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email: sales@fvd.net



Classic PORSCHE

Editor: Keith Seume Tel: 01208 872924
classicporsche@chpltd.com

Contributors: Robert Barrie, Kristina Cilia, Kieron Fennelly, Jayson Fong, Antony Fraser, Richard Holdsworth, Delwyn Mallett, Hendrik Moulds, Robb Pritchard, Stephan Szantai, Johnny Tipler

Studio Manager Peter Simpson

Group Advertisement Manager
James Stainer Tel: 01883 731152
james.stainer@chpltd.com

Production
Liz Smith Tel: 01883 731150
ads@chpltd.com

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

Managing Director: Clive Househam

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So, as far as we Brits are concerned, summer has finally arrived – and in style! With temperatures regularly in the high-20s Centigrade, and far higher in some places, already there's talk of it being the hottest summer since 1976. All I know is that this coming weekend, it will be even hotter for a large group of Porsche enthusiasts as they (we) head for Le Mans Classic, where 30+ degree temperatures are promised.

Anyone who's been to Le Mans will know that, with all the asphalt and concrete structures (pits, grandstands, etc), there

“LE MANS CLASSIC IS THE GREATEST MOTOR RACING EVENT IN THE WORLD”

will be little respite from the heat, and real world temperatures are likely to be far higher than those promised on the weather forecasts, on-line or on TV. But do we care? Of course not! Let's face it, we all know that Le Mans will either be searingly hot, or Biblically wet – there doesn't seem to be any in-between.

For me personally, Le Mans Classic is the greatest motor racing event in the world, not only because of the cars that always show up, but the atmosphere is like no other. Walking through the assembly area at midnight, listening to a Turbo RSR warming up, or watching 935s spit flames as they slow for the chicane makes up for any discomfort due to temperature or precipitation. I can't wait...

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

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CONTENTS

FEATURES

- DECISIONS, DECISIONS...** **08**
White or yellow? Choosing between two Redtek-prepared 911s isn't easy
- THE OTHER OUTLAW** **30**
Not every hot-rodded six-cylinder Porsche is a 911...
- INTERNATIONAL TIMES** **38**
Hendrik Moulds looks back on a truly memorable 356 International meeting
- PORSCHE AT GMÜND** **44**
We turn the clock back 70 years and head for Austria...
- THERE AND BACK** **52**
This 911T went from stock to outlaw and then all the way back again
- AUSTRALIA'S Mr 356** **60**
Richard Holdsworth tells the life story of Aussie Porsche hero, John Gregory
- PORSCHE SCRS #16** **68**
Not quite a works rally car, but it was prepared by the motorsport department
- BARNFIND BITSA** **76**
That's how Autofarm's Josh Sadler describes his historic racer
- LIVING THE DREAM** **84**
Stephan Szantai drops in on Auto Kennel, deep in the heart of OC
- 2-LITRE CUP IS GO!** **90**
Robert Barrie reports on the first two rounds at Spa and Dijon



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Just turn to page... **89**



38



REGULARS

NEWS & PRODUCTS

16

News & reviews from the Porsche world

DELWYN MALLETT

24

50 shades of grey – well, two at least...

ROBERT BARRIE

26

More from our resident racer

CLASSIFIEDS

95

Find the classic Porsche of your dreams



60



76



52



68



90



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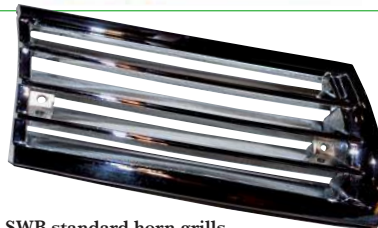
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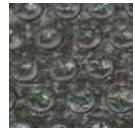
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DECISIONS DECISIONS

“Would sir prefer white or yellow?” For track and touring enthusiast Robin Ellis, the problem of choice did not arise as he already owned the Nick Fulljames-prepared white Carrera. But when he noticed the yellow 911 and realised the possibilities, he bought that, too

Words: Kieron Fennelly Photos: Antony Fraser

‘I saw the yellow 911 at Nick’s Redtek premises and I was absolutely sold on the colour.’ The 1975 Carrera was also left-hand drive, an important consideration for Robin Ellis who wanted to use it for continental touring. A successful professional, after many years of work and family, he purchased a Lotus Elite and investigated the track day scene.

After a couple of seasons he decided he would prefer a car in which he was better protected than the Lotus and looked at air-cooled 911s, finally selecting a relatively high mileage left hand drive 993 RS. ‘It cost about £10,000 more than the 993s I had been looking at, none of which impressed me, so I took the

RS. At the time I didn’t quite realise what I’d bought and I was enthralled when I found out! I kept that car for ten years and sold it because I wanted a lighter car that was easier to drive.’

Ellis is far from the sports car fan who buys on a whim: a seasoned tourer, he has also driven extensively on the track and races a tiny Lotus 6 against Jaguar XKs in historic competition; another feather in his cap is co-driving a 2.0 SWB 911 in a recent Spa six hours. He does then have a fairly clear idea of what he is looking for and this brought him into the orbit of air-cooled specialist Nick Fulljames, a man who cut his Porsche teeth working for Autofarm over twenty years ago.

As it happened, Nick had been developing a specification which might have been devised with Robin Ellis in mind. This





was a 1978 SC, the 'white car' for the purposes of this article. Nick acquired this in 2008 in part exchange for work he had carried out on a client's 911. Bearing in mind its low mileage he decided to transform it into a 1974 Carrera. 'I like the look of these very much and 1974 was an especially bad period for corrosion – Porsche wasn't galvanising then and that year used inferior Soviet steel...the upshot is very few 911s remain from this model year.

'Of course had I been doing the job today, I would simply have restored it to its original state, but ten years ago I wouldn't have got my money back, so I decided to create a retro 911 with all the driving attributes I like in these cars – an engine which is easy-going in traffic, but really opens up when you want it to, a suspension which doesn't damage your kidneys and an exhaust note that is pleasant right the way through the rev range.'

Anyone acquainted with Nick Fulljames knows his *modus operandi* usually involves increasing the bore, doubling the

sparkling plugs and using a proven fuel-injection system, such as a PMO set-up here controlled by Canems management. The latter technology was not of course available 40 years ago, but Porsche's race engines were generally twin-spark ignition and increasing the bore was the other competition favourite. In fact between 1979 and 1981, Porsche built about 300 production SCs, called SC-Ls, a model bored out to the 3.3 Turbo's 97mm which gave 3122cc. This was a very discreet model, never advertised as such, but available as a dealer order on a new 911.

Porsche was concerned about the business the stock 180 bhp SC was losing to tuners such as Max Moritz and Alois Ruf who both offered to bore out your SC to 98mm which made a swept volume of 3185cc and which, with other modifications, developed 204–210bhp. Time and technology march on, though, and although the Fulljames version also uses a 98mm bore, with modern electronic injection, competition

Above: Bilstein dampers used in conjunction with suspension lowered by 38mm results in crisp turn-in and a ride that matches that of the factory settings

Below left: 3185cc engine conversion uses 98mm pistons and cylinders. With PMO-based injection the result is 285bhp

Below right: Our man Fennelly takes to the wheel, finding the SC-based hot-rod a great all-rounder





Above: Interior remains pretty much stock, with original tombstone seats. Lightweight carpets and Momo steering wheel are the main deviations from original



camshafts and a sports exhaust the output is a rather more impressive 285bhp.

A Fulljames-prepared 911 is a proper job and this white SC has a rebuilt 915 gearbox with strengthened internal parts coupled to a limited-slip differential. Handling matters are addressed with a Bilstein suspension kit and adjustments to the torsion bars which lower the car about 38mm, but the 911 retains the original 15-inch wheels and tyres because Nick

believes it is too easy to spoil the ride with wider rims and bigger tyres. Braking is assured by four-piston 986 calipers and discs from the heavier Carrera 3.2. The interior remains standard with Porsche's tombstone sports seats, but with replacement lightweight carpets and sports steering wheel. A Redtek 10,000rpm rev counter is a distinguishing touch.

Although Nick's intention had been to keep the car for his own use, he was soon persuaded to sell it and new owner

WHAT ARE THEY LIKE TO DRIVE?

On the road it's soon apparent that both these 911s come from the same tuning philosophy. Differences in exhaust specification mean the yellow car is slightly louder, but both display a remarkable absence of temperament at low rpm yet respond with alacrity to the right foot and rev with the controlled smoothness of a modern 24-valve 911.

Turn-in, too, undoubtedly benefits from the lower, firmer damping, but steering effort on standard width tyres is no greater. Surprisingly ride has not suffered and while road imperfections are still transmitted through the chassis, there is none of the crashing of a bone-hard suspension, and driver and passenger remain comfortable.

Clearly these two are nicely configured for a long haul. If the recently completed yellow car feels slightly 'sharper' in a tight corner, this is attributable to the rigidity endowed by the roll cage. Both Porsches, though, are mightily impressive: period-looking – only the purist would spot the backdating: comfortably upholstered, and sensibly suspended and shod, their soundtracks emphatic rather than ostentatious: this immensely involving pair represents the kind of 911s that provide driving pleasures at speeds where modern sports cars with their refinement and huge reserves simply don't feel special enough.

All good things must come to an end and Robin Ellis has decided he can't drive both cars at once, so the white 3.2 engineered SC is reluctantly for sale.

Below: The white car retains its 15-inch wheels in the interests of ride quality. Overall styling is influenced by the '74 and '75 Carreras





Andrew Morris ran the back-dated SC for a couple of years before returning it to Nick: its next owner was Robin Ellis. Although it was right-hand rather than left-hand drive, in all other aspects the white former SC suited Robin: a good 100kg lighter than his 993 RS, he says that over his three years' ownership it has certainly lived up to Nick Fulljames's claims of driveability yet responsive performance.

On his trips to Monaco and Pau for the historic meetings the retro-SC easily kept up with pals driving more modern sports cars with rather more cylinders and horsepower. And he might have left it at that, but then in 2017, bringing his Porsche to Nick for routine attention, he spied the yellow Carrera.

