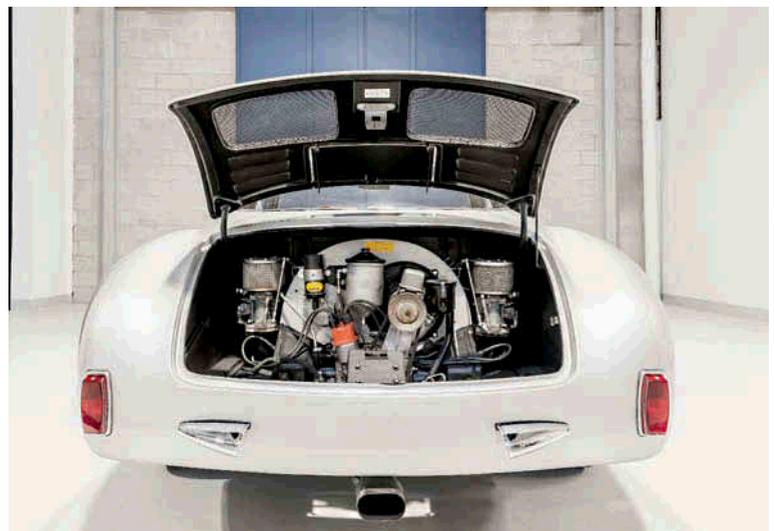
*Above left and right: Andrea Zagato is justifiably proud of the end result, and took time to explain how the one remaining drawing of a coupé was used as inspiration for the project*

**Contact:**

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*Below left: Zagato museum contains an example of all important models styled by the company*

*Below: Engine in 'our' example is a regular push-rod, but a Fuhrmann four-cam would be perfect...*





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# GP WINNER

Once owned by Teddy Yip, boss of the Theodore F1 team, this 2.2-litre 911S won the 1970 Macau Grand Prix. Now restored back to its former glory, it stands as a reminder of the Porsche 911's versatility

Words: Robert Barrie Photos: Tim Scott (Fluid Images), Keith Seume and archive



**T**here has been a motor race in Macau for more than sixty years. The Guai street circuit runs along the harbour front, back across the south of the city, and around the reservoir. Stirling Moss is reputed to have said that it out-Monaco'd Monaco. Initially, in the 1950s, the Macau Grand Prix featured local amateurs in their sports cars but the event soon started to attract an international entry list and become more professional.

It ran to a Formula Libre format that included sports racers and single-seaters, while an undercard of sports and

touring car races was added from the late-1960s onwards. More recently, since the early-1980s, the main event has been a high-profile F3 race – an opportunity for up-and-coming drivers to add to their experience and reputation. The first winner in the new format was a certain Ayrton Senna.

Senna was sponsored by Teddy Yip, the charismatic entrepreneur and committed motor racing enthusiast who took his Theodore Racing operation into Formula One. His business interests in Macau, and the region more generally, meant he was a lifelong and important supporter of the Macau Grand Prix.



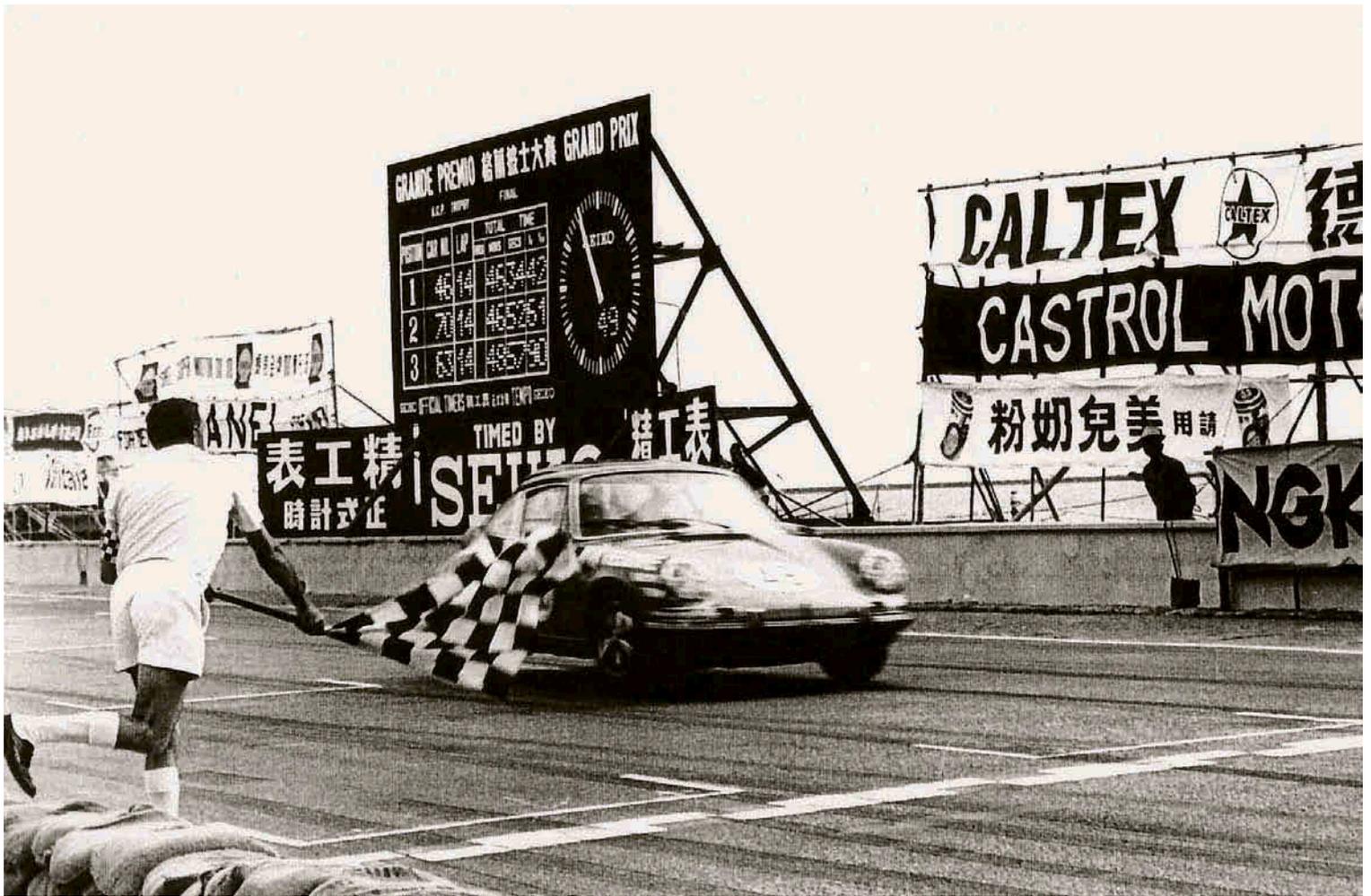
*Above: Having been resprayed the rather inevitable silver following its journey to the UK, it's great to see the ex-Teddy Yip 911S back in its original Tangerine, with correct lettering, too*

He drove Jaguar XKs and E-types in the event in the 1950s and early-1960s, before switching to Porsche – in the form of a pair of 911Ss and a 906 sports racer – in the late-1960s. The younger of Yip's 911Ss came to the UK some twenty years ago and has been here ever since. In the last few years, it has been put back into its period colours and livery and now looks just as it did in his ownership and its Macau heyday. But more of that in a moment.

What follows is a potted history of Yip's involvement with racing Porsche 911s. The older of his two 911Ss first appeared in 1968. His friend and driving partner Henry Lee

qualified the car in that year's Macau Grand Prix, but it wasn't classified at the finish. More encouragingly, Lee drove it to fifth in the Automobile Club of Portugal (ACP) support race. Period photographs suggest the car was a 1968 RHD 2.0-litre 911S in Tangerine and liveried with Jebsen Motors decals. Jebsen Motors was, and still is, the official dealer for Hong Kong and Macau.

The following year, Yip and Lee shared the same car in the six-hour Macau Guia race where they finished fourth, behind two big Mercedes and another 911S. Later in the year, in the 1969 Macau Grand Prix, Lee drove the car to sixth place.



All three of Yip's Porsches were present at the 1970 event. Don O'Sullivan drove the older 911S to third in the Grand Prix with Yip a couple of places behind in his 906. Lee drove the 906 to victory in the sports car race and did the same thing with Yip's new 1970 RHD 911S in the ACP race, giving the younger car a win first time out!

As with the older 911S, the new 2.2-litre 911S was Tangerine and again liveried with Jebson Motors decals. Period photographs show both cars racing without rear bumpers and, in one case, the older car racing without a front bumper. The younger car, on the other hand, not only retained its front bumper but also its overriders! Incidentally, none of that panel removal (to save

weight and reduce drag) would be allowed in contemporary historic racing. After 1970, the 906 continued to race in Macau for a few years, but the two 911s seem to have disappeared from view.

The next we heard of either of them was in the mid-1990s, when the 1970 911S was found parked up on a street in Hong Kong, by which time it was looking a little sorry for itself. It had been road registered there some twenty years earlier, suggesting its racing life probably ended soon after it started. At the time of discovery, the car was in the care of Henry Lee, its successful race driver.

A deal was done and the car, which by now was painted gold and featuring flared rear arches, came to the UK to be

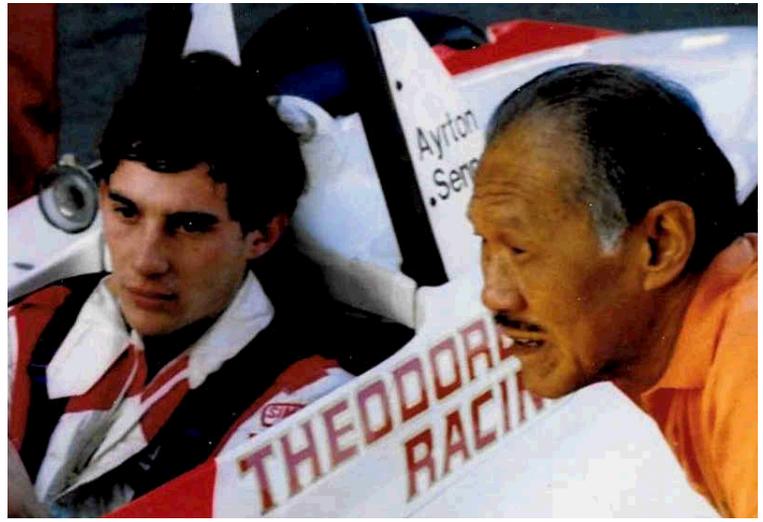
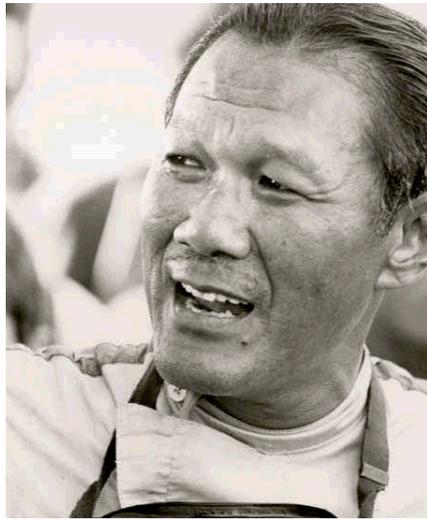
*Above: Teddy Yip's driving partner Henry Lee takes the flag at the 1970 Macau ACP race while driving the car featured in the story*

## “FOUND PARKED UP ON A STREET IN HONG KONG...”

*Below, left and right: Only a few small changes have been made, such as the fitment of a driver's door mirror and the loss of front overriders, but otherwise the car looks just as it did back in its Macau racing days*



Right: Teddy Yip was a keen supporter of the Macau GP but is probably best known for being the man behind the Theodore F1 and F3 teams. Amongst his protégés was a certain Ayrton Senna (far right with Yip)...



re-commissioned by Autofarm. Meanwhile, its new owner put together some more of its history. It seems the car was collected from the factory by Herb Adamczyk, who worked for Jepsen Motors.

Adamczyk was a handy driver in his own right and raced a series of 911s in Macau, the list including an ST, an RS and an RSR, or cars very close to those specs. Adamczyk remembered Yip's car was Tangerine when new and suggested, by the time it was raced, it had been fitted with shorter gears and a long-range fuel tank.

After a few years in the UK, the car changed hands again and the new owner embarked on a comprehensive restoration at Gantspeed. The car changed colour once more – this time it was repainted silver. It then changed hands a couple more times before finding its way to its current owner who, recognising the significance of its early ownership and

racing history, had Moto-Technique put it back into its period racing colours and livery.