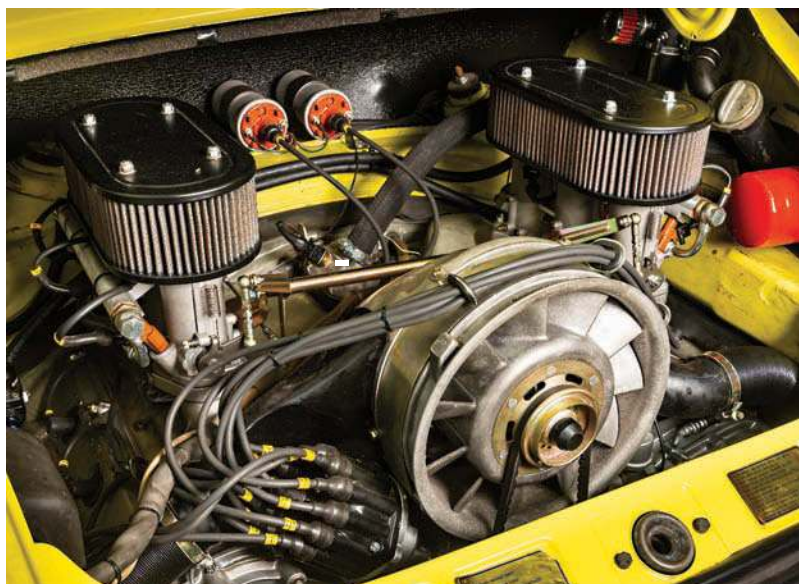
Striking in its mid-yellow, this 911 began life as a 1975 S, a 2.7-litre K-Jetronic car originally sold to Japan. Interestingly, it is a left-hand drive: there was apparently some kudos attached to having a left hand driver in Japan. This also did no harm to its resale value as it later found a home in the US. In more recent years the 911S had been sold at auction and imported to the UK. Its owner had brought it to Redtek for a tuned engine to be fitted. The 911S had at some point been modified with wider SC arches.

'In fact,' says Nick, 'the bodywork was very good – evidently it had been restored at some point and the car must have been stored because apart from the odd patch there was no corrosion and we could still see the spot welds in the floor.'

Above: It may look like a Carrera, but the yellow car began its life as a 1975 Japanese-spec 2.7 911S. 16-inch wheels measure 7J and 8J, front and rear

“THE PIÈCE DE RÉSISTANCE IS, OF COURSE, THE ENGINE...”

Below left: Nick Fulljames (below right) built the engine as a 3.4-litre unit using bored-out Nikasil cylinders and a stock 3.2 Carrera crank. Revving cleanly to 7500rpm and beyond, it produces around 300bhp





Above: Interior features retrimmed tombstone seats with lightweight RS-style door cards and door pulls. Momo steering wheel was the natural choice...



The owner, perhaps underestimating everything that needed to be done, elected to sell the project to Nick. 'This was where Robin came in,' Nick goes on. 'After three years with the white car, he determined he wanted a left-hand driver that he could use on "spirited European trips" – in other words a similar specification to his SC.'

Whereas the original interior of the white SC was in very good condition and would have been a pity to change, the yellow car was less appealing which allowed some period liberties, such as RS-type door cards and pulls. The standard tombstone seats have been nicely retrimmed in black, with the

rest of the cabin, and the overall effect is highly convincing.

Once again, a Bilstein suspension kit is combined with a suspension lowered by about 38mm which, in Nick Fulljames's view, is far enough: 'There are so many cars I've been asked to map where someone has overdone the suspension and spoiled them.' Though on 16-inch wheels, the Carrera retains the 7J front and 8J rear rims. A lightweight rollcage with modification to make door access easier was fitted at Robin's behest: he is willing to trade the additional weight for the greater security the cage brings; ideally he would add a four-point harness as well.

The *pièce de résistance* is, of course, the engine. Robin's

PROFILE: NICK FULLJAMES

Nick's association with Porsche goes back to the mid-1990s when he joined Autofarm. He had cut his teeth in a series of hands-on engineering roles in Brodie Brittan Racing, which campaigned a 500bhp Sierra, whilst building his own Fiat-engined Spitfire, one of many such projects. He moved on to Tom Walkinshaw Racing and worked on the Jaguar XJ 220 as well as the Volvo Estate which Rickard Rydell drove in the BTCC.

The attraction of Autofarm was the scope of a smaller organisation, and just as his boss Josh Sadler had twenty five years earlier, he discovered the joys of Porsches. But Nick Fulljames is a restless soul and he took himself and his family off to Australia for a few years where he was dismayed to find a distinctly 'not invented here' approach to race car engineering.

Returning, indeed invited back to Autofarm, he devised the Silsleeve, a repair for failed cylinders of early 996s which saved the owners much of the cost of a new engine. Then he was off again, establishing Redtek, his own company specialising in what had become his forte, air-cooled engines. Meanwhile he and wife Julie also continued their other activity of buying property, moving into it, renovating it and moving to the next project.

By 2017, he realised he was taking on too much: when you are used to having a Fulljames energy level, it is hard to turn work away, but at 50 he decided he had to keep his commitments at a more manageable level and cut back his Redtek activity to concentrate on servicing RS and RSR Porsches and, in principle, the final house move. But, knowing Nick, and despite the unanimous advice of his friends, who knows, it could all take off again...

Below: Again lowered by around 38mm, the Carrera-lookalike sticks to the road like glue, thanks to the Bilstein suspension



instruction was to 'give it the engine it deserves', and Nick duly obliged with one of his favourite upgrades, the 3.2 Carrera bored out to 3.4-litres: 'This is a straightforward process: the cylinders are rebored and replated with Nikasil and new pistons are inserted. The 3.2's crank is quite strong enough to cope and the great advantage of this mod is that it saves £2000 from the cost of the rebuild as well as being entirely reliable.'

Then the engine was prepared much as with the white SC. Nick fits his own twin-plug ignition, which incidentally uses the distributor cap from the V12 Jaguar, a PMO-based

fuel-injection with Canem management, and a sports exhaust. On this car he has fitted a lightweight RSR fan shroud with trays adapted to provide cabin heating. A rebuilt 915 gearbox has the turbo clamp plate to resist the additional torque of the 3.4 and a limited-slip differential completes the upgrades.

'This gives an easy 300bhp,' claims its creator. 'It's a balance of performance and useability. The engine revs to 7500rpm which is comfortable and assures longevity: these engines will rev to 8000rpm, but performance gains are negligible and it shortens their lives.' **CP**

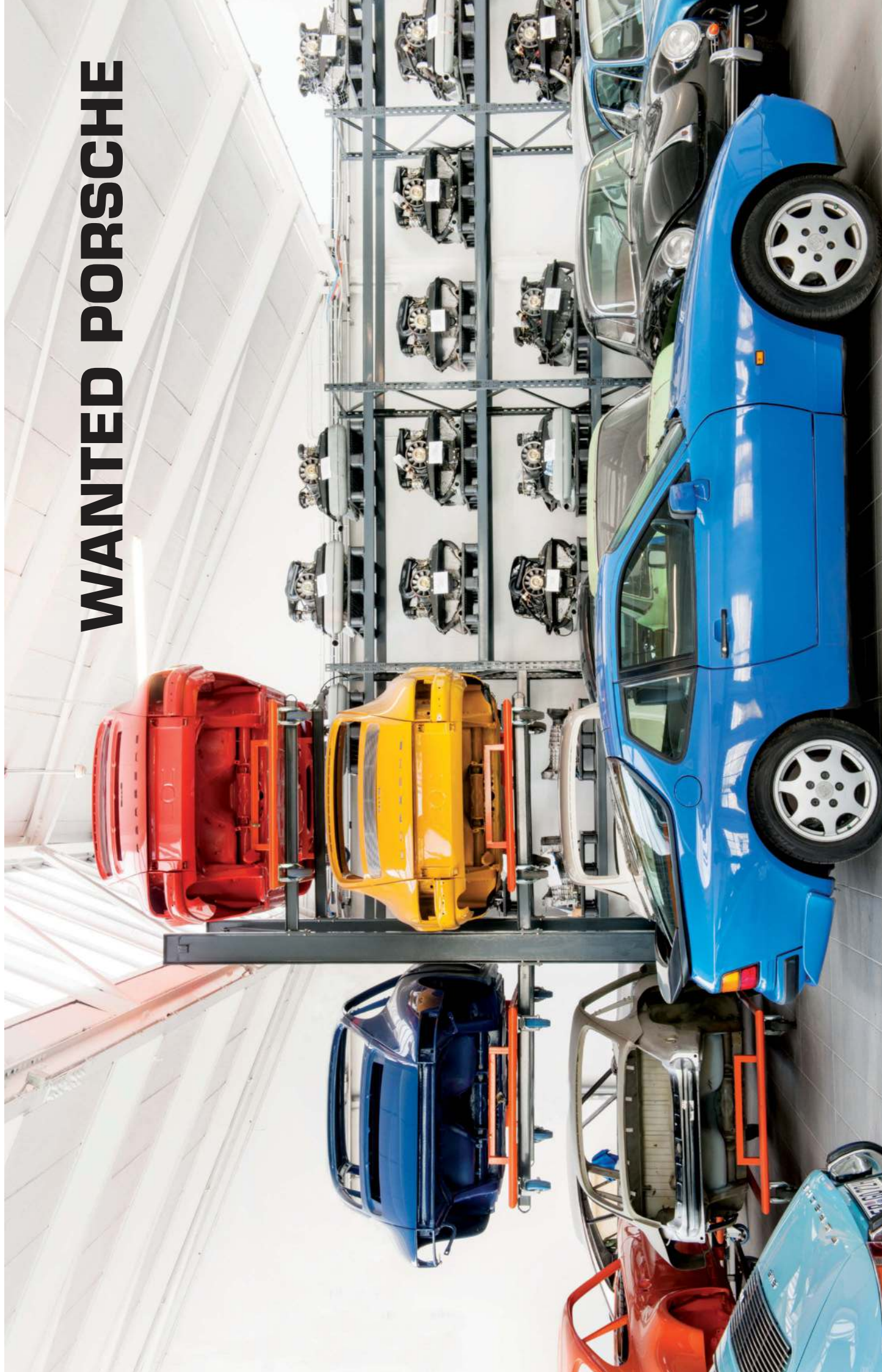


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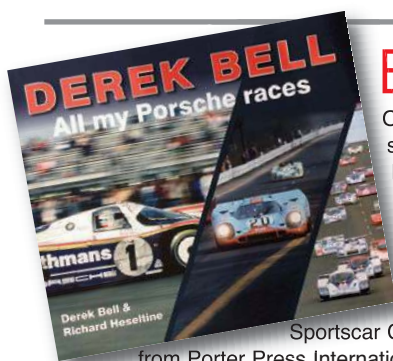
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BELL & PORSCHE

Over the course of his long and hugely successful career, Derek Bell's name became inextricably linked to Porsche. Among countless other victories, the British ace won the Le Mans 24 Hours four times for the legendary German marque, the Daytona 24 Hours three times, and he twice claimed the World

Sportscar Championship. In this latest publication from Porter Press International, Bell and renowned motorsport author Richard Heseltine document each and every race that he drove for Porsche, offering a fascinating – and very personal – insight into a golden era for the marque and for sportscar racing in general.