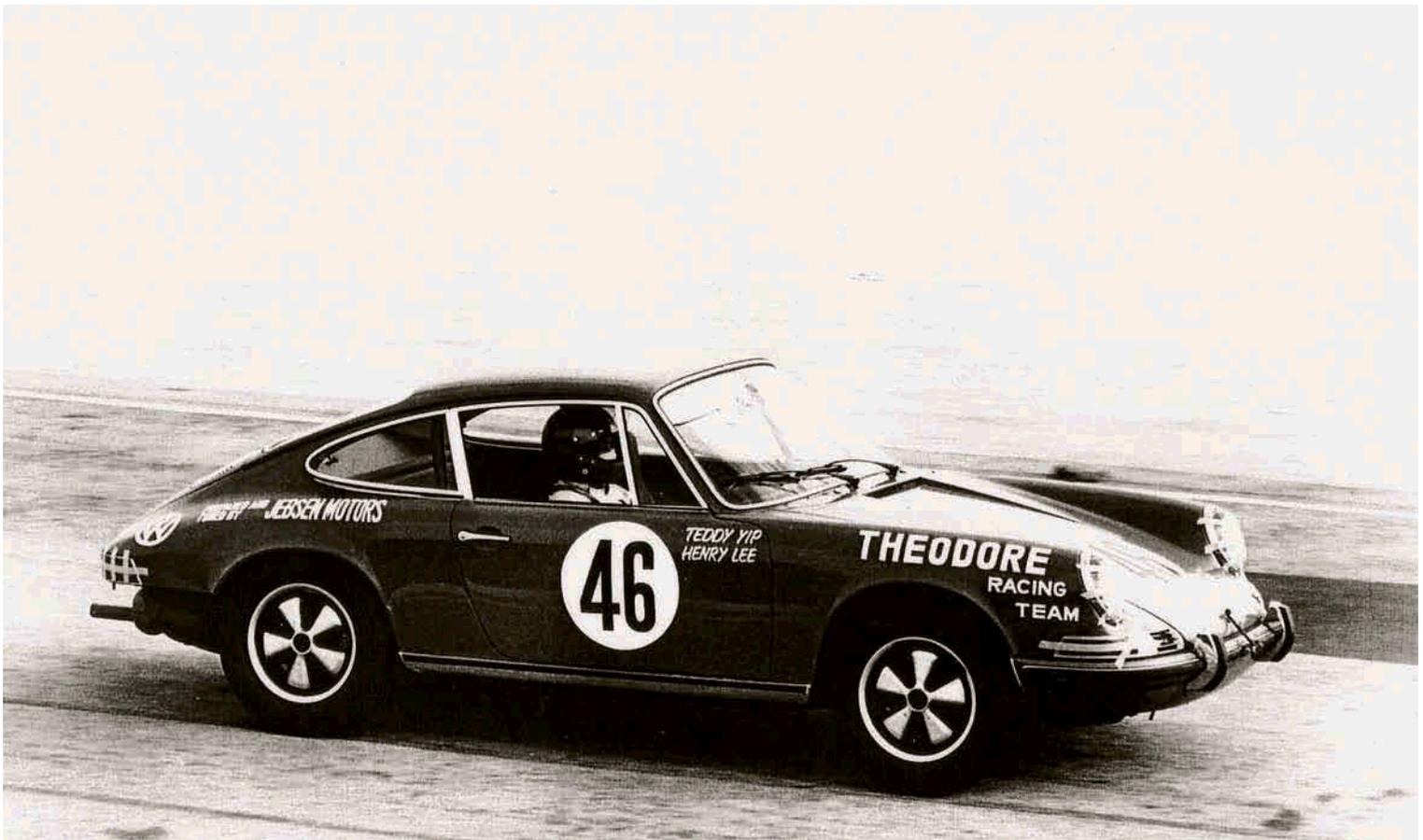
For a RHD early 911 and a car with period racing history, it retains an impressively large number of original and correct features. If you think about it, how many RHD early 911s with period racing history are there anyway!

The 911S still has its original engine, aluminium engine lid, correct grille and deep Fuchs all-round. The long-range fuel tank is still there and takes a fair bit of filling as I was to find out. The steering wheel is a leather-covered thin-rimmed 400mm and a delight to handle. The car is fitted with sports seats, though it may have had comfort seats when new. A period roll hoop has long gone.

It has a driver's side external mirror but has lost its front overriders and rear nudge bar. Some may also spot that the cut-out horn grilles it raced with – it was supplied with

Below: With lights taped over for racing, the Yip 911S waits at the pitwall in Macau. Note the rear bumper has been removed – a common trick back in the day to save weight and reduce drag





through-the-grille spot lights – have gone. At Hedingham, I was told that the slots in the door locks were vertical when they should be horizontal, or maybe it was the other way round...

I first saw the car several years ago when it was at Autofarm and again when it was at Gantspeed. To my surprise, I stumbled across it for a third time in central London more recently as it's now in the hands of an old friend from the world of historic racing.

It was a pleasure to take it to this year's Classics at the Castle where it featured as part of the celebration of the fiftieth anniversary of the 911S. It's one of the joys

of an early 911 that it demands to be driven. So the car and I set off early on a Sunday morning in September, side-stepped the congestion charge, and drove out of London on the M11 into deepest Essex. We followed a green RS some

of the way – the two cars adding a splash of 1970s colour to the otherwise drab traffic around us.

The 911S is a willing and capable car on the road. It's less peaky than some other small-capacity Ss and unusually stable at motorway speed. It no longer has the short gearing it raced with, so it was a very relaxing and enjoyable drive.

Arriving at our destination, we were directed to a prime display spot opposite Castle Hedingham's impressive keep. The ex-Vic Elford 2.4S company car was to one side, with the ex-Gerald Larousse Tour de France ST beyond it. To the other side was the ex-Dan Marguiles Mugello RHD TR. We appeared to be in good company.

The ex-Teddy Yip 911S is a rare and lovely thing with a fascinating history. It was great to see it again, and drive it for the first time, looking just as it did when Teddy Yip and Henry Lee raced and won with it all those years ago in Macau. **CP**

## “THE 911S IS A RARE AND LOVELY THING...”

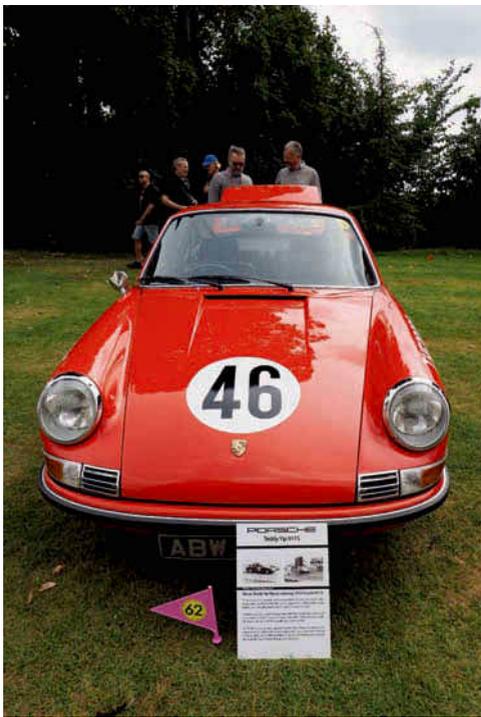
*Above: Henry Lee at speed in the 2.2 911S. The car was remarkably standard back then, but held its head high in the Formula Libre class*

*Opposite top: Car's first public appearance was at this year's Classics at the Castle. Engine is the original – how many former race cars can say that?*

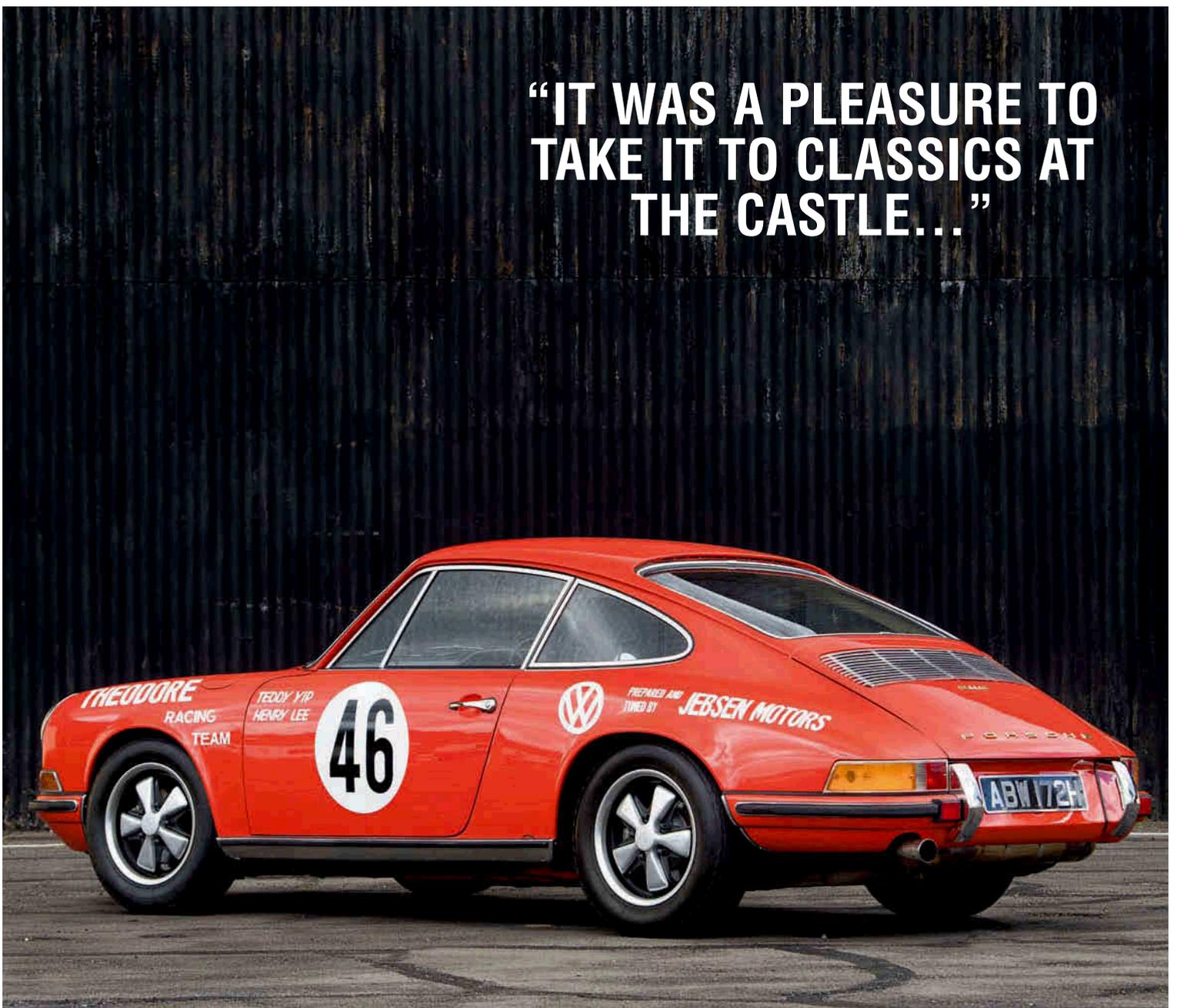
*Below left: Dashboard and interior as a whole is pretty stock, right down to the 400mm steering wheel*

*Below: Jebesen Motors was – and still is – the official dealer for Hong Kong and Macau*





“IT WAS A PLEASURE TO  
TAKE IT TO CLASSICS AT  
THE CASTLE...”





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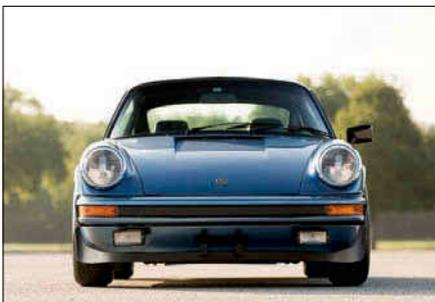
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# THE OLD WARRIOR

With 55,000 racing miles under its belt, Ernie Nagamatsu's Speedster has every right to look slightly bruised and abused, every knock and scrape a proud trophy of a life well lived and a race hard fought

Words: Steve Wright

Photos: Antony Fraser and Ernie Nagamatsu





It's fair to say racing cars have a hard life. It's inevitable that parts break, paint gets swapped and things get bent, so they are usually patched up, parts get replaced, or more often than not over the long term the cars get restored or even scrapped. Certainly the latter was a fairly common outcome in period, especially if the cars became uncompetitive and couldn't be developed to keep up with more modern machinery.

Back in the day many were regarded as just an old car that had seen a hard life and considered virtually worthless. Few people cared enough to put in the effort, time and money to maintain, let alone race, them.

But what's interesting is that if you look at period racing photos from the 1950s and '60s two things always stand out: firstly the innocence and risk involved (roll cages were non-existent and the popular thinking of the day was it was better not to have seatbelts so you could be thrown clear of the rolling car!), and secondly the sheer volume of Porsche 356s on the grid, especially Speedsters.

Certainly in the US in the late 1950s it was not uncommon to see a grid with two-thirds comprising Porsche 'bathtubs'.

Their light weight, agility and reliability combined to make them the weapon of choice for privateer racers.

This is the tale of a '58 356 Speedster owned by two men, one who started the story 53 years ago and one who continues as custodian of it right up to the present day – both racers through and through. The first of these was James Kilpatrick, a fighter pilot in the US Air Force who became a Brigadier General. He bought the Speedster on these pages with a friend in 1964 and immediately took it racing in the SCCA (Sports Car Club of America) E Production class. It's been racing ever since.

Now that's not a word of exaggeration – what makes this particular Speedster so rare and the story so interesting is that it's been raced continuously since 1964, year in, year out. Think about that; virtually every mile this car has ever seen has been on a race track. Every revolution the engine has made has been at racing speed. Every twist and turn of the wheels has been while under racing loads.

And to race a car every year consecutively for that length of time beggars belief. I just look at my own attempts to do a few races each year and can't begin to imagine what effort



was required to do that for all those years – 33 consecutive years, in fact, until James died in 1996!