The book tells the full story of Bell's career with Porsche, from the fearsome 917 to the iconic 956, 962 and 911 and offers a compelling insight into his famous victories at classic races such as Le Mans and Daytona – all recounted in his own words. There's also a full account of what it was like to drive alongside fellow heroes such as Stefan Bellof, Jo Siffert, Hans Stuck and Jacky Ickx.

Three decades of racing history are covered in detail, from the 1971 Buenos Aires 1000km to the 2000 Daytona 24 Hour. Exhaustive research includes almost 200 races from around the world, including the World Sportscar Championship, IMSA and All-Japan Sports-Prototype Championship, all illustrated with superb images from the Porsche archive as well as Derek Bell's own collection. UK price just £45.

www.porterpress.co.uk or call 01584 781588

END OF THE SAGA

Fans of TV series *The Bridge* will no doubt have been fighting over the 1977 Porsche 911S driven by the series' central protagonist, offbeat detective Saga, which was being offered for sale by Bonhams auction house. The sale took place at the Festival of Speed Sale on 13 July at Goodwood, with proceeds going to international charity WaterAid courtesy of the producers of the hit series, Filmlance, part of Endemol Shine Group, and Nimbus Films.

Since it first appeared in the series, the identity, origin and specification of the car have been subject to widespread debate. Even the precise colour code of the paint job has generated significant speculation. Now we can reveal that the car was imported to Sweden from San Francisco in 2009 and is finished in Jäger Grün.

Lars Blomgren, Anders Landström and Bo Ehrhardt, creators of *The Bridge* said, 'We are very happy that *The Bridge* will finish its successful UK journey with the sale of Saga Norén's Porsche and that we are able to donate the money to a cause as important as WaterAid.'

www.wateraid.org



FLAT-SIX COFFEE TABLE...



With the prices of air-cooled 911s having spiralled upwards over the last five years or so, a side-effect is that all things related to air-cooled cars have also become much more expensive. Like engines for example. Which is why you probably won't see many more tables like this being created in future.

The last in a series, it's made with all original parts including, it is said, special racing manifolds, atop which sits safety glass with an engraved Porsche logo. All the parts are powder coated or polished and are said to be usable engine parts, though inside there is no crankshaft, pistons or cams. The table rides on coasters to allow for easy movement and it could be yours for €6990 – or approximately a little over £6000.

For more information: eissner@utanet.at or call +43 662 456081

SILVERSTONE CLASSIC

You've just got time to make plans for the huge Silverstone Classic, which takes place on 20th–22nd July. It's firmly established as the world's biggest classic motor racing festival. The epic event attracts more than 1000 race entries and draws crowds of more than 100,000. The spectacular classic car celebration is staged at the famous Silverstone circuit in Northamptonshire, birthplace of the FIA Formula One World Championship and home to the Formula 1 British Grand Prix. The three-day festival features the very best of classic and historic motor racing covering more than eight decades of motor sport, as well as live music from iconic rock bands and a wealth of family entertainment. This includes a free funfair, shopping village, a host of interactive activities, a two-day classic car auction, air displays plus huge showcases of classic cars often celebrating important milestones in automotive history. In 2017, over 120 car clubs displayed more than 10,000 classic cars. There's always a huge Porsche turnout, on and off track, so what's keeping you? For the latest news see www.silverstoneclassic.com

WEIGHT WATCHING



When it comes to weight reduction, the list of usual suspects includes wheels, seats, door cards, windows, body panels, bumpers, batteries and the rest. But what about the starter motor? Would you believe the standard Bosch starter motor

in most air-cooled 911s weighs in at a hefty 11kg? Stuttgart Classica's lightweight alternative tips the scales at just 3.8kg, making for a worthwhile saving. Compatible with all 911s up to 1989, this motor is stronger and more powerful than the OE starter with a 2kW output, plus a gear reduction design for maximum torque when starting high compression engines. The steel reduction gears also make the starter more reliable than many other starters on the market. Priced at £225, shipping is free to the UK and £60 for worldwide orders.

You can find more details at: www.stuttgart-classica.co.uk

HEAD FOR THE HILLS

Porsches and alpine passes. What a combination. Stefan Bogner's new book celebrates both courtesy of breathtaking photos of the most beautiful alpine passes populated by some of our favourite Porsches.

From the Porsche 906 to the modern Carrera GT and beyond, it's a pictorial tribute to 70 years of Porsche. Each shot was elaborately staged, some even using a helicopter and images were captured as far afield as the USA, Switzerland, France, Iceland, Germany, Scotland, Denmark, Italy and Austria. That's not all. The stellar photography is complemented by captivating captions and comments by Ben Winter. The theme of the text revolves around hunting curves and driving for the sheer thrill of it. **Cars & Curves: A Tribute to 70 Years of Porsche (ISBN 10: 3667112939) is available now for £35.**



MIRROR, MIRROR...

Whether you're rebuilding an older air-cooled 911 or backdating an impact bumper model, these bullet-style mirrors from Stuttgart Classica could be just the ticket. This latest design is fitted to the front quarter light glass and retained by the window seals. Unlike many alternative options, therefore, Stuttgart Classica's mirrors maintain the factory OE glass with absolutely no modification. Stuttgart Classica says many aftermarket mirrors of this type require scratch-prone polycarbonate plastic quarter lights to be fitted. The mirror is adjusted externally by moving the glass by hand.



Sold as a pair for £749, but single mirrors are also available on request as are other means to make the mirrors more personal to your car. Shipping is free to the UK and £60 worldwide.

www.stuttgart-classica.co.uk

LUFTGEKÜHLT COMES TO UK!

We are thrilled to announce that Luftgekühlt will be crossing the Atlantic and landing at Bicester Heritage, Oxfordshire, UK on Sunday July 29th this year!

#LuftGB will be the first overseas event and the organisers will be channeling the informal, fun spirit of the early versions of Luftgekühlt to tell a new Luft story:

'There is a wealth of incredible Porsche history in the UK, and we will be bringing out some of the greats of the air-cooled era including the 1968 911 T/R chassis #118 2 0884 pictured above – more on that to come!'

The venue is the Bicester Heritage development which, as the only hub for historic motoring of its type and scale in the world, and with over 35 specialist motoring businesses onsite, has a lot of heart. Its aesthetic, grit and heritage will frame the Luftgekühlt story in a perfectly British way.

Like past shows, Luft GB will feature a blend of curated, invite-only air-cooled Porsche rarities and ticketed enthusiasts' cars. There will be a limited number of slots to fill within the event and they will be reserved on a first-come, first-served basis. In addition to the ticketed air-cooled only parking within the show, there will be a separate Porsche-only surface lot on-site, and ample general parking. Tickets are £12.50 each and limited in number.

Check www.luftgekuehlt.com or e-mail info@luftgekuehlt.com



STRASSE FEST

Tickets are now on sale for the Yorkshire Porsche Festival taking place on Sunday 5th August at Lotherton Hall – the event is open to all and at just £6 per car (occupants included) when purchased in advance, it is great value. For those not into Porsches, there is still plenty to do, with the bird garden, gardens, country walks, deer park, playground and the hall itself. Price on the day at the gate will be Lotherton Hall's usual entry price of £7.95 per person and £3.95 per child.

Tickets are available directly from Strasse, or by following this link:

<https://www.porscheclubgb.com/shop/tickets/all-tickets/yorkshire-porsche-festival-5th-august>

More event information at www.strasse.co.uk or call 0113 2340 911



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ISSUE #56 – ON SALE 23RD AUGUST 2018

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ROLLING BACK THE YEARS AT SILVERSTONE

When Porsche Cars GB wanted to take part in the celebrations for the 70th birthday of Porsche, it was only natural that they'd want to have a party, and where better than at their own Experience Centre at Silverstone? The date was, naturally, June 8th (the very day in 1948 that Porsche No1 was registered, marking the birth of the company), but to make the day special, they needed some historic Porsches to put on display – and who better to call on than old friends Export 56 at nearby Newport Pagnell?

Mick Pacey, owner of Export 56, can always be relied upon to come up with the goods, and this he did in style, with a mouth-watering selection of RHD cars. Perhaps the most desirable of all was a 1957 356 1500GS Carrera Speedster, resplendent in red (look out for a full feature on this car in *Classic Porsche*), but we wouldn't have minded driving home in any of the other cars provided by Export 56.

These included the Carrera 2 (292 NOJ) we featured on the cover of issue #51, a very rare 1955 Carrera coupé (in fact, the very first RHD Carrera ever built), a 1965 356 SC Cabriolet, a 1971 2.2 911S (in that delicious Gold Metallic), a 1973 2.4 911S (in Blue Metallic), a 1974 Carrera 2.7 Targa and a 1977 Carrera 3.0 in a glorious 1970s bronze. And let's



Photos: Tom Gidden



Clockwise from above: On show was 292 NOJ, the Carrera 2 featured in issue #51 of this magazine; easy does it – don't want to scratch that paint!; Mick Pacey of Export 56 before the film cameras; 1957 Carrera GS Speedster was our favourite car of the day; Porsche supplied some modern Le Mans racers, as well as a selection of current road-going models



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not forget the two 'service' vehicles, in the form of a split-screen VW van and a bay-window VW pick-up, painted in the style of 'Renndienst' wagons of the period.

In addition to these, Porsche themselves also had several cars on display, from modern Le Mans racers to their own historic 2.0-litre SWB 911, plus an original 550 Spyder and a selection of current models to demonstrate how the company's products have developed over the last 70 years.

Rounding the day off was the opportunity to demonstrate the cars on the twisty handling track before the camera of our own Tom Gidden. With glorious weather, it was a day to remember. Wonder what they'll do for the 100th anniversary? **For details of the vehicles, log onto www.export56.com**



Clockwise from above: Out on the handling track, the very first RHD 356 Carrera heads the 1957 Carrera Speedster; 1965 356SC Cabriolet cuts a dash on track. Weather was perfect for top-down motoring; the full line-up of cars from Export 56, covering 1955 to 1977. Which would you choose?; 1977 Carrera 3.0 looked fabulous in its period colours – gold on bronze is a great combination; Export 56's matched pair of race support vehicles



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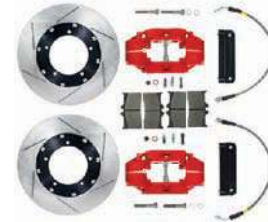
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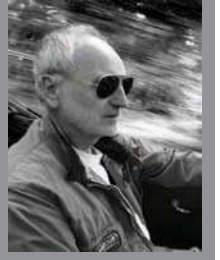
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DELWYN MALLETT

PAINT IT GREY OR GREY? OK, LET'S GO FOR GREY, BUT WHICH ONE? MALLETT FINDS THERE ARE FAR MORE THAN FIFTY SHADES TO WORRY ABOUT AS HIS PRE-A 356 HITS THE PAINTSHOP...

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



I could never have a tattoo. This has nothing to do with my attitude to tattoos in general but all to do with indecision. Given that a tattoo is effectively permanent, how on earth do you make up your mind on what to have? There's absolutely no way I could narrow the options down to a single image – even if I was going for all over graffiti I'd still find it impossible to commit to a string of images. Indecisive? Me? I'll let you know when I make up my mind.

And talking of indecision. As mentioned in earlier columns, having decided to change the colour of my 356 'streamliner' from blue to grey, I've been struggling to choose exactly what shade. The recent blockbuster novel (and film) said, there are fifty shades of grey but in fact, when you get down to it, there are far more.

After considerable effort I narrowed my options down to two: a current Mini shade and a similar but slightly lighter Skoda colour. The final choice has, for more than a year, oscillated between the two. The problem being that at no point have I been able to see a Mini or a Skoda side-by-side to make a full-size comparison.

I've carried two colour swatches with me for months, surreptitiously plonking them on parked Minis to see which I preferred. However, a parked Skoda in the correct shade has continued to elude me. In fact an unparked Skoda in the colour I favoured is an extremely rare sight, and I've even set off in pursuit of a moving Skoda hoping that it might perhaps be a 'local', but to no avail.

The easy solution of course would have been to stick to the original Adria Blue, but after 40-odd years of ownership I simply fancied a change and something more individual – despite the fact that it will almost certainly have knocked a few grand off its value when the next 'custodian' takes over. With my assorted other 'mods', matching number, Kardex fetishists will not be queuing to bid. Anyway, I finally pressed the 'go' button on Skoda F7A and held my breath.

A few weeks later a phone call from Steve Kerti, who's handling the rebuild, to say 'It's painted' left me with palpitations and a nervous 'what have I done?' feeling. A tentative 'What's it look like, Steve?' didn't solicit the 'Drop dead gorgeous!' response that I was hoping for, but a far more circumspect, 'I like it, but it's the customer's opinion that matters most.'

The two-hour drive to the restorer's was filled with mounting tension but much to my enormous relief it was love at first sight. It won't please everyone

but it's my motor and I think it's great and that, as the man said, is all that counts. After all there are people around who like pink and apparently a few aberrant souls who even like brown, and who am I to condemn them? (And don't forget, Editor Seume even painted a car gold...)

Curiously, after all my hours of agonising, Steve Kerti showed me a colour swatch that he had just received from a customer who wants his 1951 car painted in its original shade of 'Fashion Grey' which, as it happens, was within a tint-or-two of the Skoda colour. If only I'd known earlier life might have been easier. I like the ring of 'Fashion Grey'.

And talking of tattoos. For the last several months a 911 RSR-inspired transformation has been in close company with my car, receiving an all-over

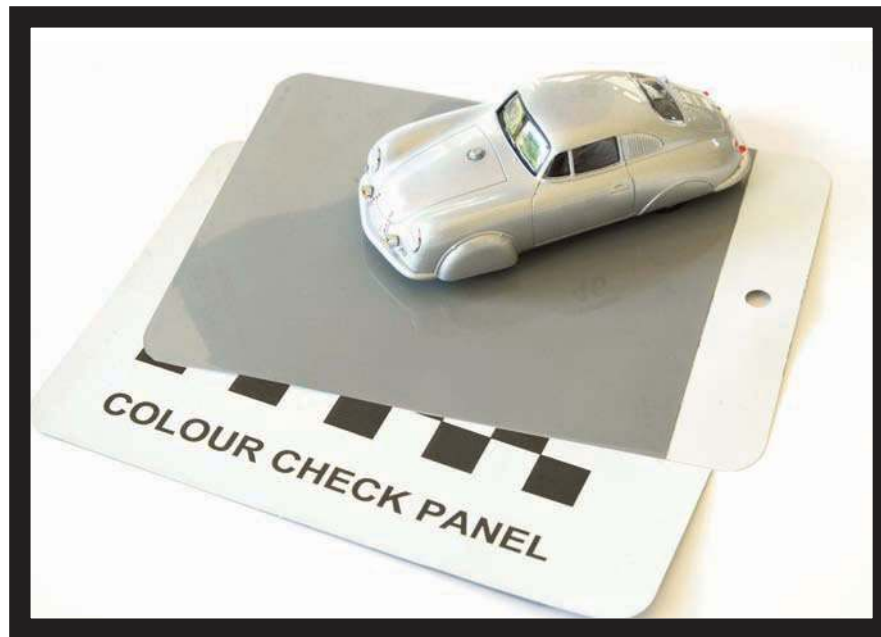
'tattoo' in Martini Racing colours. To say that it's a work of art doesn't do it justice. Whereas, back in the day, the stripes would have been painted on and the rest of the minor advertising scattered around would have been decals of some kind, everything on this 'homage' has been meticulously masked and hand-painted, down to the tiniest image of a sparkplug on the Bosch sticker, that's not a sticker.

And, still talking of tattoos, I wonder if any race fan has yet opted for an all over Martini Racing livery? Might sound silly but no more so than a lot of the 'body art' currently in circulation. If not an 'all over' a few stripes and a 'Martini International Club' cartouche could look pretty cool encircling a manly bicep. Mmmm! I'm half tempted myself! Have to get a bicep first, though.

And talking of homages. It was nice to see that the Porsche GT team had dipped into the nostalgia bin and produced a brace of stunning looking 911 RSRs for this year's Le Mans 24 Hours. The class winning 'Pink

Pig' liveried car did better than the 917 that inspired it, which failed to finish in 1971. Its sister car, wearing Rothmans colours but sans brand name, came second in class. What are the odds on a flurry of homages to the homages I wonder?

Back to my 356. I'm afraid that some colour choices still lie ahead. Fortunately the carpet choice is fairly limited but when you take into account the different shades of edge binding I've calculated that there are at least 56 options. I've also had a pair of tubular steel-framed lightweight seats fabricated (it's my car and I'll do what I want!) and they need upholstery, too. Not to mention the obligatory Mobil Pegasus and 'Supercharged by Judson' flash. Decal or hand-painted? More sleepless nights ahead. **CP**



Deciding against colour-matching his Porsche to his hair, our man Mallett then struggled to decide which shade of grey would suit his Pre-A 356 'streamliner' best of all...

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ROBERT BARRIE

ROBERT REFLECTS ON THE FIRST ROUNDS OF THE NEW 2-LITRE CUP AND RECALLS ONE OF HIS FIRST RACE OUTINGS IN A 911S – A MODEL IN WHICH HE HAS A PARTICULAR INTEREST

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



The opening rounds of the 2-Litre Cup – the new mono-type series for pre-66 FIA-spec early 911s – have been great. We look at the races at Spa and Dijon elsewhere in this issue (see pages 90–93), but for now, some more general observations. First, the paddock. At Peter Auto events, the race cars are on display and everything else is out of the way.

It's a much better look and feel than the disorganised jumble seen at most historic race meetings. We park next to our fellow competitors. The idea is that if we get to know each other off the track we'll be better-behaved on it. Oddly, it seems to work.

Everyone is friendly and there have been very few incidents. We had a problem at Spa and needed some parts. A couple of front-running teams provided them. You know who you are and the generosity was much appreciated.

The series scrutineer hangs with us and is eminently reasonable. I was pinged at Spa for not having a fireproof vest and then for producing one that was out-of-date. All very amicable, though I did have to buy a costly replacement at the circuit. Damn. My kit was all present and correct at Dijon.

As with any new series, there is some fine-tuning that can usefully be done in the early days. After Spa, the organisers suggested we adopt a standard tyre size and that the limits on track width – already extended from the basic FIA regs – should apply without further tolerance. No problem with any of that. At Dijon, there were capacity checks on the leading cars. It was a bit frustrating for those involved, but necessary and the right message *pour encourager les autres*. All were compliant.

I wouldn't be surprised if engine sealing was required at some point – it's becoming best practice. Interestingly, one of the engines checked at Dijon had a UK seal, but the French were reluctant to recognise it. A long tradition of mutual incomprehension continues in some quarters, it seems.

I was watching the engine checks at Dijon when I got chatting to a UK-based collector about early 911s – specifically, the first few RHD cars that came to AFN in 1966. He owns one and I have been researching some of the others recently. The very first car was the Light Ivory Motor Show and press car. It may have been delivered as early as August and was the subject of an *Autocar* road test. The car sold at auction a few years back in a poor state, though with many original parts still present. It is undergoing an extensive restoration.

The conventional wisdom is that it was followed by another three cars with

consecutive registration numbers in September. As far as I can tell, that was not the case. I can't find any record of the first. The second is owned by the collector and regularly seen at events. The third, which doesn't seem to have arrived until October, was bought by Alan Mann. It's not clear what, if anything, he and his race team did with the car, but it subsequently appeared – by now in different hands – on the TAP Rally in Portugal in 1968 and the Monte Carlo Rally in 1969.

There are a couple of fantastic pictures from the latter in Maurice Louche's excellent two-volume covering Porsche on the Monte Carlo Rally as well as the

suggestion that, by the time they reached Monaco, the crew had managed to lose their passports. The trail goes cold again after that, unfortunately. It would be fascinating to know what became of the car.