That's a lot of race circuits, a huge amount of travel between events, and an immense undertaking to have the car prepared and ready every time. The preparation James did extended to all the mechanical work and even rebuilding the engine when required. You build an immense bond with a machine when you've taken it apart, rebuilt it and raced it year after year.

Now take a look back at the photos on these pages and marvel at the history etched on every panel and component. There's a period photograph of the Speedster back in the mid-Sixties looking fresh and almost brand new (notice the number 7 decal lines up with the chrome strip down the car, a telltale sign of the fastidiousness of the owner...).

We tend to forget that these cars were once new, especially when they've been preserved with so much history and patina collected over the years. So this isn't some badly repaired or beaten up old car, but a living, breathing time-

machine, something that allows us to peek into the past and touch 55,000 miles of racing. Yes, fifty five thousand miles! We know the race mileage to be genuine because fighter pilots have it drilled into them to be methodical and meticulous in their preparation, so James documented every mile, every oil change, and every repair, starting with Del Mar Races, California, in 1964 and finishing with its final race in 1996 at Sears Point Raceway.

The history file for the car is immense. There are build sheets, photos, articles, scrutineering tags and all manner of other bits and pieces. One of the articles, a piece from the local Fresno, California newspaper from 1978 provides a lovely snapshot of the Brigadier General and his car: 'So what does someone who flies planes at Mach II do

to relax? He goes motor racing! It's not just the racing that relaxes me, I enjoy the preparation of the car and just going out and being competitive.' That really gives you an insight into the kind of person he was.

There's also a fantastic period photo of James harnessed

*Above: 'Ol Yeller II' is Ernie Nagamatsu's other historic race car. Speedster bears the scars of a life spent racing with the SCCA and around the world*

## “WE TEND TO FORGET THESE CARS WERE ONCE NEW...”

*Below left: Current 'custodian' of the Speedster Ernie Nagamatsu (left) shares a few stories with fellow 356 racer Steve Wright*

*Below: Tech decals hint at a life hard fought...*



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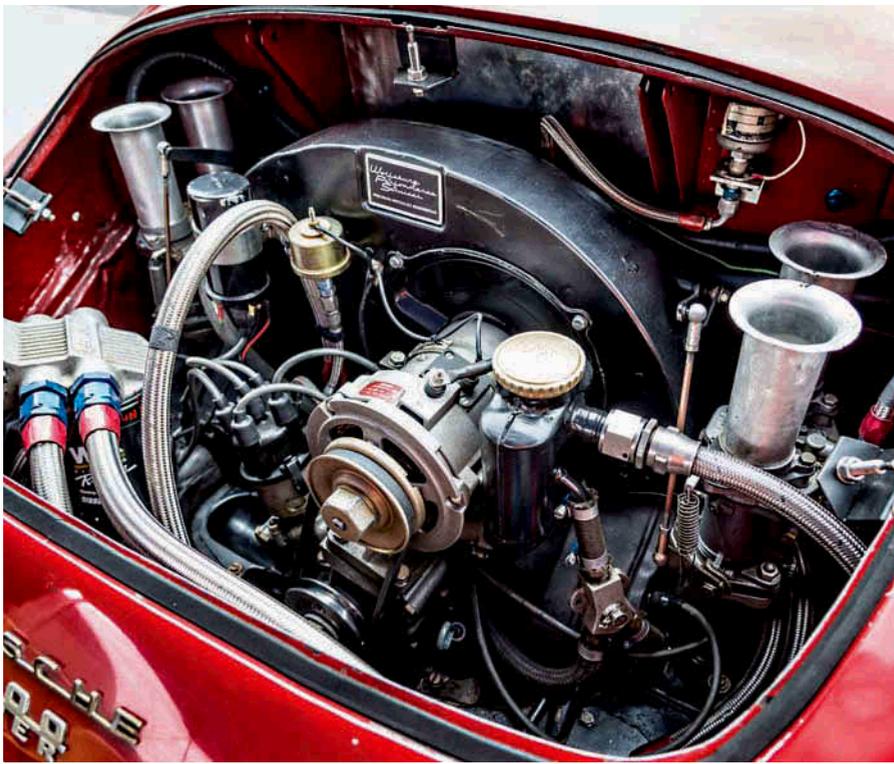


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up in the Speedster, looking every inch the fighter pilot – it could be the Aviator sunglasses but I think it's the intensity of his look that tells you the man did combat. That final race was also his final act – James passed away preparing the car in the paddock at the age of 71.

If you're going to go then I can't imagine as a petrolhead and racer going in a more suitable way, doing something you absolutely love. In honour of James and the Speedster, the San Francisco branch of the SCCA retired the race number 7 in their honour immediately after the race.

But racing life wasn't over for the Speedster. New owner Ernie Nagamatsu had been long time friends with the family and had known about the car for some time. He was just the man to take up the torch and keep it burning just as brightly. Like James, he's also a keen racer, having started over 35 years ago with Formula Fords in competitive SCCA racing in Southern California.

Ernie raced FF Swift DB-1s and eventually he started vintage racing, firstly with his 1964 Shelby Cobra, then *Old Yeller II*, a proper US Buick Nailhead-engined hot-rod of a race car, before picking up where James left off, continuing to race the Speedster in the US and elsewhere.

Ernie is a typical petrolhead but different from many in that he truly is a curator. His view is that he is just a caretaker, keeping the car and its history intact for today's

and future generations to enjoy. Ernie raced the car on and off until it was shipped to the UK in 2014 to be restored by Ian Clark and Sean McClurg.

Now the term 'restored' is probably inaccurate, certainly if you look at the bodywork in the photos, but the remit from Ernie was to preserve the car but do what needed to be done to enable it to continue to be raced as it's done from new. As is usual with race cars it had obviously seen a hard life and had been crashed multiple times: in fact James once rolled it and buried it in the sand on the edge of the circuit!

It had at some point also been converted to coil-over rear suspension, no doubt to keep the car competitive. Ernie wanted to race in FIA-sanctioned events so that meant it had to be returned to swing-axle rear suspension, so the car saw much time on Sean's jig, being pulled straight.

While converting the rear suspension back to the original swing-axle set up, Sean also modified the roll-cage, retaining the main cage but replacing the mandatory SCCA-style roll hoop that blights many US cars with a simple but effective period-correct roll-over hoop.

The next area of focus was the electrics, which better resembled a bird's nest than a wiring loom. Given reliability was a major focus for Ernie, a new custom-made loom was installed. Meanwhile Ian was going through the motor and gearbox. The engine had been rebuilt a few times by James

*Top left: Engine was rebuilt by Wolfsburg Performance Services using JE pistons, a Scat Ultra-Lite crank and Carrillo conrods to give a reliable 150bhp*

*Above left: Cockpit still retains a pair of aircraft gauges fitted by the original owner. Note hefty sidebars to give protection in the open-topped Speedster*



and many race miles had taken their toll, so Ian replaced most of the major mechanical components such as barrels and pistons (JE 12.5:1), crank (Scat Ultra-Lite) and rods (forged Carrillos). Ian also rebuilt the Solex 40 P11 dual-throat carbs and rebuilt and ported the cylinder heads. It now produces a reliable 150bhp.

One of the modifications made in period was to convert the car to disc brakes rather than original drums, as was permissible in SCCA racing to allow the car to race against more contemporary machinery. It's a modification I can sympathise with as drums aren't great for racing – they provide a lot less retardation and go 'off' after any prolonged use in an endurance race. I know as I've gone straight ahead at the end of the main straight at Oulton Park when the pedal went to the floor!

It's taken us an age to get the expensive GT drums to work, so discs are a more cost-effective way of getting a far better braking capability than could ever be achieved with drums. With this set up Ernie raced the car all over the US taking in the major Porsche and historic race events, and has

taken the car all over the world, as far as my home country of New Zealand where it was tremendously well received.

It's fair to say that Ernie is a wonderful ambassador for Porsche and this car in particular. Without fail he sets up the display boards that tell the story of the car and he always finds time to chat to spectators and racers alike about the history of the car. He also permanently wears a smile that is

infectious, just like his enthusiasm for the car and its history.

We chatted at the Silverstone Classic in the paddock where we were both competing in the Royal Automobile Club Tourist Trophy race for pre-'63 sports cars (which, by the way, is

the longest contested race in motoring history) and it was wonderful listening to him recount the stories and history of the car. It reminded me that these cars collect history every time they're driven, not just from grainy black and white photos from years gone by. Someday someone might look at photos of your car in the same way you're looking at these...

Anyway, Ernie kindly let me squeeze into the car – the

*Above: Ernie battles with a pair of Lotus Elites at the recent Silverstone Classic*

## “ERNIE’S A WONDERFUL AMBASSADOR...”



cockpit is tighter than my coupe because the roll cage sidebars are higher to reinstate protection lost with no roof, but you simply open the door, stand on the seat and slide your feet under the steering wheel to get in. None of this human origami is required in a coupé!

Ernie also retains the original Speedster seat on its sliders that puts the seat up slightly higher than my modern Recaro race seat, but without the roof there is a lovely sense of space and visibility as the lack of roof pillars provides great visibility. The cockpit is sparse but functional, with a smaller than standard steering wheel (almost mandatory in a 356 race car to avoid crossing your arms mid-corner) and the car retains a set of aircraft gauges – I doubt they provide any info on the car's performance but they are a lovely touch and remind you

that this car was originally owned by a fighter pilot.

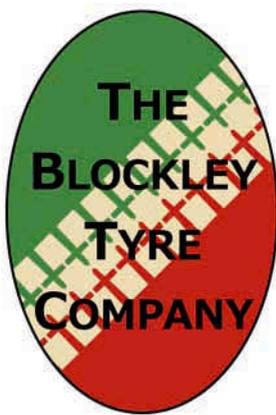
Unfortunately circumstances got in the way of me driving the car that day, but what I can tell you is it's beautifully balanced and a joy to race. How can I know this? Well, Sean McClurg did the chassis set up on both my car and Ernie's, and Ian built both our engines, and I know my car is a hoot to race. With less weight and disc brakes I've no doubt that the Speedster would be a blast.

Certainly it kept a fighter pilot used to flying at twice the speed of sound entertained, so you can be pretty sure it's fun to drive! If you get the chance to see this car in the flesh then take a good long look at it and drink in the details. Chat with the proud owner and listen to the stories – this is one hell of a Porsche and a veritable time machine. Long may it continue to race. **CP**

*Above: While fully-restored Speedsters may be making top money at auction, you can't put a price on the history of a car like this...*

*Below: James Kilpatrick was a fighter pilot in the US Air Force. He bought the Speedster in 1964 and immediately took it racing with the SCCA*





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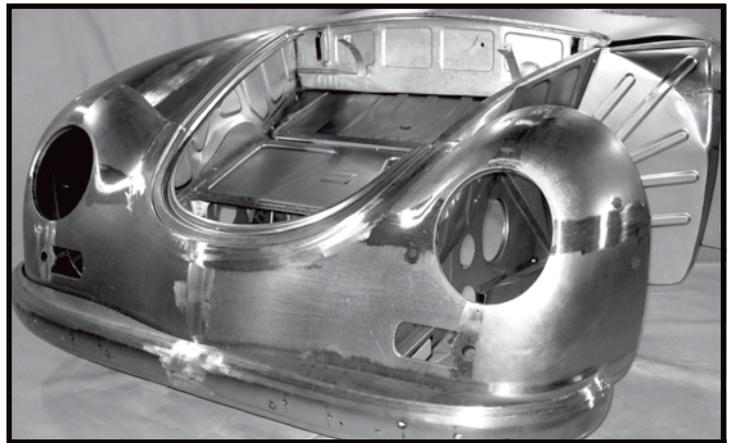


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# FRIENDS REUNITED

From here to there, Porsche cars were everywhere. Red cars, blue cars, old cars, new cars. This one's a superstar and this one carries scars. *Classic Porsche* drops in on the 2017 Werks Reunion

Words & photos: Kristina Cilia



Left – clockwise from top: Porsches from the Porsche Museum on display for the Werks Reunion at Corral de Tierra; William Tripodi preps his 1962 Ruby Red 356B Roadster; 1957 Aqua marine Blue 356A Coupe pays tribute to Steve McQueen; Sauter Porsche 356 Roadster owned by Phil White was Porsche's first racing roadster. This car took first place in its Concours category; Dominic Cilia prepping his Porsche 914 for the Werks Reunion Concours

Opposite page, top left: 1955 Porsche Continental Cabriolet came from the Petersen Automotive Museum

Top right: Never was a truer word said...

Right: This 1953 Porsche 356 America coupé was originally owned by Gordon and Lois Sheldon of Southern California. The cast aluminum plate #27 signifies that they were the 27th member in the Porsche Owners Club. The car sat since 1974 in various storage facilities, including a garage in the San Fernando Valley that had collapsed around it in the 1994 Northridge earthquake but left the car untouched. This mostly original car was acquired by its current owner, David Green, in 2016

Right: The amazing handbuilt Runge Porsche

Far right: Hopefully the luggage won't 'hamper' this 356's progress too much...

Bottom left: 1960 356 Roadster was originally a racecar for over 50 years. It has recently been restored back to street specification

Bottom right: Impact-bumper outlaw 911 looked tough





**C**ome one, come all...and they did, as over 1000 cars rolled onto the fairways of the Corral de Tierra Country Club, near Laguna Seca Raceway, for the fourth annual Porsche Werks Reunion during Monterey Car Week. As a national event put on by the Porsche Club of America, this popular gathering is free to spectators and welcomes all Porsche clubs, owners and enthusiasts to join in this celebration of the marque, as well as the enthusiasm and camaraderie (for Porsche automotive engineering).