The same collector also owns one of my old 911s. A base model, in Light Ivory again, as so many of the earliest cars were. It was one of the first RHD cars to come to the UK in 1965 – a year or so before the first 911s. I remember taking it to Spa shortly after buying it to take part in the Six Hours race with, frankly, no real idea of what that might involve. The car had recently been restored and we ran it in more or less unmodified road trim, complete with a radio!

It must have been twenty years ago or so. I recall that we finished the race – not too badly, as it happens – and came back slightly wiser, but with our enthusiasm and optimism undimmed. They were simpler and more straightforward times.

Having seen the pace of the quicker cars in the 2-Litre Cup at Spa and Dijon, they were also slower times.

The fastest car and driver combinations now lap Spa in not much more than three minutes. It won't be long – next season, perhaps, or the one after – before someone goes below that marker. For reasons we have rehearsed before, old cars continue to get faster. They are better prepared and better driven.

I understand some prominent competitors were to be seen practicing on a circuit simulator before Dijon. There is nothing wrong with that in my opinion, but it does rather show how times have changed! If we have a good run you can be sure you will read about it here – possibly at some length. If we don't, you probably won't!

The moral of the story is that it's not just the cars themselves that make these activities such fun, it's the places we go to, the people we meet and the nonsense we get up to along the way. Long may it last. **CP**



Robert has a particular fascination with early 911s, especially those first registered in the UK, having been sold by AFN...

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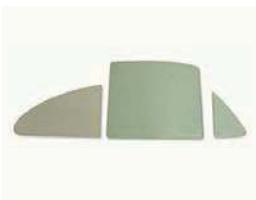
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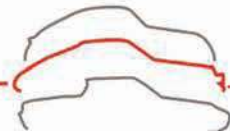
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THE OTHER OUTLAW

Anybody who has driven a 914 raves about its astonishing road-carving abilities, but Andy Thonet's show-winning '70 model takes things to another level. It started life as a severely crusty survivor, but is now motivated by a not-so-stock 3.0-litre flat-six

Words & photos Stephan Szantai



Back in April 2017, *Classic Porsche* introduced you to Callas Rennsport, a Southern California-based shop with a stellar reputation, which specialises in restoring/maintaining a range of rare Porsches. Part of the business's success revolves around a group of faithful employees, with each having their area of expertise. When it comes to 914s, your car will most likely be handled by Andy Thonet, the owner of the yellow example featured here who came to appreciate the model years ago, long before collectors showed any interest in it.

In fact, this specific car allowed him to get a job at Callas, when company proprietor Tony Callas took notice of the quality of its restoration, performed in large part by Andy himself. The latter had no plans of quitting his day job in the computer industry, but being a true Porsche enthusiast how could he refuse working for one of the best-known specialists in the field?

Andy is no newcomer to the 914 hobby, having owned a few, including a fully-restored '72 four-cylinder example. Yet, like many enthusiasts infatuated with the mid-engine model,

he longed for a low-production 914/6, seen as the Holy Grail within his small fellowship. Porsche began producing the flat-four-equipped version in late 1969, with an impressive 115,646 rolling out of the Karmann factory until the spring of 1976. Now, compare this figure to the 914/6, equipped with a 2.0-litre flat-six: the Zuffenhausen plant built only 3338 cars, which equates to less than 3 per cent of the 'regular' 914's production run.

Why such a low number? A shorter production run (1970 to '71, though remaining examples sold through 1972) was one reason; purchase price was another, with the six-cylinder, 2.0-litre model costing DM20,000 in Germany compared to around DM12,000 for the 'four'. In comparison, the 2.2-litre 911T could have been yours for close to DM21,000 in 1970... The 914's styling wasn't to everybody's taste, either, hence potential Porsche buyers often preferred the more potent 911, which offered an pair of extra seats, too, albeit diminutive.

Being built as a joint venture between Porsche and VW also had an influence on the way the 914 was marketed, being promoted as a four-cylinder car first and foremost, thus not stepping on the 911's toes, so to speak. Some





914/6 owners suggest another reason for the limited sales, though. In their view, their beloved two-seater handled better than the 911, thanks to its mid-engined configuration; but Porsche did not necessarily want to spread the word to protect the 911's reputation.

Truth be told, the 914/6 is a terrific vehicle, driving better than many production automobiles manufactured almost half a century later. Porsche and VW certainly did their homework when they conceived the model, adding some welcome features compared to the four-cylinder cars. Their standard equipment included the following: ventilated disc brakes up front, unique rotors/calipers at the back, larger master cylinder, front suspension and torsion bars generally similar to the 911T, plus a 911 steering column and dash-mounted ignition switch. Among the other main differences, we should also mention the 901 gearbox, distinct rear valance, electric window washer and specific sheet metal in the engine compartment to accommodate the six-cylinder.

All 914/6s shipped with five-lug rims, more often than not Fuchs alloys as seen on 911s. However, some ran lightweight Mahle 'Gasburners' wheels or 5.5Jx15 steel rims with 165-15 tyres (instead of 4.5Jx15 four-lug wheels with 155-15s for the 'four'). In the cockpit, the driver faced different gauges and

steering wheel. This list is by no mean extensive, as other minor technical details separated the two versions.

Back to the subject of our article, Andy had been on the lookout for a 914/6 for eons, finally finding a candidate via the 914world.com forum. The car came from Apple Valley, a city located in the desert about 1½-hours from Los Angeles. Oh, the hulk didn't look pretty; but where many pictured a pile of rust, he saw potential. Further research showed this example being number 970, hence Andy quickly sealed the deal. The date was 20 March 2010 and it would take him another four years to produce this show winner.

His former 914 projects, all four-cylinder based, had left him with a pile of spare and NOS parts, although he would need a lot more to complete the restoration. 'One of the things I love is the hunt for parts', he told us. 'My goal was to use the best original parts I could find, as well as a big-port 3.0-litre engine – I left the original

factory 2-litre engine in storage.'

Media-blasting the bodyshell in November 2011 allowed him to get a better idea of the damage sustained since 1970. At Auto Art Customs in Torrance, California, Kent Simmons was put in charge of chasing and eliminating the rust spots. They included the battery tray, tail sections, various holes on the leading passenger longitudinal, and the driver's side jacking point.

“ANDY HAD BEEN ON THE LOOKOUT FOR A 914/6 FOR EONS...”

Above and right: The licence plate only tells half the story. The car may have started out as an original 914/6 but it has been taken a stage or two further, with GT wheel arch flares and (right) a healthy 270bhp 3.0-litre engine amongst the many modifications carried out by the owner

Far right: Andy Thonet gave up a job in IT to work with Tony Callas at Callas Rennsport, the quality of his restoration on the 914/6 capturing Callas's attention





As work progressed, more areas of concern appeared, such as the rear quarters, front wings, as well as both sills/rockers. The longitudinals and other sections were opened, de-rusted and encapsulated to prevent any risk of future corrosion. A few donor cars and NOS sections came in handy to supply repair panels, such as longitudinals, jams, wings and the whole sail panel between the taillights.

Like many 914 fans, Andy loved the looks of the mighty GT models, characterised by their flares. But finding the right parts proved an arduous task, until he struck gold as he explains: 'I managed to acquire a set of factory flares and, with the rear quarters already missing, it was a no brainer. These dealer-installed parts became the M471 option in 1971. They were very rare, as only 400 sets were made for homologation.'

Several freshly-built pieces of the puzzle came from

Restoration Design, such as the structure of the Targa/roll bar (known as 'sails'), along with the floor pans. To change the latter, Andy purchased a car rotisserie kit, which proved very handy to perform more metal surgery, including the engine compartment which had been poorly repaired in the past. Incidentally, a stiffening kit was fitted in the rear wells, at the forward engine mount and around the swing-arm console – modifications performed on the factory GTs when installing a more powerful engine. After completing the metal work, the 'shell received a few coats of PPG primer sealer, followed by DCC single-stage paint in colour code 29, Canary Yellow – the vehicle's original hue as confirmed by Porsche's Certificate of Origin.

The 914 returned to Andy's one-car garage, waiting to be reassembled with a bunch of parts he had restored. He also installed the wiring harness, together with the suspension,

Above: Nose-down ground-hugging stance gives the 914/6 an aggressive look. Wheels are 'sixteens' detailed by Al Reed

Below: As found, the car was a real mess – but it was an original 'six' so worth every penny. Transforming it from sow's ear to silk purse meant some extensive bodywork! Level of detailing throughout is now exemplary





Above: Scheel seats are the perfect addition to the interior, offering far better support than the original fitment

Above right: Oil lines seen on the right side of the photo feed oil to and from a front-mounted oil cooler



consisting of Bilstein sport shocks with Rebel racing coilovers, which use Eibach 150 springs. Stopping the sub-1000-kilo Porsche comes courtesy of early 911S front calipers and 914/6 GT rear calipers restored by PMB Performance. Andy additionally improved handling by using Elephant Racing poly-bronze front and rear bushings, a 19mm front sway bar with Weltmeister bushings, plus Toyo Proxes4 tyres measuring 205/55-16 and 225/50-16. Notice the 7Jx16 and 8Jx16 Fuchs rims beautifully polished by Al Reed, a well-known name within Porsche circles.

The next step called for installing the rebuilt gearbox and a '79 3.0-litre motor. Now keep in mind that the stock 1991cc flat-six

developed 110bhp, certainly not the most impressive tally – the four-cylinder 914s boasted between 80 and 100 in comparison. But Andy longed for a powerplant with more grunt; he therefore had Ollie's Machine Shop in Lake Havasu, Arizona perform its magic, including shuffle-pinning the case. The engine prep also involved larger oil squirters, twin-plug heads (with '78 European 911SC 36mm intake valves) and Mahle 9.8:1 pistons.

The list of mods continues with the micro-polished stock rods

and crank, custom-ground 'E' cams by Dougherty, Dansk Sport muffler, in addition to a pair of Weber 40IDA carbs with intake manifolds matched to the heads. Oil travels via 914/6 GT brass lines, which feed the Setrab front cooler complemented by a Mocal thermostat from Patrick Motorsports. The hours spent fine

tuning the lump translate into an impressive 270bhp, quite an improvement over stock.

Andy finished the restoration with the 914/6's basic cockpit, which retains its factory features, from the trio of gauges, to the four-spoke steering wheel – but finding all the trinkets was no easy feat. For better support, he installed a pair of desirable Scheel seats, unearthed in deplorable shape; they have been fully refurbished and recovered in black vinyl/cloth, and now look better than new.