Shortly after sunrise, at around 7.00am, the event kicked off. Over 775 cars eventually filled the display field, with 150 of these in judged classes, while hundreds more poured into

**“ALSO ON DISPLAY WERE EXHIBITS FROM THE PORSCHE MUSEUM...”**



the spectator parking lot. By mid-morning, as attendees strolled the grounds of this pristine golf course, owners polished their Porsches, vendors showcased their products and the judging was well under way.

This year's featured model was the Porsche Boxster as 2017 marked the 20th Anniversary of the first generation 986. A diverse group of Porsches made it to the lawn for this year's event and thousands of spectators ogled some of the rarest cars made, including a 1951 Sauter-Porsche Roadster, and a 1953 356 America Coupé, as well as a modern Carrera GT, along with many tribute cars, hot-rods and the one millionth 911. Also on display were exhibits from the Sierra Madre Collection and the Porsche Museum.

The Michelin Tyre Company, the event's sponsor,



Far left: Gelb Green 1981 911SC looks purposeful with its IROC-style rework

Left: 1953 'bent-window' 356 Pre-A from the Sierra Madre Collection on display



Below far left: 356s of all descriptions and colours were on display, both stock and modified, coupé and cabrio

Below left: 1954 Speedster was the 87th built and as such is quite different in detail to later examples. No windshield defrosters, no tilting seats and no fuel gauge are just some of the features of this highly original example compared to later models

displayed three cars raced by Jeff Zwart: a 1992 Porsche 964 Carrera 4 SCCA Pro Rally Car, a 2002 Porsche 996 GT2 Pikes Peak Hillclimb Champion, and a 2010 Porsche 997.2 GT3 Cup Pikes Peak Hillclimb Special. Incidentally, the latter made an appearance in 2016 at the Goodwood Festival of Speed finishing in the Top 10 overall. For show registrants, sponsors also raffled away sets of tyres, an all-inclusive trip for two to the 2018 Le Mans 24 Hours and a day at the newest Porsche Experience Center in Los Angeles.

Many notables were also in attendance, such as multiple Le Mans- and Daytona-winning driver Hurley Haywood, European rally champion and Formula One driver Vic Elford, Porsche factory driver Patrick Long, photographer, commercial director and racer Jeff Zwart, Porsche Motorsports North America President and CEO Daniel

Armbruster, Urban Outlaw celebrity Magnus Walker, artist Nicolas Hunziker, and many more.

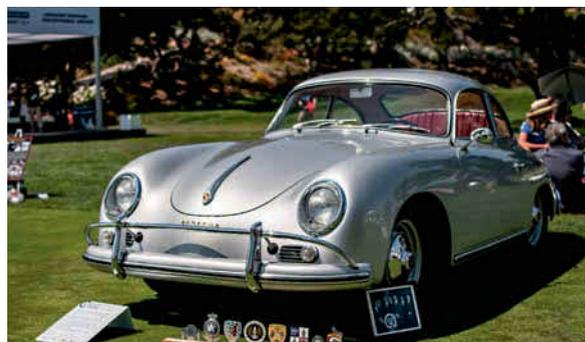
By mid-afternoon judging had concluded and the awards were presented to the joyous owners as they paraded their cars in front of an enthusiastic audience, while being streamed live via the Porsche Club of America Facebook page for the world to see. Werks Reunion 2017 was an astounding success and is sure to be a highlight for anyone attending Monterey Car Week in the future. **CP** As an aside, photographer/writer Kristina Cilia and her husband Dominic have owned a 1973 Silver Metallic Porsche 914 2.0 for the last 21 years. This year they drove it down to Monterey Car Week where it was registered for the Concours at the Werks Reunion on Friday. It took First Place in the 914 category! Congratulations both – Keith Seume



Far left: 1973 RSR Targa Florio Tribute in Martini livery drew a lot of interest

Left: Porsche 911SC recommissioned as an RSR-inspired hot-rod. Painted in Riviera Blue, it's owned by Dave and Jessye Kealoha

Below far left: A true survivor, this 1973 Sepia Brown 911T has never been restored and maintains its original paint and interior. Wonderful!



Left: 1959 356A Coupé was originally purchased by an American serving in the Air Force while stationed in England. The original owner belonged to eight drivers' clubs while living in England and in 1959/60 was presented the 'American Drivers' Club Championship' trophy by Dan Gurney and Maston Gregory



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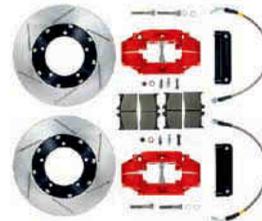
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Words: Kieron Fennelly  
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# LEO KINNUNEN 1943–2017

Leo Kinnunen, who died on July 26th, is best remembered as Finland's first F1 driver, but he was also a highly effective member of the legendary John Wyer Gulf Porsche 917 team



*Above: 1973 Targa Florio and Leo Kinnunen and Claude Haldi finished third overall sharing a 911 Carrera RSR 2.8*

**L**ike virtually all the Scandinavians, Finnish-born Leo Kinnunen made his competition debut in rallying. His first mount was a Fiat 500 followed by a Volvo PV544 provided by the then Volvo importer. As he had demonstrated on motorcycles as a teenager, Kinnunen's talents on four wheels were also

exceptional – he was leading his class in the 1965 Monte until disqualified for a disputed time infringement, and was spotted by, amongst others, a certain Antti Aarnio-Wihuri whose family was the VW and Porsche importer.

Aarnio-Wihuri took Kinnunen under his wing and established the AAW racing team: in its second season (1967), Kinnunen was second in the Finnish rally championship driving an AAW-prepared 911S. This fired the young Finn's ambitions to get into circuit racing so, for 1968, AAW launched him in F3 with a less than competitive Brabham.

More successful was the team's venture during the same season in a new series, the Nordic Challenge Cup, a precursor of the Interserie series. Driving a secondhand Porsche 908 Spyder, Kinnunen chalked up two victories ahead of such luminaries as Brian Redman and Jo Bonnier. That sufficed for an invitation to join the Gulf Porsche team.

The beginnings were promising: during practice sessions at the Osterreiching in October 1969, 917 development engineer Helmut Flegl remarked that no one could throw the 917 rally-style into corners like Kinnunen. He was

## “KINNUNEN NEVER REALLY GOT ON WITH THE MEXICAN...”

paired with Rodriguez for the 1970 season but, despite winning the opening fixture at Daytona, he never really got on with the Mexican and always felt the 917 was configured to suit Rodriguez rather than him. Essentially he found the steering wheel too far from him.

Kinnunen's lack of English and, it was said, lack of

*Below: Pensive before the start of the 1972 Rheinland-Pfalz-Preis Nürburgring*

*Below right: Kinnunen single-handedly drove the Porsche 908/03 Spyder to second place overall*





*Above: 1970 Nürburgring 1000km – Pedro Rodriguez and Leo Kinnunen shared a 908/03 Spyder, which was clearly an ‘interesting’ drive!*

interest in trying to learn English, did not help communications; team manager David Yorke clearly regarded him as number two to Rodriguez. Significantly Kinnunen’s greatest achievement came at that year’s Targa Florio where Rodriguez was ill and the Finn drove the entire race alone, finishing second and setting a never-to-be equalled fastest lap of 33mins 36 seconds.

Although Porsche won the world championship of makes that year, thanks partly to Kinnunen’s two victories (he and Rodriguez won again at Watkins Glen), the 917s were not entirely reliable and outings at Spa, Zeltweg and Le Mans all resulted in retirements.

However, the 1000km at the Nürburgring was a turning point: Kinnunen’s friend Hans Laine, driving an AAW-entered 917, died in practice in a blazing crash that Kinnunen had the misfortune to witness. Pressed by David Yorke to drive in the race itself as the team had no reserve driver, a severely distracted Kinnunen also crashed, though without injury. The Gulf team did not renew his contract for the 1971 season.

Kinnunen hoped he could get into Formula 1 with help from Jochen Rindt, but when the latter was killed, the plan fell through. He approached Ecclestone’s Brabham team: the canny Londoner was prepared to make a car available, but not a salary. Kinnunen thus turned back to AAW to drive the team’s new 917 Spyder in the Interserie and, once he had mastered the car, a series of seconds and thirds and a win in Finland were enough to secure the championship.

The following year saw a repeat performance, this time in the turbocharged 917 despite the close attentions of Willi Kauhsen in a similar car. In 1973, too, Kinnunen underlined his versatility, finishing

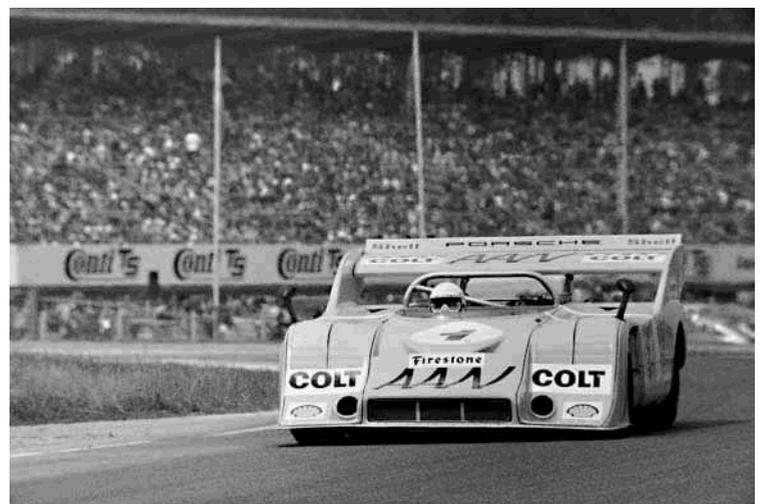
third in the last Targa Florio and third in his native Rally of a Thousand Lakes, both in a 911RSR.

For 1974, things became harder: AAW withdrew from racing and Kinnunen tried his luck once more in F1, this time in a Surtees TS 16. The season was a fiasco: the Surtees was both unreliable and uncompetitive. Not only did the car fail to complete more than a few laps, at several Grands Prix

## “THE GULF TEAM DID NOT RENEW HIS CONTRACT FOR 1971”

*Below left: 1976 ADAC 1000km at the Nürburgring, Egon Evertz and Leo Kinnunen in the former’s Porsche 934/5*

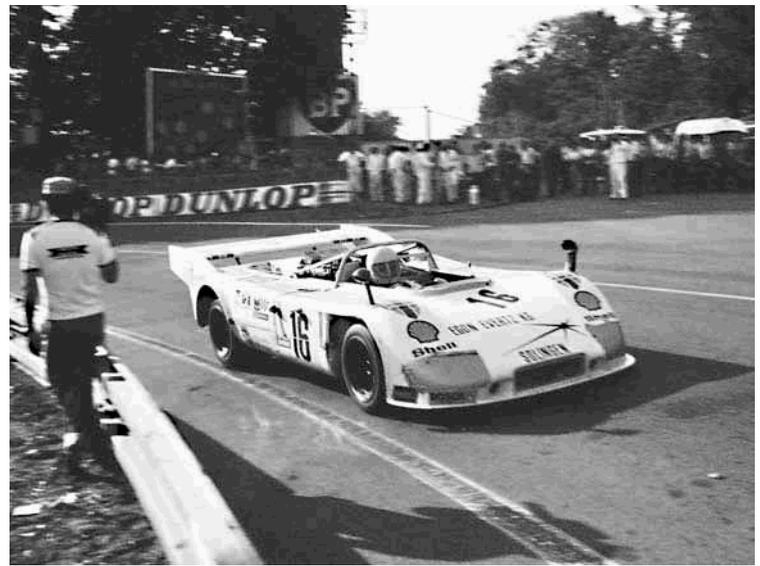
*Below right: In a 917/10 Spyder in the Interserie round at the Hockenheimring in 1972*





Above: In a 917/10, 1972

Above right: Le Mans 1976, Kinnunen and Egon Evertz were running in 20th place in a 908/03 before retiring in the 10th hour



it was even too slow to qualify. Like his contemporary Rolf Stommelen, who had been in Porsche's works team and whose attempts at F1 were similarly thwarted, Kinnunen returned to racing Porsches.

For 1975 he drove for the Martini team in the World Sportscar Championship and, partnered by Porsche stalwart Herbert Müller, the pair's best result was third in the ADAC 1000km at the Nürburgring with a turbocharged 908/3. For 1976, the Finn found a drive with Egon Evertz and with the latter's 934; the team was relatively successful with third places at Mugello and Silverstone and second at Watkins Glen. At the end of the year, Evertz decided he had spent enough money and closed his team, leaving Kinnunen unemployed once more.

He decided to give up active competition. At 37 he was enough of a name in Finland to get a job in sports administration and later used his renown to establish a

marketing company. He was nonetheless persuaded to don his crash hat a few times more for local rallies (and no doubt the publicity did no harm), even winning the 1979 Artic Rally.

Michael Cotton, who was racing correspondent for *Motoring News* from 1967–76, knew all the racing drivers of the period. He remembers Leo Kinnunen as a pleasant young man always rather awkward when expressing himself in English:

'He was quite direct, as well, and I can imagine that went down badly in the John Wyer team, though he was very good. Undoubtedly that second place in the Targa Florio which he achieved by himself was quite outstanding, but it was also a bad year for him seeing Hans Laine killed: they were intending to race together for AAW the following season. It did not surprise me that Wyer dropped him after that: they were very quick in replacing him with Jackie Oliver.' **CP**

Below: Rheinland-Pfalz-Preis Nürburgring, Leo Kinnunen at the wheel once more of the Porsche 917/10 Spyder





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# SAFARI SURVIVOR

Historically, Porsches are better known for their circuit racing escapades than rallying. However, in addition to Walter Rohrl's 1981 San Remo heroics and ERC wins with the Group B SCRS, Porsche made some high-profile attempts at winning the legendary Safari Rally in the 1970s

Words & photos:  
Robb Pritchard





**T**he stunning Martini colours of the 1978 Safari Rally entries are perhaps the most famous, but the first full works entry was in 1973 with the yellow Bosch-liveried 2.7 RSs. After a huge factory development programme in 1974, they were back with the blue striped Kuhne & Nagel-backed cars, although the twin '73 and '74 cars were actually the same vehicles, just repainted.

The 1978 entries of Vic Preston jr and Björn Waldegaard, who finished second and fourth respectively, are treasured items in the Porsche museum, wheeled out only for special occasions, but the Bosch and Kuhne & Nagel cars are in private hands. But even though they are both absolutely priceless examples of Porsche's sporting history, they are owned by the same person and are regularly wheeled out to take part in classic rallies and shows. Uwe Kurzenburger is the lucky man who owns both and this is his story.

Uwe and his lovely wife Gabrielle had been Porsche enthusiasts for many years. Together they started the Classic Carrera RS owners' club to organise weekends out and be an online hub for local 911 owners looking for repair/maintenance advice. From its launch it was a popular website and its metadata put it at the top of a Google search carried out by a Kenyan with a rotting and much abused 911 shell in his workshop yard.

In normal circumstances e-mails from Africa offering deals that seem too good to be true are best ignored, but this one got through and the numbers it contained weren't for a Nigerian widow's bank account but for a long forgotten works rally car. Two days later Uwe and Gabrielle were on a flight to Nairobi.

## “WHAT THEY FOUND, THOUGH, WAS A CAR IN A VERY SAD STATE”

What they found, though, was a car in a very sad state. After spending many years being campaigned in local rallies on insanely tough African tracks it was already in a pretty sorry state, but when an engine rebuild involving incorrect parts caused it to seize it was pushed to one side and spent many years quietly wasting away.

By the time Uwe found it most of the floor had gone, the front roof pillars were held in place by screws and then roughly covered with filler, and it had lost all its original Safari rally accoutrements, such as the distinctive bull bars, roof rack and lights. It was well on its way to being a write-off.

The numbers on the VIN plate matched those in the records, though, so there was no question about leaving it to the elements. Uwe arranged for the car to be dragged out of the yard but finding a container ship bound for Germany proved to be a bureaucratic nightmare, so they bypassed the export red tape and put it on a cargo flight instead.

But the real story of the car goes back some 45 years. Fresh from its watershed victories at Le Mans, Porsche looked further afield to demonstrate the competitiveness and reliability of its 911s. The legendarily brutal East African Safari Rally was the event they chose.

Two cars were painted in the same Bosch livery Willi Kauhsen's 917/10 sported in the Interseries championship. S-AR 7909 was readied for Björn Waldegaard (who would go on to win the inaugural WRC championship, along with four wins in the Safari) and S-AR 7910 for Sobieslaw Zasada, a Polish driver who had won the 1967 ERC Class 1 championship in a 912.

Neither car reached the finish, though, Zasada stopping with



collapsed suspension while Waldegaard's rally came to an end with engine failure. With two comprehensively broken cars on their way back to Germany, the team knew that a standard car had no chance of competing on the long distance bush roads of Africa. A thorough development programme was begun which eventually included a massive 300 upgrades.

The '74 specification cars looked much more ready for the hardships ahead, raised by three inches, with longer travel suspension and specially-developed shock absorbers. They also had a full set of bash plates fitted underneath and unique bull bars fitted front and rear – not only did large game animals have a tendency to wander onto the tracks, so did locals as the rally was held on open roads.

This time Waldegaard switched to S-AR 7910 and 7909 was taken over by 1970 and '71 Safari winners Edgar Herrmann and Hans Schuller. After all the testing they'd undertaken, and two top class crews, Porsche were confident they had a potent team...but despite all the testing nothing done in Europe could prepare them for what was the weather.

Torrential rains flooded the route and turned the tracks into

what modern and sensible people would only attempt with a Land Rover fitted with a winch. Despite this Waldegaard led for the majority of the event until, cruelly, almost within sight of the finish, the suspension gave out and the time lost dropped him down to an eventual second.

The second car fared less well, though. Due to a late entry Herrmann and Schuller were seeded well down in 41st place, so with all the roads being churned up by the cars ahead, they had to cope with the worst of the conditions, including getting stuck in a mud hole for three hours.

Despite all the work Porsche had put into improving the robustness of the cars, there was one small thing that had been completely overlooked...protection against mud ingress. Hans, now in his 80s, remembers those four days in the spring of 1974 very well and for *Classic Porsche* magazine explained what went wrong.

'The car was too heavy,' he says, simply. 'They made it strong but didn't make it light and in the mud you really don't want to get stuck in a heavy car. In those days the stages were so long that if you did everything right you would get maybe four

*Above: Roofrack carries ramps to assist retrieval from mud. Sadly it was the glutinous mud that finally called an end to play...*

*Below left: Although stripped of carpets and sound deadening, the interior remained remarkably stock in appearance*

*Below: Halda Twinmaster was the height of sophistication in its day*



“THEY HAD TO COPE  
WITH THE WORST OF  
CONDITIONS...”





*Above: Bull bars front and rear were necessary to protect the cars from wayward animals – and equally wayward spectators...*

hours' sleep at night. If you got the car filled with 200kg of wet mud in the first half an hour, you'd be stuck with it for the next 20 hours. It was a big problem."

And it was the mud that ended their event...not because they got stuck but because the engine ingested too much of it on the constant wet roads and seized. Because the car was so damaged and ended up crippled in such a remote place, Porsche HQ didn't feel it was worth recovering and so it was abandoned as a write-off, sold cheaply to a local who could arrange a tow-truck when the roads dried out.

Its new owner used it for many years in African rallies in Kenya and Tanzania, but after a decade of sub-par repairs the final straw came when the inadequate engine rebuild failed... he knew the car had pedigree, though, so didn't want to just pass it on for spares. But it wasn't until the owner was approaching retirement that he decided to sell it.

Wanting it to go to a good home and get the rebuild it deserved, he looked for someone with the requisite Porsche know-how and made that fateful Google search. A couple of days later Uwe was in his living room signing the bill of sale.

Once the car was back in Germany the full strip-down revealed just how bad a condition it was in. Gaps that any half-decent mechanic should have welded up were, instead, just full of filler. And after sitting so long in the humid climate, large sections of the floorpan and sills had been totally devastated.

Uwe was, of course, very concerned with keeping as much of the originality of the car as possible, so took great care that

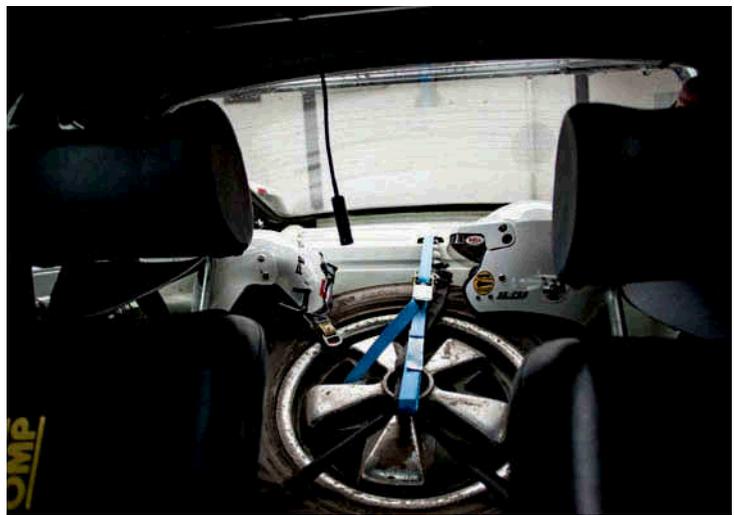
everything that could be salvaged, reconditioned and reused was, including 60 per cent of the bodysheet and, thankfully, most of the engine components.

Obtaining accurate dimensions of the ancillaries was a big challenge and many period photos were pored over with a magnifying glass to get accurate measurements. Uwe also found a few helpful people at Porsche, so the roof rack, bull bars, light covers and mud ladders were all fabricated with the utmost dedication to historical accuracy.

Three years after being dragged out of the aeroplane, S-AR 7909 was finally ready and painted in the Kuhne & Nagel colours again. The care and amazing attention to detail of the rebuild is what led to Uwe owning the sister car, S-AR 7910...

The 1974 Waldegaard entry (S-AR 7910) had lived a completely different life to its sibling. After the Safari it was brought back to Germany but sold on to a privateer, who entered it in the 1977 Tour D'Europe – a gruelling 10,000km event that wound from Germany down to Croatia, then over to Morocco for a charge through the Atlas mountains before returning to Germany, via Portugal. Only six cars managed to make it back to the finish, with S-AR 7910 in first place!

Still in private hands it was owned and rallied for over 30 years in Germany. Without the need for the African hardware and raised suspension it was lowered and fitted with widened arches, which is why not many people were aware of its heritage. But seeing that Uwe already owned S-AR 7909, when it was time to sell he seemed a good first port of call.



Above: 1974 and the identical sister car (S-AR 7910) sets off on the Safari Rally in the hands of Björn Waldegaard and Hans Thorszelius

Above right: Spare wheel was stored inside car...

Below: S-AR 7909 been restored with immense attention to detail and is now correct down to the very last decal. And far from being wrapped in cotton wool in a museum, it's still put to good use in historic events

He bought this one quicker than the plane tickets to Africa for the first one...

The rebuild for S-AR 7910 was made much easier thanks to the previous owner keeping absolutely everything he'd taken off and placing it in storage. It pleased Uwe immensely to learn that S-AR 7909 only needed a couple of barely noticeable adjustments to make it perfect.

Now the proud owner of two priceless ex-works Porsches, Uwe could be forgiven for keeping them locked safely away for posterity. However, we must give full credit to Uwe and Gabrielle that both cars are taken to classic events and, to the delight of the tens of thousands of spectators, are put through their paces.

One of the premier such events is the massive Eifel Rally Festival (see report in issue #47) in the mountains near the Nürburgring, which is where Gabrielle had brought the car for me to drive.

First we had to get out of the service park. Normally traffic jams are a source of frustration but when you're waiting for a Lancia S4 and a Ford RS200 to get out of the way it's not quite

so bad. With all superfluous interior panels and soundproofing stripped out, the engine is much louder than normal, but with the bark of the 2.7 flat-six that's certainly no bad thing.

The clunking from the top suspension turrets was apparently nothing to worry about but, taking the adverse camber of a roundabout, it felt as though a wheel had fallen off. Gabrielle laughed and explained that the three-inch-raised suspension is also much softer than a normal road car...and thus gives a ride quality more akin to a Land Rover than a 911.

On a gravel road around the side of a field, Gabrielle gave the go-ahead for me to put my foot down, but the sound of the stones hitting the underneath of the museum piece, as well as the clatter and squeaking of the suspension, meant that there was no way I was going to push it to the limit, especially as it was easy to feel how the back wanted to step out on the loose, gravelled surface.

How Waldegaard and the others could have driven 4000km at full tilt on roads much rougher than this – and in 40°C heat and six-inch-deep mud – I can only imagine... CP



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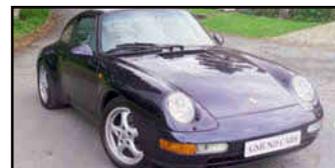
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# A CLASSIC WEEKEND

The first weekend of September kicked off with an open house at Prill Porsche Classics, which served as a precursor to the main event: Classics at the Castle, held as always at the wonderfully preserved Castle Hedingham

Words & photos: Keith Seume



Above: Mark Finburgh brought along his magical 917, which was on display alongside the ex-Mickie Most flatnose Kremer-built Turbo

Far left: One of the earliest 911s in the UK, LGK 6D was built in July 1965 and one of two RHD cars in Slate Grey



Left: Paul Howells' RSR was driven all the way across country from its Herefordshire home. Earplugs, anybody?

Bottom left: Quite possibly the best registration number for a 1973 Carrera RS you could wish for!

Bottom right: First-series RHD Carrera RS was on show courtesy of Andy Prill



**E**agerly anticipated after a year's hiatus, Classics at the Castle was back again held, as in previous years, at the delightful Castle Hedingham close to the Essex/Suffolk border. In past years, we've enjoyed brilliant sunshine and suffered heavy rain, and this year the weather couldn't quite make up its mind once again – a threat of rain ahead of the event didn't really materialise until the journey home when yours truly ran into some downpours of biblical proportions!