Several pictures in our article show the evolution of this epic restoration. And they undoubtedly tell the tale. Only few enthusiasts end up rebuilding their 914s to such level; so, not surprisingly, Andy has won his share of awards at shows, some organised by the Porsche Club of America.

We should all thank Andy for taking on this project, since he has helped bringing this lesser-known Porsche model to the forefront of our scene in the process. **CP**

“ANDY HAS WON HIS SHARE OF AWARDS AT SHOWS...”

Below: With an all-up weight of less than 1000kg and a power output of 270bhp, you can be sure Andy Thonet's 914/6 is a rocketship!



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Photo by Stephan Szantai

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43RD 356 INTERNATIONAL

It is surely the greatest event dedicated to the earliest Porsches, held in a different country each year and welcoming enthusiasts (and their cars) from all over the world. Held this year in the UK, the 43rd (yes, really!) 356 International was an event not to be missed...

Words: Hendrik Moulds Photos: Hendrik Moulds and PR Services Ltd



Left: Not one, not two but three Gmünd-built Porsches showed up, two of which partook of the driving events

Right: Participants threading their way into Hanbury Manor, a Jacobean-style resort hotel set in some 200 acres of Hertfordshire countryside

Right: Guest of honour was legendary Porsche Le Mans driver, Jacky Ickx who, when he wasn't driving a 356 on the event, spent much of his time signing autographs



Left: Gathered at Duxford, the scene was like one of those photos you see taken out the back of Werk 1 in Zuffenhausen back in the early 1960s...

Right: 550 Spyder was one of several historic cars on display at the event, adding a touch of the exotic to an already spectacular weekend



Left: Saturday night's Gala Dinner was a major part of the event, held within the spectacular hangar housing part of the amazing Duxford collection of aircraft

Far left: Dinner at Hatfield House – what a great venue!



This year's annual meeting of 356 owners was held in Ware, England, between 3rd and 6th May and, as far as I know writes Hendrik Moulds, is the longest continuously held gathering for Porsches in the world. Each year the club from a different European country hosts the meeting, taking it in turns to show the best their country has to offer. It continues to be enthusiastically supported worldwide by 356 enthusiasts and this year's event had attendees from Sweden, Germany, Holland, Italy, Belgium, Switzerland, Austria, Russia, France, Australia, Denmark, Luxemburg, USA and of course the UK. This year the number of cars participating was limited to 140 and is smaller than most previous meetings, which can host over 300 cars.

This was to be the 13th time I had attended one of these meetings and 15 years since it had previously been held in the UK, when we gathered in Brighton – that meeting also happened to be my first, so I was eager to attend this year as well. I participated in my RHD 1953 Cabriolet (with the top down constantly) and it was a novelty to set off on the morning of the first day of the event as normally it takes me multiple days, a ferry crossing and sometimes flights to be able to participate in these events. However, they are more than worth the trouble with great food, drink and camaraderie. For me personally, this year's event was exceptional in these attributes being ably organised by a

“IT’S 15 YEARS SINCE THE EVENT HAD PREVIOUSLY BEEN HELD IN THE UK AT BRIGHTON...”



small team headed by Fred Hampton, Simon Bowery and Jamie Richardson.

We were due to begin arriving from 2.00pm on the Thursday, so it was an easy 200 miles for me to drive south to Hanbury Manor Hotel, a fantastic stately home built in the Jacobean style and set in 200 acres of grounds, including a golf course, so there was plenty of parking for the cars. Once parked in my designated space, I checked in and went to collect my information and goodie bag.

This consisted of a polo shirt and enamel grille badge for the event, as well as gifts from the sponsors – and beer! There was also plenty of time to relax, meet up with old friends and make new acquaintances, as well as admire the cars as they arrived. For those with money burning a hole in their pocket, there were stalls from Karmann Connection, PR Services and Diane Morrill's 356 Registry Goodie Store.

Although there were only 140 cars participating this time there were some exceptional vehicles in attendance, including three examples of the aluminium Gmünds, two of which took part in some of the driving routes. The participants were split into four groups depending on the age



Far left: Giant screen was a highlight of the reception at Duxford



Left: For those who wished to test their driving skills, there was the opportunity to take part in a driving test at Wethersfield MOD base



Right: A visit to Lee Maxted-Page's impressive workshops and showroom gave people the chance to look at historic Porsche race cars up close



Left: It can only be Hedingham Castle! Home of the biennial Classics at the Castle event, Hedingham was the scene of a display of medieval jousting

Right: Also on show at Maxted-Page was the ex-Dickie Stoop 'YOU 4' 904 GTS, one of the best known examples of the model

Left: Jacky Ickx at the wheel of the Andy Prill-prepared 356B Carrera 2000GS, which we will be featuring in a future issue of Classic Porsche. The car was Ickx's transport for the weekend

Right: Hendrik Moulds at the wheel of his 1953 Pre-A 356 Cabriolet, in which he's attended no fewer than 13 356 International events over the years. We'd love to see the GoPro footage!



of the 356, starting with Green, Blue, Red and finally Yellow for the 'modern' 356s. This was the organisers' attempt to stagger departure times so as to ease any traffic congestion in the surrounding area, a policy which was very necessary and proved effective.

Once everyone had arrived, we had a delicious buffet dinner at the hotel set in one of their beautiful dining rooms. Afterwards, some retired to the bar for several drinks late into the night and were 'joined' by The Hoff! This turned out to be a mistake for those of us who were part of the Green group, as we were due to set off the next day at 8.00am, with breakfast at 7.00am!

Somehow the early birds managed to drag themselves out of bed to be met with blue skies and the perfect day for a drive out in the 356s. The route took us along little used country roads through the beautiful countryside and picturesque villages to arrive at Lee Maxted-Page's for a visit of his impressive showroom set in the grounds of his house. What a way to work from home!

There was an amazing display of all manner of Porsche race cars, from 904s to examples of the more modern 956 and 962, as well as some rally and road cars, too. After gazing admirably at the impressive line-up with coffee in hand, we set off again for the short drive to Hedingham Castle. The castle dates from 1140, of which the keep is all

“WE SET OFF AGAIN FOR THE SHORT DRIVE TO HEDINGHAM...”



that remains, while the mansion in the castle grounds dates back to 1720. This venue has also hosted the UK's biggest biennial gathering of early Porsches for many years.

After driving up the long drive, past the mansion and over a small humped back bridge, we parked the cars on the grass surrounding the keep. Here we were able to enjoy a sumptuous picnic in the castle grounds whilst watching the other 356s arrive. After lunch we were entertained by an impressive display of jousting from four knights on horseback, two 'good' knights and two 'evil' knights, who showed off great skills and made a tremendous spectacle, especially when the lances splintered after a direct hit.

After the festivities we then made our way back to the hotel for a little relaxation, which for some meant heading to the bar, before we left by coach to Hatfield House Old Palace in the grounds of the current Hatfield House for dinner. Hatfield House was built in 1611 in the Jacobean style and has been in the same family since its construction. The Old Palace, where we had our dinner, dated from 1497 and was a favourite residence of Queen Elizabeth I – it was here that she was told she was to be Queen of England.

After enjoying champagne in the gardens while watching the setting sun, we went into the impressive hall with its many wall tapestries. In between courses we had a brief history of the building and its surroundings followed by a surprise guest speaker. Six-time Le Mans winner and former Formula One driver Jacky Ickx had joined us as an ambassador for one of the sponsors and gave us an insight into what it is like to be a racing driver.





After an excellent meal we then left by coach for the hotel where some were able to have a few drinks at the bar before retiring for the night.

Luckily for the Green group, Saturday was a much later start with breakfast at a civilised 9.30 before an 11.00am departure. We were once again blessed with glorious sunshine and travelled on small roads through the wonderful countryside and picturesque villages to Wethersfield MOD base. As the base is still in use everyone had to go through security to gain access to the site.

Once there we were treated to a simple lunch in the canteen after which we were escorted through the base to what looked like their old airfield. There we participated in various driving tasks including a slalom, guessing the weight of your car and reversing as close to a (soft) wall as possible. It was great to bask in the sunshine while watching the various models of 356 perform the tasks with exuberance after I had completed my run.

In addition to the driving tasks, Jacky Ickx was a true gent being on hand all afternoon, signing photos and having his picture taken with anyone who wished to do so. Once everyone had had a turn with the tasks it was time to set off back to the hotel through rolling countryside, with the sun shining all the way.

Saturday evening and it was time for the Gala Dinner. We travelled by coach to Duxford Aviation Museum, an impressive display of aircraft and aviation accessories

“SATURDAY EVENING AND IT WAS TIME FOR THE GALA DINNER...”



housed in a giant aircraft hangar. Upon arrival we were able to wander between the various aircraft exhibits, including a Concorde, Vulcan bomber and some classic World War II aircraft, some of which were suspended in mid-air, whilst sipping on glasses of champagne. We were then invited to take our seats for the excellent meal while images and video footage of the event were scanned on the wall above us, including some of myself on one of the drives!

In between courses, Jacky Ickx was once again on hand to give out the various awards, including one for the challenges at the airfield. It was then time for our organisers to give gifts to those who had helped behind the scenes, making the event run so splendidly and hand over to next year's organisers, whose meeting is to be held near Lake Lucerne in Switzerland. Brochures and a short video previewed what looks to be another fabulous meeting.

After the formalities were over there was music and dancing until it was time to take the coach back to the hotel. Upon arrival, some wanted to carry on with the festivities and so headed for the bar (*a common occupation, it seems – Ed*) where we drank and chatted until the early hours.

Sunday morning arrived, and it was time to say farewell to friends both old and new. After a late breakfast I made the leisurely 200-mile journey home knowing that it had been one of the best Internationals of the many I have attended. **CP**





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PORSCHE AND GMÜND

Towards the end of the war, Porsche was forced to retreat to an Austrian backwater to save the company from allied bombing. But neither the remoteness of Gmünd nor the logistics disruptions of the post war period slowed the Porsche dynamic: by the time the firm returned to its native Stuttgart, the consulting engineer had also become a noted sports car maker and within a year its cars were participating at Le Mans

Words: Kieron Fennelly Photos: Porsche Archiv





Above: Ferry Porsche (centre), his father Ferdinand Porsche (right) and Erwin Komenda with the 356 No. 1 Roadster, the first vehicle to bear the name Porsche

Left: 1948 Porsche Type 356/2 Coupé at the Porsche factory in Gmünd, Carinthia; behind it the No. 1 Roadster

Below left: Porsche KG took over an old sawmill in the summer of 1944 in order to be able to continue work

Below right: In Gmünd, the company lived on small orders such as winches, ski lifts and repairs to old Wehrmacht vehicles, until 1948 with the construction of the first Porsche

In 1931 Professor Porsche established his own business, Dr. Ing. h. c. F. Porsche GmbH, *Konstruktionen und Beratung für Motoren und Fahrzeuge*, usually referred to as the *Konstruktions Büro*. He was by then a well-known figure in the European automotive industry having worked at some point for many of the big names, notably Austro-Daimler and Steyr in Austria and Mercedes in Stuttgart. A brilliant and innovative engineer, Ferdinand Porsche was also a restless spirit and he complained that if companies, meaning his employers, could live off his ideas for ten years, he couldn't.