The main focus of the event this year was the celebration of 50 years of the Porsche 911S, with a call put out for examples of each year of production to go on display. The result was a near 50-car showing, the numbers swelled by

## “THE MAIN FOCUS OF THE EVENT THIS YEAR WAS 50 YEARS OF THE 911S...”

*Top left: Just a hint of the number of cars that showed up. Remember when all new Porsches were this colourful?*

*Top right: 911 T/R was originally owned by Dan Margulies. It's one of just 28 T/Rs built in 1968 for race and rally competition*

*Above: Part of the near 50-car 911S display, celebrating 50 years of this iconic model*

*Middle right: Although there was no dedicated swap meet, that didn't stop some horse trading going on in the 356 display area*

*Right: Andy 'Spike' Finch put on a fine display of customer cars he'd painted*



a worthy selection of RSs and a number of rare and desirable models, such as the T/R, ST and RSR. Paul Howells drove his RSR across country from his west country home, earplugs firmly in place we suspect!

Sadly this year there was no 'moving motorshow' of cars paraded up and down the driveway to the main house, concerns about crowd safety putting an end to the much anticipated parade. However, Mark Finburgh drew in the crowds when he fired up his Gulf-liveried 917. It's amazing that no matter how many times you see and hear a 917, you can't help yourself from stopping whatever you're doing and listening in awe to the sound of the mighty flat-12.

There was a small number of trade stands from the likes of Roger Bray Restoration, PR Services, Spike's Vintage



Far left: At Prill Porsche Classics, ex-Le Mans Carrera Abarth was undergoing last minute fettling ahead of the show at Hedingham

Left: Trio of roofless 356s enjoyed the sunshine

Bottom left: 910 was nearing a rebuild following a contretemps at the 'Ring. We look forward to seeing it back in action again at Spa



Left: 910 engine was ready and waiting to be reinstalled following a freshen up

Restorations, Classic FX, Classic Retrofit and Prill Porsche Classics, the latter having held a well-attended pre-event open day at its impressive workshop and offices in nearby Halstead on the Saturday.

Here we were able to take a close look at a number of customers' cars including a 910 which was coming towards the end of a rebuild following a 'shunt' at the Nürburgring, and a stunning ex-Le Mans Carrera Abarth. Outside was an impressive gathering of visiting Porsches, from Speedsters to the latest 991. The sun shone, the beer flowed and *bratwurst* was consumed. A perfect way to kick off the premier classic Porsche weekend in the UK.

This year's Classics at the Castle was hosted by Porsche Club Great Britain, but the main thrust of the show was

driven by the three people behind this event from the start: Fred Hampton, Simon Bowery and Jamie Richardson, to whom we offer our thanks.

Some visitors have suggested that overall numbers were slightly down on past years and this may have been due to tickets only being available in advance via PCGB, or it could have been the uncertainty of the weather. From the point of view of the magazine's trade stand, it was just as busy as ever, giving us the chance to meet readers and advertisers in an informal atmosphere, where the cars were very much the stars. Needless to say, we look forward to the next show although whether that will be next year or in two years' time is uncertain at the moment. Watch this space... **CP**

**For future updates, visit [www.classicsatthecastle.com](http://www.classicsatthecastle.com)**



Far left: 1966 RHD 911S was driven to the event by Phil Hindley of Tech9 Motorsport. One of the earliest 'S's in the UK, it looked stunning

Left: RHD 1967 911S was ordered with customer-specified paintwork – the only special order 'S' in the UK that year. Bodywork by Chestertons, paint by Canford Classics, engine by Redtek and interior by Classic FX...



Bottom right: We loved this 'patina' Pre-A Speedster, complete with its unrestored interior. As the saying goes, they're only original once



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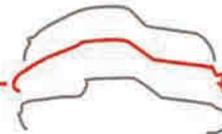
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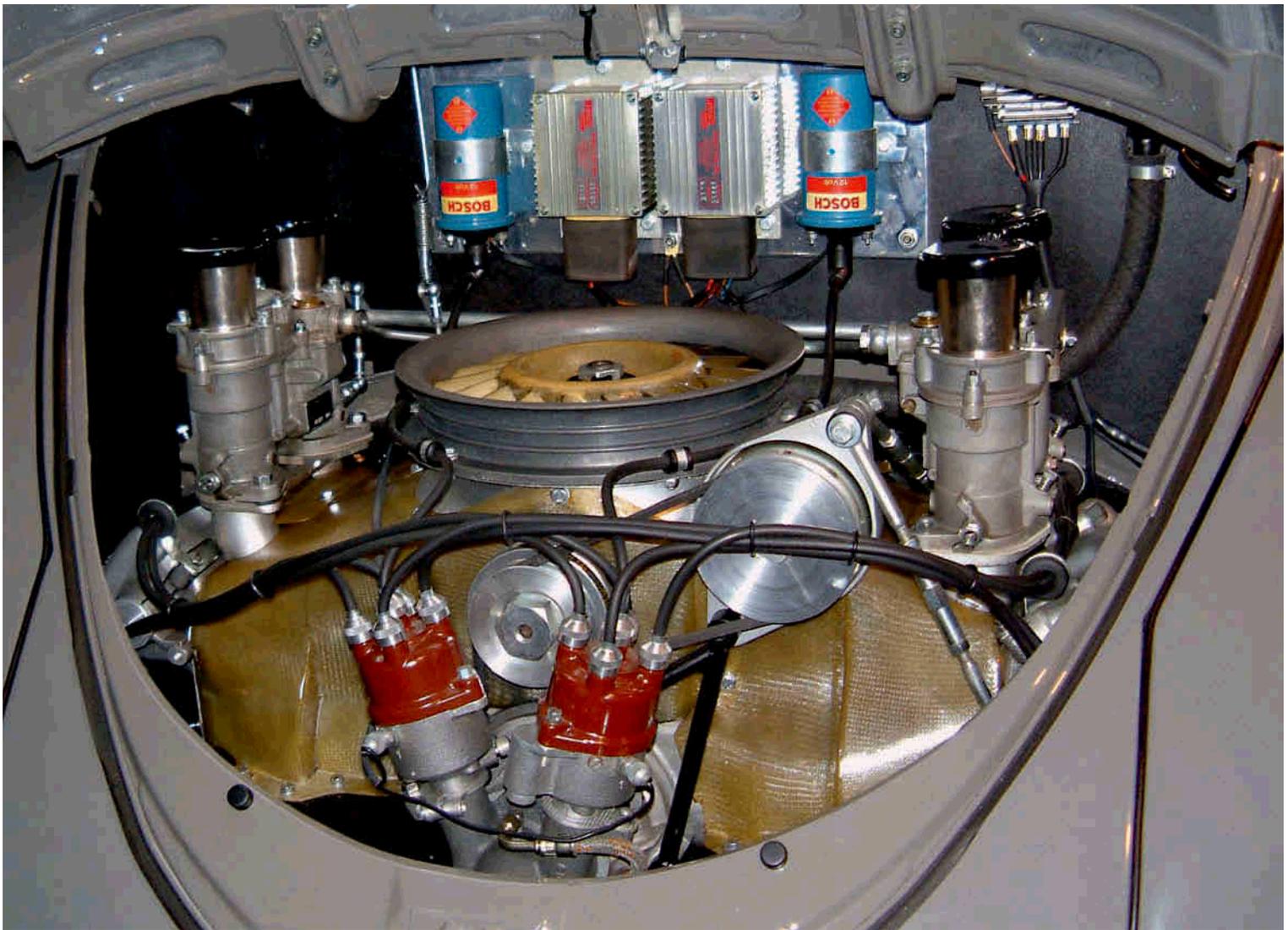
# THE BUG THAT ROARS

Turning the clock back to 1956, a Florida enthusiast decided to see what Porsche might have done in period to transform a VW Beetle into a racing car. The result is a wonderful melange of Wolfsburg restraint with Zuffenhausen ebullience

Words: Karl Ludvigsen

Photos: Mike Ellis, REVS Institute/Collier Collection





*Above: Amazingly well concealed beneath the VW Beetle's rear lid is its Porsche Type 547/5A four-cam engine of 1.7-litre capacity, producing better than 160bhp in road trim*

One of the cars that raises eyebrows at the Collier Collection and REVS Institute at Naples, Florida is a grey Volkswagen Beetle, vintage 1956, sitting quietly among its displays of the world's finest racing machinery from Cunningham to Stutz, Porsche to Ferrari.

In fact it is a unique creation that is dear to the heart of its creator and curator, the Collection's major domo Miles Collier.

Tracing its origins to the 1970s, the Beetle is the direct result of Collier's musings about the motor racing that is one of his many passions. 'What would Porsche have done,' he wondered, 'if it were asked to build a Volkswagen to race in the Mille Miglia?' Most of us enjoy posing such questions and then working them out on paper, or in mind games. Miles Collier had the determination and the means to create the answer in the metal.

On 26th August 1981 Collier minuted a plan to create a VW Beetle powered by a Porsche RSK engine running through a five-speed gearbox. It was to have suspension converted to coils and dampers at all four corners. Not until 1986 did he have time to take action, but first, he needed a Beetle. Thinking how cool it would be to have a split-window model, Collier chose a 1952 donor vehicle that had seen better days. Judged by his favoured coachbuilder to be too far gone, it was replaced by a 1956 VW which, indeed, could have competed in the Mille Miglia, which was last run in 1957. The Beetle could have had no idea what was about to happen to it.

Porsche's first step, Miles Collier realised, would be to lighten the car. There was no point in hauling more heft around the 1000 miles of the Italian race than absolutely necessary. While

keeping the original steel platform and basic body, he figured everything that wasn't stress-bearing could be lightened. In 1986 Collier shipped his Beetle to the fabled California workshop of Dick Troutman. His work with Tom Barnes is celebrated in the four-door 911 they built for Texan Porsche dealer William Dick and the body of the Chuck Pelly-designed Zimmer 910, not to mention the first Ford Mustang entirely crafted by them in 1962.

Versatile metalworker though he was, Troutman faced a challenge in Collier's commission. Front and rear deck lids were to be aluminium, shaped exactly like the originals with their rich curves and central ribbing. Doors, too, were externally skinned

in aluminium, keeping their steel inner structures. All four fenders (wings) and the running boards were aluminium, as well.

Originally the fenders were left unpainted underneath but later they were coated for protection from stone chips. As a final touch the front and rear bumpers were

re-created in aluminium, polished to a high gloss.

All the lightened parts and panels were tributes to the talent of Dick Troutman, who was able and willing to lighten the VW much as Porsche would have done in 1956. Although glassfibre was creeping into use in racing cars, it was not yet part of Zuffenhausen's vocabulary.

With work on its new body panels completed, the lightened Volkswagen returned to Naples in the February of 1987. There the technicians at the Collier Museum took the car in hand to equip it appropriately. Where needed the platform frame was strengthened and its attachments to the body made more robust to increase overall stiffness. Containing 24mm torsion bars, at the rear a Porsche 911 torsion-bar tube with its mounts for

## “WHAT WOULD PORSCHE HAVE DONE...?”



shock absorbers was installed in the structure to allow the use of the 911's rear hubs and trailing arms. A 16mm anti-roll bar works through short lever arms. Replacing the rubber originals were harder Delrin bushings supplied by Weltmeister Performance Products.

Steering gear was ZF worm and roller from the 356, its track rods positioned to minimise bump steer. The tubes carrying two six-leaf torsion bundles at the front were modified to Porsche-style ride-height adjustment, while the trailing arms were Porsche 356B specification. Below the lower torsion-bar tube a 16mm anti-roll bar of 4139 alloy steel matched the size of the bar at the rear. At all four corners Koni adjustable shock absorbers were fitted, these just coming into use in racing in 1956. Their competition debut, in fact, was in the 1955 Tulip Rally – rather appropriate for Dutch-made dampers.

At both front and rear, the original VW brake backing plates were kept with the addition of screened cooling scoops, modified as needed to accept Porsche shoes. Drums were finned-aluminum RS60 Spyder parts, 11ins in diameter and 60mm wide at the front and 40mm at the rear. Actuating them was a

Porsche 356 master cylinder running through VW brake lines. Although sporting Volkswagen hubcaps, the wheels are from Porsche – the only obvious external clues that the car was ‘something different’ – and the tyres Michelin. These elements supported Miles Collier’s remark that ‘The joy of this project is that everything just bolts in.’

His comment applied, with reservations, to the racing Beetle’s power train. Its engine, Porsche’s Type 547/5A, did not quite fit the Mille Miglia scenario. A 1679cc four-cam flat-four, it originated from the batch produced in 1963 expressly for use in the Elva-Porsche. A feature of this is its horizontal cooling fan, first used in a four-cylinder racing Porsche at Solitude in 1961. Output at its racing debut was 183bhp at 7800rpm.

For tractability the Weber 48IDA carburetors were fitted with smaller 40mm venturis. Stainless-steel equal-length headers fed small mufflers at the sides which fed into the ends of the main silencer placed transversely at the rear. From it projected two innocent-looking VW-style exhaust pipes. The Collier team estimated 160- to 165bhp from the flat-four with these restrictions, tuned to come in at lower revs to suit road use. Idle

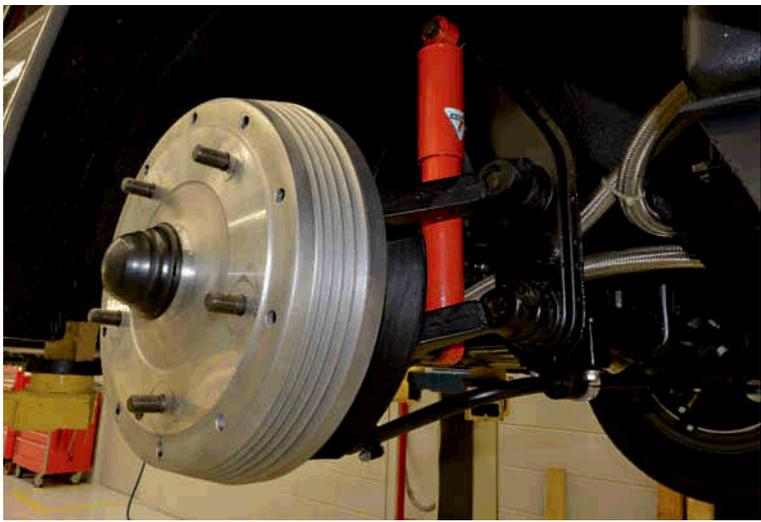
*Above: At first glance this is a 1956 VW Beetle like any other. The only giveaway of a quite different character is its set of rather more aggressive wheels and tyres*

## “THE JOY IS THAT EVERYTHING JUST BOLTS IN...”

quite fit the Mille Miglia scenario. A 1679cc four-cam flat-four, it originated from the batch produced in 1963 expressly for use in the Elva-Porsche. A feature of this is its horizontal cooling fan, first used in a four-cylinder racing Porsche at Solitude in 1961. Output at

*Below left and right: Although the Beetle-Porsche was originally built with standard VW seats, a change to 356 Carrera GT buckets was made to hold occupants in place. Oil temperature and pressure digital readouts are mounted below the speaker grille. With the 80mph speedometer converted to an 8000rpm tach, the interior’s innocence was convincing*





*Above left and right: Stopping is as good as going with 11-inch drums from the RS60 Spyder. Dampers are adjustable Konis. Note oil cooler located behind front wing, and 16mm anti-roll bar*

*Below: A look under the back reveals how the Porsche 911 torsion housing and rear suspension have been grafted into the Beetle*

was set high at 1800rpm to provide sufficient oil flow to the crankshaft's roller bearings under street-driving conditions.

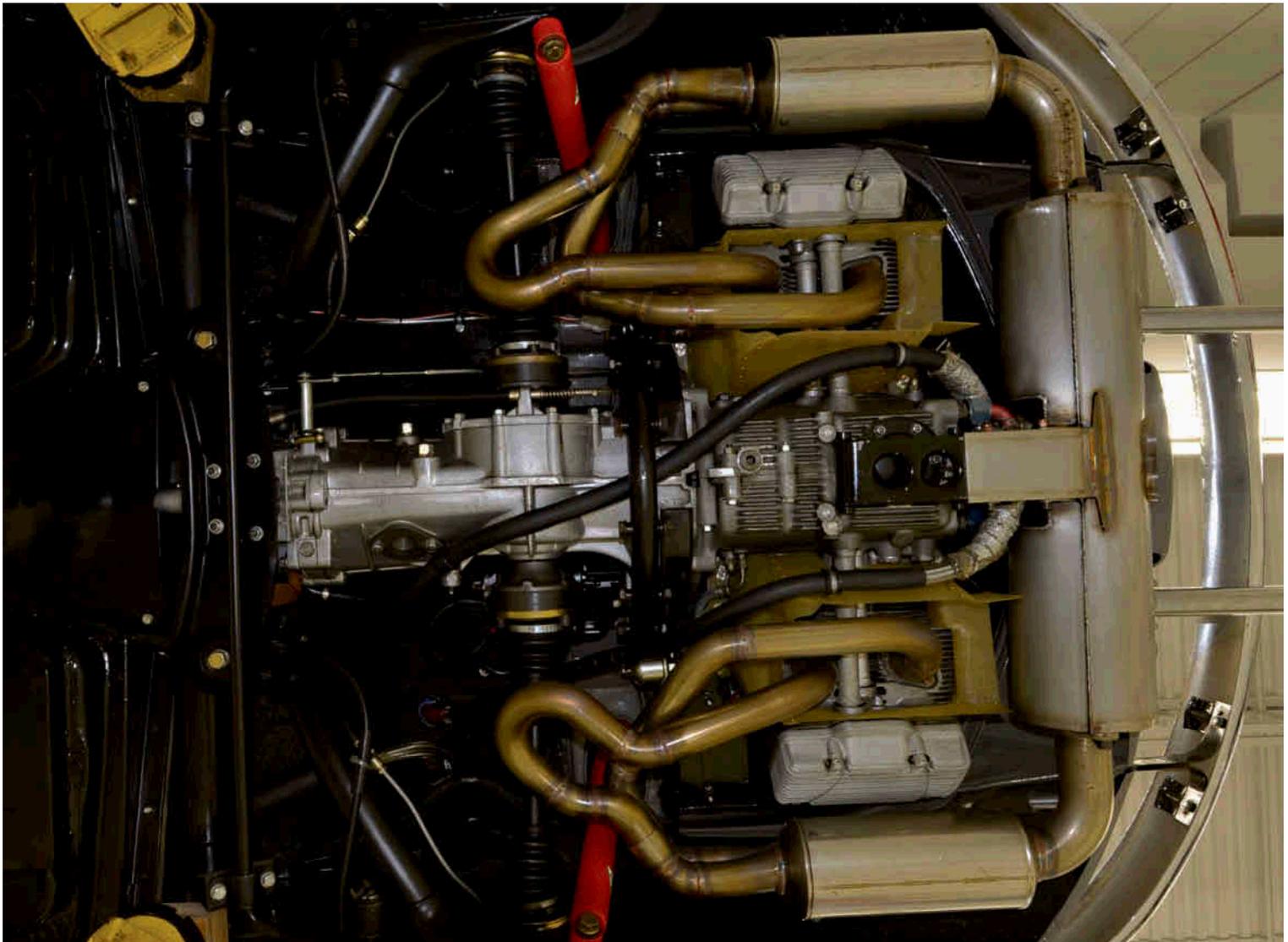
The need for a dry-sump oil reservoir was met in elegant style. A corrosion-resisting Template finish protected a custom-built rectangular steel tank in the right rear of the interior behind the fold-down rear-seat squab. Its eight-quart contents were poured through a filler under a neat lid in the body's rear quarter. Aeroquip lines from and to the engine and tank ran forward to two oil coolers behind scoops hidden under the front fenders. Also with period-correct Template protection, a 21.1-gallon steel fuel tank resembled the tank in the racing 356 Carrera GT.

Details of the installation included a thermostat and filter in the oil lines, while fuel delivery was by twin Bendix electric pumps. A smaller and lighter alternator replaced the original

Bosch dynamo, with the ignition being a capacitor-discharge system courtesy of Texas-based Perma-Tune Electronics, a long-established specialist in systems for Porsches. Neatly disguised at the base of the dashboard were digital indicators for oil pressure and oil temperature.

The innocent-looking gangly Beetle shift lever was connected to a five-speed Porsche transaxle equipped with a 4.43:1 final drive and ZF limited-slip differential. California's Sway-A-Way Racing Technology made bespoke half-shafts with splines that married differing universal joints. While the outboard joints were of early 901 Porsche design, the inner joints were a later design to suit the ZF differential.

Had Porsche actually prepared a Beetle for the Mille Miglia it would not have taken the trouble that the Collier





team did to create an interior that so magnificently concealed all the goings-on underneath. As originally built the front seats were pure Volkswagen, but later replacements were 356 Carrera GT buckets trimmed in authentic red VW vinyl. Carpeting throughout was to 1956 Volkswagen standards. The original VW speedometer looks unchanged but its 80mph now indicates 8000rpm for the Porsche four. These were final touches on a car that weighed only 1782lbs, just 239lbs more than an unmodified Volkswagen Beetle.

The change of seats was a result of increasing confidence by Collier drivers in the handling capabilities of this beatified Beetle. They were there 'to help driver and passenger stay put,' said Collier collection chief Scott George. 'The handling is good with some body roll but for narrow Michelin tyres it's tractable and fun to drive. Acceleration would be similar to, and possibly slightly better than, the Carrera GT. Some of the most fun is the great sound it makes and the expressions on faces of those who see it on the road.'

'Start the engine and everyone in the vicinity knows this is no ordinary Beetle,' said *Classic Porsche* contributor Delwyn

Mallett. 'A lusty roar from the exhaust reverberates off nearby buildings. The exhaust system does very little to suppress the fabulous sound of the four-cam and the car surges forward as the engine note takes on a glorious, grin-inducing metallic snarl. From 2000rpm to 8000rpm this Beetle pulls like a, well, like a Porsche Carrera!

'The GT brakes are real stoppers,' Mallett continued. 'With most of their weight out back the early Porsches and Beetles were renowned for their light steering and this car, perhaps because of its alloy panels, seems even lighter than normal on the front end.'

'It's quite apparent that this VW GT has levels of grip and handling that would astound owners of ordinary Beetles. It's at least on a par with a 356.'

At rest and in action this remarkable hybrid radiates its sympathetic blend of Porsche technologies. If not exactly what Porsche would have built for the Mille Miglia, it is certainly what Porsche would have built with its tongue in its cheek.

Well beyond the senses of humour of Wolfsburg or Zuffenhausen, it bespeaks the special passion that Americans feel for the products of those two dynasties. **CP**

*Above: A Volkswagen chassis plate appears under the front lid, together with a 21.1-gallon fuel tank similar to that fitted to the racing Porsche 356 Carrera GT*

## “SOME OF THE MOST FUN IS THE GREAT SOUND IT MAKES...”

*Below left and right: In the Beetle-Porsche's interior an unavoidable departure from standard was the need to install a tank for the engine's dry-sump lubrication system behind the rear seats. The tank is filled via this external flap on the rear pillar*





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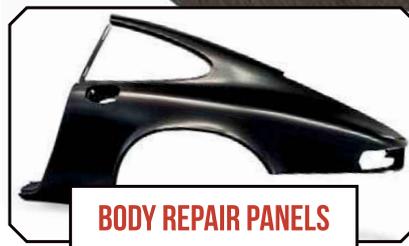
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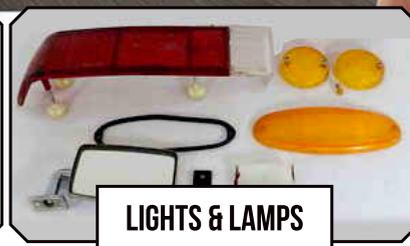
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# A CHANGE OF PACE

Organised in Orange County, California, the 356 Club Concours has been a *Classic Porsche* favourite for several years, thanks in part to its stellar location overlooking the Pacific Ocean. But guess what...the show was forced to find a new site in 2017. Was it up to par? Let's find out!

Words & photos: Stephan Szantai



*Top: Participants apparently loved the new site of the Concours, with plenty of grass and trees*

*Far left: The area opened to Outlaw 356s gathered over a half-dozen examples*

*Left: What colour do you prefer for your 1951 Pre-A? Adria Blue as on TJ Grewal's coupé...*

*Bottom left: ...or Strawberry Red, as found on Bob Vanderbeek's version?*

*Above right: What a great trio! In between the two 1955 Continentals, a '57 coupé with its original interior*

*Bottom right: While looking 'all stock', Jim Scrimger's 1953 Cabriolet hides a 1720cc lump from a '68 912*



**S**ites chosen by promoters can make or break any car show. In the case of past 356 Club Concours (hosted by Southern California's 356 Club), participants raved about the large piece of lawn overlooking the ocean, next to a Marriott Resort in the city of Dana Point, California. The only hiccup (in our opinion) was that the event often appeared somewhat identical, year after year, as the layout of cars remained the same overall. It's a minor complaint, really, considering the quality of this annual meet!

Well, we certainly had no reason to whine last July, since the city of Dana Point simply asked the 356 Club to find another place to hold their Concours! The hardworking troupe of volunteers struggled for a while to find an appropriate location, until they stumbled upon Central Park, obviously not

## “A COMMENDABLE TALLY OF CARS...”

in New York, but Huntington Beach. It lies adjacent to the city's public library, known for its great interior, with a spiral ramp and water fountains.

Sure, some participants missed the proximity of the hotel/restaurant found at Dana Point... And although the site did not offer a view of the Pacific Ocean, it still had quite a visual impact, with small hills, a winding road, plenty of trees and various grassy areas – we loved it.

The park's layout allowed the 356 Club to be creative, with specific areas allocated to certain models or show entries. While the event caters mostly to 356 owners, the club invites owners of other vintage Porsches to join the festivities as well, resulting in a commendable tally of 400 cars. This translated into the 911s (and 911 outlaws) having their own corner, along with the 912s, which came in large



Left: 911 outlaws gathered behind the library of the city of Huntington Beach, aka Surf City



Left: How low can you go? Darn low in the case of this Carrera on BBS rims!



Far left: Year after year, we seem to witness an increasing number of 912s at California shows

Far right: Gorgeous 1961 356B has been in the Parks family since new – it has covered over a half-million miles in their hands



Right: The large expanse of lawn welcomed an eclectic bunch of 356s, from the early '50s to 1965

Bottom right: Lime Green 1962 356B has been in the hands of the same owner for over half a century



Far left: Check out how the nerf bars serve as support for the fog lights and licence plate on this 1957 'A'



Left: Is that floorpan clean? Stopwatches in hand, a group of judges scrupulously checked every vehicle

Far right: Blue coupé from the R-Gruppe had more than a hint of 911 ST to it – it was a lovely looking car



numbers. In fact, it still amazes us to see how popular they have become, when you think how very few showed up at meets even a dozen years ago.

The 356 Club describes its happening as ‘the largest 356-only fully-judged concours in the world’. Pre-1965 Porsche models certainly represented the bulk of the entries as you might expect, though not all enrolled in the concours competition itself, preferring to picnic with their friends, or simply enjoy the company of like-minded enthusiasts on the lawn.