Founding his own consultancy broadened the range of challenges he could take on. His firm was very successful – among many projects it designed and engineered was the Wanderer, an upmarket four- and six-cylinder saloon. An old name, Wanderer had become part of the Auto Union stable which also controlled Horch, DKW and Audi. This connection led to Porsche's work on the Auto Union racers which in the late 1930s were locked in a struggle with Mercedes, which left all other competitors far behind. And of course, the Volkswagen...

Ferdinand Porsche's abiding interest in developing a small, mass production car coincided with Hitler's dream of motorising the German population. The professor was not unaccustomed to operating at such high levels: in 1932 the Russian government had offered him the post of director of the Soviet motor industry which he turned down 'only because I am too old (he was 57) to

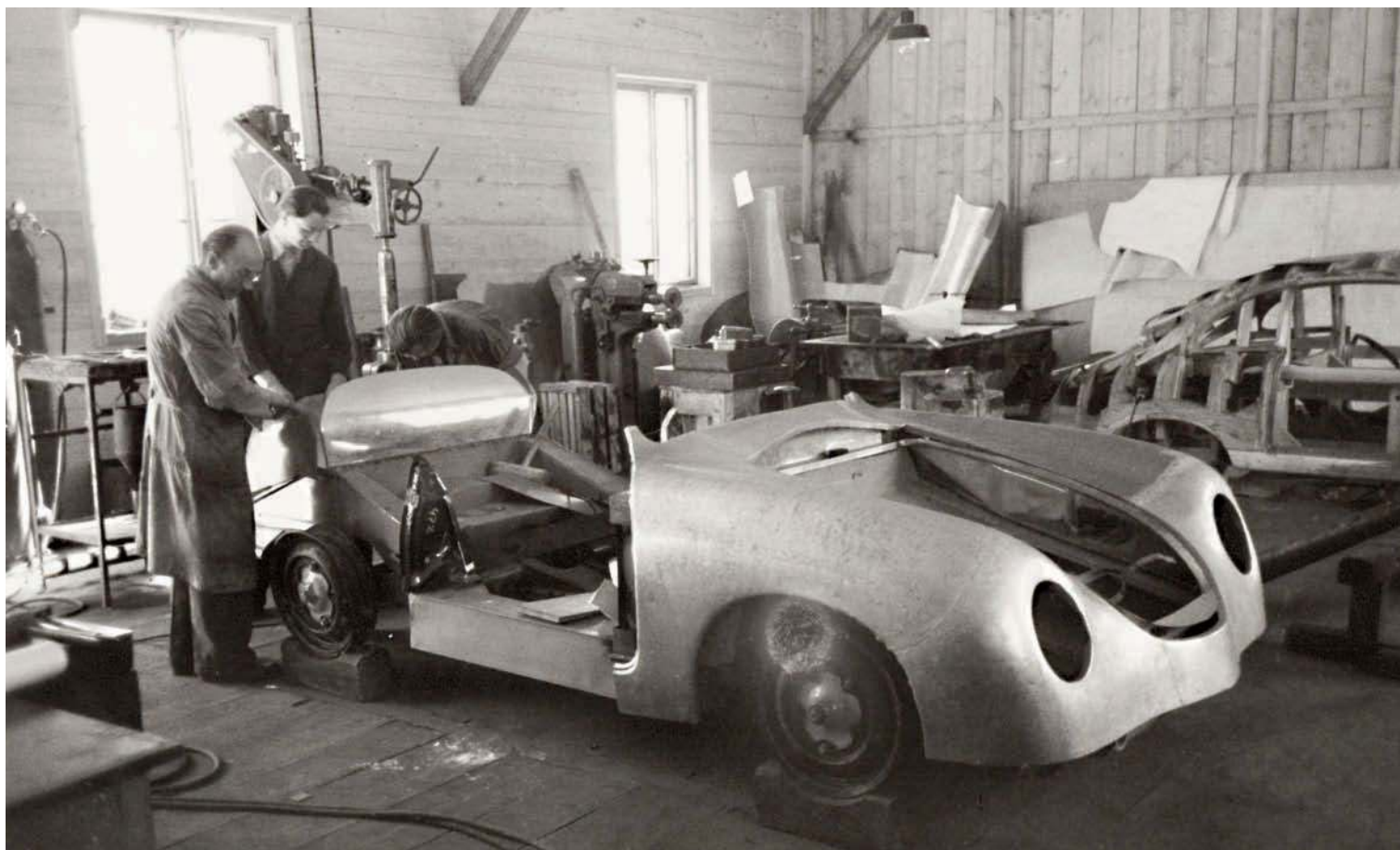
change career and I could never work through interpreters,' he told son Ferry who had accompanied him on the trip to Moscow.

In fact Ferry Porsche had worked closely with his father even before the inception of the *Konstruktions Büro*. By 1939 he was managing the office in Stuttgart because his father's involvement with the VW project was so intense that he was either travelling or working at Fallersleben, later known as Wolfsburg. Dr Porsche was supported there by Anton Piëch, the Viennese lawyer who had married Ferry's older sister Louise, and an enthusiastic early recruit to the firm.

During the war, governments on both sides commandeered engineering firms, aviation and vehicle manufacturers to build equipment or weapons for the war effort. For the newly established VW plant it was no different and Dr Porsche was pressed to design battlefield vehicles, producing several varieties of the *Kübelwagen*, an open lightweight 'jeep' based on the Beetle; Porsche also designed tanks – indeed the Leopard would stay in production till the 1970s, as well as the Maus 200 tonne tank, so heavy in fact that Dr Porsche had to engineer a dedicated railway truck to carry it.

As were most German cities, Stuttgart was bombed periodically, but from 1944 as the might of the USAF began to make itself felt, the Swabian capital came under sustained bombardment. As a strategic producer, Porsche was given permission to leave Stuttgart and relocation to Czechoslovakia





was offered. Ferry turned this down and after protracted arguments persuaded the authorities to allow the company to move to Kärnten in southern Austria.

He managed to secure two sites, one at the airfield at Zell am See, which they would use for storage and conveniently close to the family home of Schüttgut, and a sawmill at a village called Gmünd. About 120km south of Salzburg and 15km from the nearest railway station at Spittal, Gmünd was a remote spot by any yardstick, but in the shambles as Germany began to collapse, the move was vital to save their company.

Ferry Porsche did not hesitate: in November 1944, a large group of mostly Porsche's Austrian engineers and workers moved to Gmünd; machine tools and materials were warehoused at Zell am See and a skeleton staff remained in Stuttgart because Ferry believed survival was more likely if the firm's assets were spread between three places. Work continued and, as the war ended in April 1945, the Stuttgart men were working on a second Maus prototype.

1945 proved, indeed, to be a fraught year. Travel was difficult as under allied partitioning of Austria Zell am See was in the American zone and Gmünd in the British, and permission was required to go between them. Ferry recounts in his

autobiography that American officers were billeted on them at Zell am See. They helped themselves to the contents of the family's wine cellar then calmly emptied the sheds which contained machines, parts and unfinished prototypes; they also confiscated everything else, including the car built for the 1939 Rome-Berlin race, which Ferry had driven as his own transport during the war. The Americans decided this would be better as an open car and hacked the roof off it, more or less wrecking it before Ferry's eyes. Against this setback, the Americans carried out denazification procedures efficiently and by the summer, all the Porsches had been acquitted.

The single storey buildings at Gmünd were steadily transformed into workshops; an accommodation block was built and Porsche engineers devised water turbines to create a power source, even selling a few to local farmers. In this purely agricultural setting they worked on tractor designs, a small two-stroke diesel, later the basis of the Allgaier Porsche tractor, and repaired army vehicles which had been pressed into civil service and which were now falling apart. In the post war months, transport of any type was in huge demand.

The Porsche men also constructed winches, made tractor equipment and trailers. By mid summer over 250 people were

Above: 1948, Porsche Type 356/2 (Gmünd) Coupé production at Gmünd. The photo was taken in the main assembly workshop

Below left: Wool threads were glued to the car to test the aerodynamics. In the background is the building with the office of Ferdinand Porsche and the adjoining gatehouse, which are the only buildings of the former factory site preserved today

Below right: 1948 Porsche 356/2 Gmünd Coupé outside the works, Gmünd, Carinthia





Above: The main assembly building, which was divided into a general workshop, an engine and transmission facility and assembly space

Above right: Ferry Porsche sits in the car, while Ferdinand Piëch, the son of Ghislaine Kaes (either Edwin or Philipp) and Michel Piëch pose for the family album



working there. Then what Ferry refers to as the darkest days occurred: he and his father, and Anton Piëch, were arrested in what remains a disgraceful footnote in French history. The three were charged with maltreatment of French POWs at the VW plant. The real reason was concern by the new French government that Porsche planned to bring a VW type assembly to France, to the detriment of the French auto industry.

It was true that overtures had been made to Dr Porsche in 1945 and he had responded positively because at that point it had seemed the factory at Wolfsburg was to be dismantled and the land returned to agriculture. However, nothing concrete had ever been discussed.

It was also disappointing that Pierre Peugeot, who had made significant profits supplying parts to VW during the war and knew conditions at Wolfsburg, said nothing in the Porsches' defence. The French soon realised that they could not justify holding Ferry and he was released in the spring of 1946, but his father and Anton Piëch were held in appalling unheated conditions through the winter of 1946–7. The experience broke both men's health and they were finally released only to remain under house arrest in Kitzbühl in the French sector of Austria in June 1947. Never officially acquitted by the French, Dr Porsche

was destined to remain stateless and therefore without a passport for the rest of his life.