Depending on the level of restoration, show competitors could enter three 356 classes: Full Concours, Street Concours and ‘Wash & Shine’; then each of them is



## “QUALITY OF VEHICLES PROVED HIGH...”

subdivided in nine categories (Pre-1955, ‘56–59, etc.). And believe us, the contest got quite intense, with five judges combing through each car, timer in hand.

Overall, the quality of the vehicles – 356s and others – proved high, with a handful having special stories to tell. This included a pair of 356B coupés, a silver ‘61 and a green ‘62, each being part of the same family since new. While we didn’t notice any ‘Specials’ or coachbuilt models, the show offered a nice group of Pre-As, with a duo of rare ‘55 Continentals coming to mind.

The event has been supported by 911 fans for years and this edition was no exception, with many examples featuring outlaw traits. Some R-Gruppe pre-1974 cars in particular may look not-far-from-stock at first glance, until you lift the engine lid to discover a hot rodded 3.2- or 3.6-litre engine.

Traditionally held in July every year, the 356 Club Concours never disappoints, thanks to the quality of the vintage Porsches put on display – and California’s sun certainly helps as well. The date of the 2018 get-together has not yet been confirmed; but in case you’re in town, don’t miss it. More info at [356club.org](http://356club.org). **CP**

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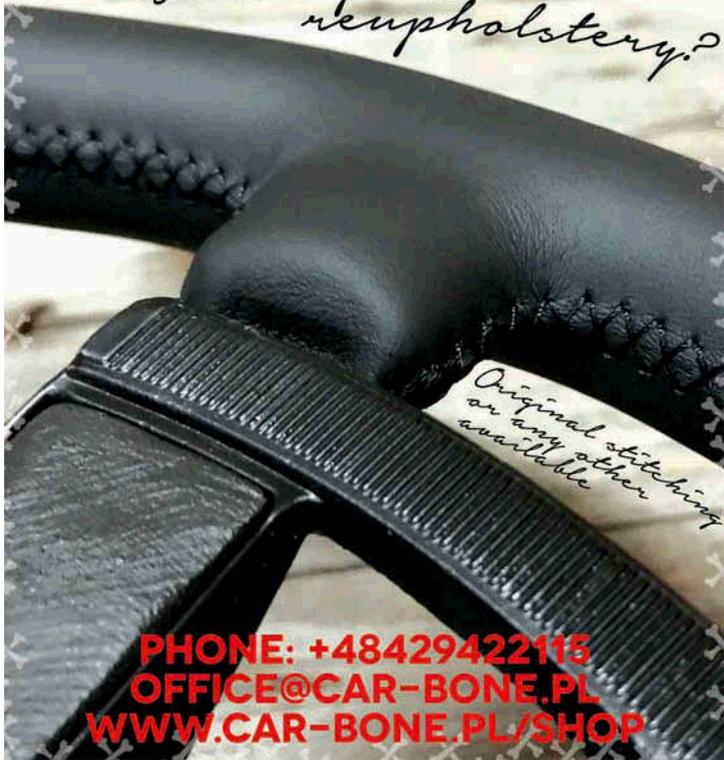
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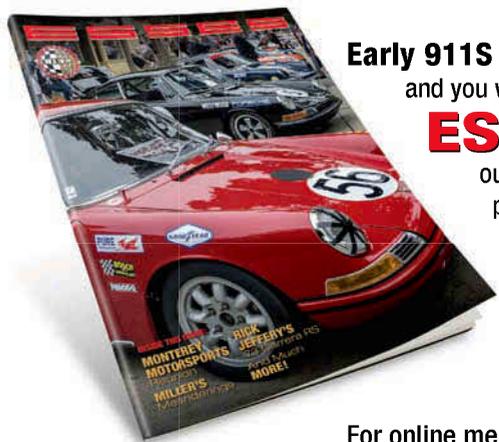
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# THE PANEL PEOPLE

The Dansk name – and that of the parent company, JP Group – will be familiar to almost anyone who's restored or rebuilt a Porsche of any vintage. And the chances are, if you've fitted a replacement exhaust system it will have come from Dansk (or SSI), too. *Classic Porsche* dropped by to find out more about this Danish company with a global outlook

Words & Photos: Paul Knight

**W**hilst JP Group a/s is very much a global business, the heart and soul of JP – the company behind the famous Dansk brand – is in Viborg in central Denmark where the business was started and the HQ and major warehouses and manufacturing plants are located. And, despite being a global operation, JP is very much a family business, and that personal attention and passion for the business and its products was very

obvious when we visited.

Chances are that either you will have fitted (or had fitted to your Porsche) parts manufactured by or supplied via JP. However, any JP parts you're likely to have been in contact with will almost certainly have been supplied via its network of dealers. And although it's not possible to order direct as a private customer, JP does have a great website and a new webshop, which will not only help you locate exactly what you're after, but will also find your nearest JP supplier.

*Below left and right: Huge modern building with copious amounts of warehouse space covers an area of 42,000m<sup>2</sup>*





*Above: An unexpected sight for visitors is the huge car display area, covering a wide variety of marques, although Porsches (and VWs) are most in evidence*

*Below left: Pre-A 356 is tucked away as a reference guide for new panels*

*Below right: 356B Roadster is particularly attractive*

The company was founded by Johannes Pedersen (hence the 'JP' branding) who began his working life as a bus driver. Then, in 1965, he started to dedicate all of his spare time to producing rubber products for cars, along with rubber hammers and ashtrays. This business provided Johannes with the finances required to invest in tools and machinery for the production of spare parts for his biggest interest: cars. That's how the business began – through pure passion.

Johannes Pedersen passed away in 1992 at the age of 63 and was succeeded by his son, Martin. Since then, JP Group has grown to become a well-established, and strongly consolidated, business with activities worldwide and premises totalling more than 42,000m<sup>2</sup>.

Martin Pedersen, the current CEO of JP Group Holding a/s, was born in Viborg in 1958 and has been running the company since taking over from his father, having started working at JP Group in 1983, only a few years after the establishment of the company.

Exhausts and the associated hardware have long been the company's staple diet, however the supply of pattern parts for modern vehicles is the key area of business. That said, these guys are 100 per cent enthusiasts at heart, hence the 'Classic Line' range of products, specifically aimed at classic VAG, Porsche and some early Mercedes models. JP provides more than 6000 parts via the Classic Line range, and we were surprised to learn just how many products are





*Above: Targa is nearing the end of an extensive restoration prior to joining the other cars in the collection*

produced in-house. Yes, of course there are parts imported from Brazil and elsewhere, however, JP is proud of its in-house manufacturing and quality control – and we were impressed by the hand-made (and machine-made) exhausts and body panels.

JP has been running as a business since 1974, hence there is literally a warehouse full of various stamping dies covering everything from VW heat exchanger sheet metal to aluminium panels for early model Porsches. JP is actually a very pro-active and forward-thinking concern and operates a family of businesses

under the JP title. You'll probably be familiar with names such as Jopex (exhausts) and Dansk (Porsche parts), but there are many other unique businesses operated via JP.

Here we're talking about HOVWDIAUDI (a retail outlet for VW and Audi parts), QuickPot (a chain of fast-fit service centres), BilligAlu (an online alloy wheel business), the aforementioned Classic Line, SSI (performance Porsche exhausts) and Garia (electric vehicles).

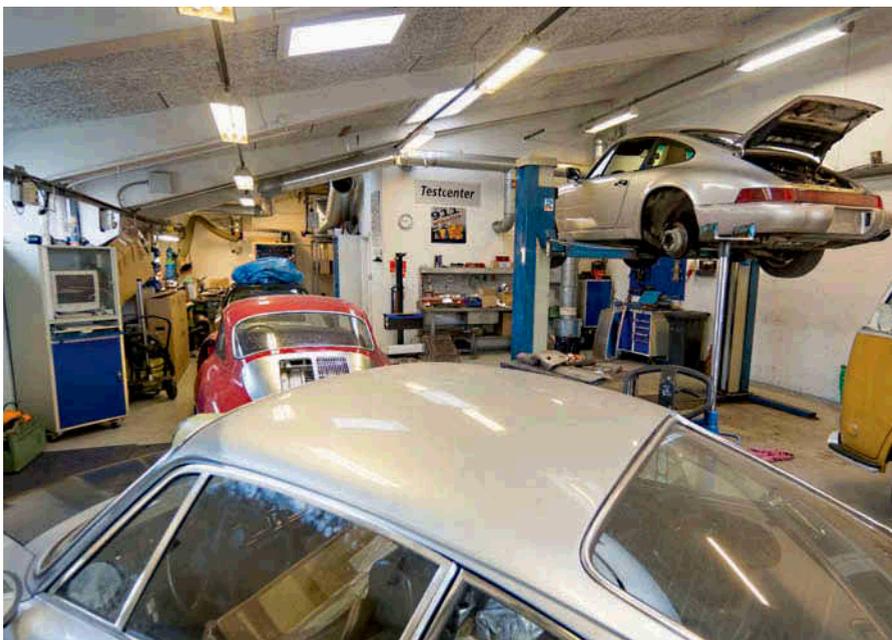
JP also purchased the well-known Quinton Hazell brand, which expanded the range of parts for both European and Asian-produced vehicles.

The current range of Porsche body panels is extensive,

*Below left: 'Testcentre' signage hints at the purpose of the busy workshop, where new repair panels are checked for accuracy*

*Below right: Dansk silencers are available for most models of Porsche, old and new...*

## “THE RANGE OF PORSCHE BODY PANELS IS EXTENSIVE”





*Above: A whole new bodyshell? Not quite, but there's no doubt the ability is there to do so. Who knows what the future will hold...*

covering a wide range of models, classic and modern. Recent displays at events such as Techno Classica Essen have aroused a great deal of interest, and provoked much discussion on web forums. The rumours about a full Dansk-branded 911 bodyshell quickly spread following JP's use of an early shell fitted with all their available repair panels – people assumed that Dansk would soon be offering complete shells, in much the same way that BL Heritage sells replacement bodies for MGBs. However, that is not yet the case, as a conversation with Martin Pedersen at Essen

confirmed. Yes, there is that possibility one day – certainly the technology exists – but that is not on the cards just yet.

Walking around the HQ, it was immediately obvious that this is a very slick operation, and that the staff are all very proud to be a part of the JP family. We'd certainly heard of JP before – and the Dansk name in particular – and have seen JP-supplied parts in just about every Porsche workshop and parts retailer we've visited across Europe (and beyond), but a shop tour helps to illustrate just how many parts are produced in Denmark – something we were not aware of before we were invited to check it out.

## “THE STAFF ARE ALL PROUD TO BE PART OF THE JP FAMILY...”

*Below left: Another Targa under restoration – a great way to find if the panels fit!*

*Below right: Aluminium engine lid and replacement quarter panels fitted to a new JP project*





Efficient operations ensure that parts ordered by lunchtime can be delivered the very next day (and at a flat-rate) to recognised dealers in mainland Europe. In reality, the whole point of this shop tour was to prove just how enthusiastic and involved the JP family really is. It's refreshing to find genuine enthusiasts working at every level of the business.

One of the biggest surprises for any visitor to JP is to find that it's far more than just a factory – how about the car collection? The modern building houses one of the most impressive (and unexpected) collections of classic (and modern) Volkswagen and Porsche vehicles we've had the pleasure of visiting in quite some time. Many of the cars on show have been used to test and develop JP products over

the years, but this is far more than just a storage facility for retired R&D projects.

This is an impressive collection of 'turn-key' classics (and future collectibles), which has been accumulated over time by a passionate family of petrolheads. And that's the key – these are true enthusiasts' cars.

They're not just static museum pieces, as can be seen from the trickle chargers hooked up to many of the exhibits – these

cars are all ready to be driven, and are regulars at car shows and local gatherings. And it's big: the showroom covers more than 1000m<sup>2</sup>, and includes a mezzanine floor, which features a cafe/bar. It's definitely a must-see if you ever get the opportunity when next visiting Denmark. **CP**

*Above left: Much of the work is carried out by hand to ensure a perfect fit*

*Above right: SSI exhausts are also made by JP*

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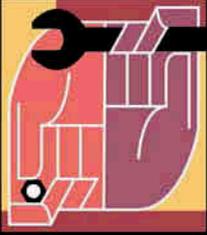
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*Below left: Dummy engine used to mock-up exhausts*

*Below right: Heavyweight die used in pressing tools*

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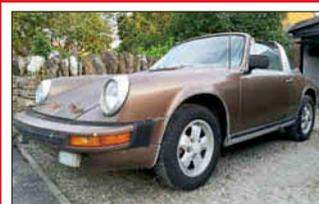
### 911



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**911 1974 Coupe**, left-hand drive, 2.7 CIS, first of the impact bumper, Certificate of Authenticity, black with black trim, history, handbook and documentation, £32,000. Tel: 01704 880728. Email: hmcleod2011@hotmail.co.uk. C48/003



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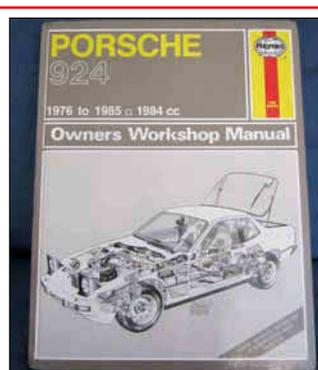
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