In the absence of her husband, father and brother, Louise Piëch, assisted by Karl Rabe, whom the British had approved as manager of the Gmünd site, had held the fort through the difficult first winter until June 1946 when Ferry was finally

released from house arrest. With his return, consultancy activity could begin again and through this, the most vital contact for the future of Porsche was made: Cisitalia.

Through a former VW employee, Rudolf Hruska, an Austrian now acting as an agent in Italy for Porsche, Ferry was introduced to

Piero Dusio. An industrialist and amateur racer before the war, Dusio was now ploughing some of the vast fortune he had made selling boots to the Italian army into a sports car building enterprise. He was employing some of his country's best auto engineers and had even ventured into building racing cars: veteran GP driver Tazio Nuvolari had already tested and raced a tiny Fiat-based single seater.

Dusio's ambitions seemed limitless and his engineers told him to seek out the German expertise which produced the Mercedes and Auto Unions. The arrival of Ferry Porsche on the scene was then quite providential.

The contract to design and engineer the Cisitalia GP car

“BY MID SUMMER OVER 250 PEOPLE WORKED THERE...”

Below: Not every road test went without a hitch...





provided not only the money to pay for Dr Porsche's release, but also the necessary contacts: Dusio, who had relative freedom to travel abroad, was able to use his friendship with renowned French journalist Charles Faroux in particular, to negotiate the Professor's freedom, or at least elevation to temporary house arrest in Austria. At the same time, Ferry and Karl Rabe, who were looking for other opportunities to develop Gmünd's nascent tractor business, were very taken by Cisitalia's successful small sports car, built like the single seater around a tubular frame and using Fiat engine and gearbox.

In 1947 Pininfarina had created a stunning coachbuilt version and tuned Cisitalias finished second, third and fourth in the Mille Miglia. Dusio planned to sell 500 of his cars for export at US \$7000 a piece. For comparison a Cadillac cost \$5000.

This set Ferry and Rabe thinking: there was no shortage of work at Gmünd and the Cisitalia contract would continue to occupy the engineers for some time, but the idea of a two-seater sports car assembled with mass-produced parts was firmly implanted. Although Dr Porsche still hoped to be able to return to VW and the Porsche tractor was already on trial with a local

farming cooperative, Ferry could see that they also could emulate Dusio and build not a Fiat, but a Volkswagen-based car, and, critically, they could do it at Gmünd. Later he would say 'We decided to build cars with the people we had, some very good engineers and mechanics.'

Typ 356/1 was an open *barchetta*. Using VW engine and running gear, it had an elegant tubular frame, but differed from the Beetle in having its engine mounted ahead of the

gearbox. This necessitated some reworking of the VW's torsion bar suspension, but by spring 1948 Ferry was testing a prototype on local roads, his cousin Herbert Kaes won a local hillclimb with it in July and journalists were able to drive it around the course at Berne prior to the Swiss GP.

Their reports were enthusiastic and orders arrived from well-heeled Swiss enthusiasts unconstrained by the currency and travel restrictions imposed on everybody else. Meanwhile Ferry was already looking ahead: the harsher climate of Northern Europe would require a closed car and he had commissioned a coupé design, Typ 356/2, which would have the gearbox VW-fashion ahead of the engine. This would create a roomier car. But if the factory at

Above: The small but dedicated Gmünd staff take a well-earned break! They could have had little idea how successful the company would become over the next 70 years...

“ORDERS ARRIVED FROM WELL-HEELED SWISS ENTHUSIASTS”

Below left: 1948, 356/2 near Zell am See, Schüttgut, in the background is the Imbachhorn mountain

Below right: Out on road test. Note how the design of the trim on the nose changed...



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The screenshot shows the ROSE PASSION website interface. At the top, there's a search bar with 'Search by keyword' and 'Entry by reference' options. Below that, it says 'All the parts for all the vehicles!' and lists Porsche models: 356, 911, 912, 914, 924, 928, 944, 964, 965, 968, 993, 996, 997, Turbo, GT2, GT3, RS, Boxster, Cayman and Cayenne. There are three images showing car parts: a wheel, a steering wheel, and a headlight. Below the images is a 'SELECT YOUR VEHICLE' section with a carousel of car models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. There are also filters for year (2005), model (997 C2S), body style (COUPE), and transmission (MANUAL GEARBOX, 6). At the bottom, there are 'Our GUARANTEES' sections: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor is pointing at the bottom right of the screenshot.

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Above: 1948, Porsche No. 1 out on the road, with Operations Manager Otto Huslein at the wheel

Gmünd was assembling chassis and running gear efficiently, the more complex coachwork required by the coupé was more difficult to make, and Gmünd turned them out too slowly.

In October 1949, Ferry commissioned Reutter in Stuttgart to build 500 coupé bodies, and was negotiating to take the company back to Stuttgart. As the return began in early 1950, final trimming and fitting out of 356 bodies was carried out by a Viennese coachbuilder foreshadowing the extensive use of subcontractors, notably Reutter and Karmann, that Porsche would rely on over the life of the 356.

The need to re-establish Porsche at Stuttgart was now imperative: in 1948 in the first flush of enthusiasm for the 'Dusio method' Ferry had envisaged making 150 cars by 1951, but in two years only 60 had been shipped. Logistics delays and the lack of facilities and coachbuilders at Gmünd were all responsible, but Ferry began to wonder whether the venture into car building was wise. After all Porsche had renewed its potentially lucrative consultancy agreement with VW, where production was now well established and in setting up Porsche-Salzburg, this organisation under Louise Piëch would now become not only Porsche's Austrian HQ, but also the VW importer. But if Porsche resumed working in Germany, a manufacturing operation was essential to avoid punitive taxation.

This was part of the thinking behind his decision to design the 356/2, a far more versatile model than the original roadster. Moreover the VW agreement enabled Porsche to use VW's

effective sales network. An enthusiastic response from these dealers who readily stumped up deposits meant that by spring 1950 Porsche had enough working capital to justify investment in manufacture.

A year earlier, when he was once more allowed limited travel, Dr Porsche had negotiated the contract with Zuffenhausen-based Reutter, and the coachbuilder now provided Porsche with temporary factory space and sheds adjacent to its coachworks until the American Army moved out of Porsche's own building, the impressive Werk 1, purpose-built in the late 1930s. However this move was delayed by two more years when, because of the outbreak of hostilities in Korea, the US forces including the vehicle depot at Zuffenhausen were ordered to remain in Europe. This development obliged Porsche to buy a single-storey wooden barrack building to house its engineering department, no doubt provoking ironic comments about the similarity with the conditions they had just left in Gmünd!

Today the site of Porsche's Austrian factory is recognisably as it was in the 1940s. A Porsche museum was established in a new building in 1982 and its proud curator claims that his was the first private Porsche museum. He has restored the various huts and it is not hard to imagine the sawmill humming with activity 70 years ago.

Gmünd, today a pilgrimage for dedicated Porsche fans, remains as remote and bucolic as it was when the Porsches and Piëch's first arrived there in 1944. **CP**

Below left and right: These two photos give a clear idea of how rural the location of the first 'factory' was. Far from ideal, the location served Porsche well...



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THERE AND BACK

Tempted into Porsche ownership after watching a TV crime drama, California native Bob Beach ultimately found himself the custodian of a 1972 911T. He restored it himself, first as an 'outlaw' and then, several years later, back to stock. It was quite a journey...

Words & Photos: Kristina Cilia





Inspiration comes in many forms, but for one Porsche owner it was Hollywood that played a key role in his enthusiasm for the brand and sparked a 20-year DIY journey. This started with the purchase of a 1972 911T which turned into the ultimate project, going from original to outlaw and back again.

The 1980s marked an era of change and the world was evolving. America was learning Reaganomics, the UK had a female Prime Minister and Communism was collapsing. Kids clambered for new electronic games and flocked to the arcade to play Pac-Man while others fiddled with a Rubik's Cube or listened to their Walkman. The media could now report worldwide events 24/7 on CNN, while regular scheduled television programmes were just as much about the cars as they were the stars, with popular shows like *Dukes of Hazzard*, *Knight Rider* and *Magnum PI*.

Automobile manufacturers were looking toward the future and in September 1981 the Porsche 944 was launched at the Frankfurt motor show. The 944 quickly made its way into film and was an instant Hollywood socialite appearing in many television shows and movies like *'Pretty in Pink'*.

If you were a young adult growing up in the '80s you just had to own a sports car. As a California native, Bob Beach was no different, cruising the streets of San Francisco with the wind in his hair driving his 1976 Tahiti Blue Triumph TR7. At the time, the TR7 was perfect: he loved how the car

**“IF YOU WERE A
YOUNG ADULT
GROWING UP IN
THE 1980s, YOU
JUST HAD TO OWN
A SPORTS CAR...”**

cornered, and how easy it was to park in the city.

But all of that was about to change after seeing his future on television one evening. He recalls watching one of those popular '80s crime dramas where a Porsche 944 was racing along a coastal highway (he laughs as he reflects on this memory that kick-started his Porsche curiosity). Though he couldn't afford the 944 at the time, he started on his path to becoming a Porsche enthusiast with the purchase of a 1980 Porsche 924. It wasn't until 1986 that Bob could get that 944 he once longed for. His desire for the Porsche marque had been awakened and since that initial purchase, he's owned approximately a dozen Porsches over a 30-plus year period.

However, it was the 911 that would capture his heart when he purchased a 1972 911T. This car would be the one he would keep in his collection the longest. He states that 'One of the reasons I kept this car so long was due to its exclusiveness'. The 1972 911 was a one-year wonder that had the unique design of the oil filler door in front of the right wheel well. Porsche had decided to move the oil tank forward to help with the weight distribution, but this design only lasted one year due to inattentive consumers and gas station attendants putting gas in the oil tank.

The purchase took place in 1998 when Bob had just sold his weekend driver, a 1979 911SC, and acquired this light



yellow 1972 911T from a friend to take its place. He recalls 'It was parked at his house for quite a while; it was a solid, running car but a bit tired'. On the drive home he had to pull the brake pedal up with his foot at every stop. The first item on the repair list was to rebuild the binding pedal cluster so he could have working brakes!

The car was very original with the exception of the MFI system, that had been replaced at some point with a set of Weber 40 IDAs, and the front bumper which was replaced with a glassfibre RS-style piece. Over the next couple of years Bob just drove it as often as he could. 'The previous owner had lowered it and fitted some stiffer torsion bars.

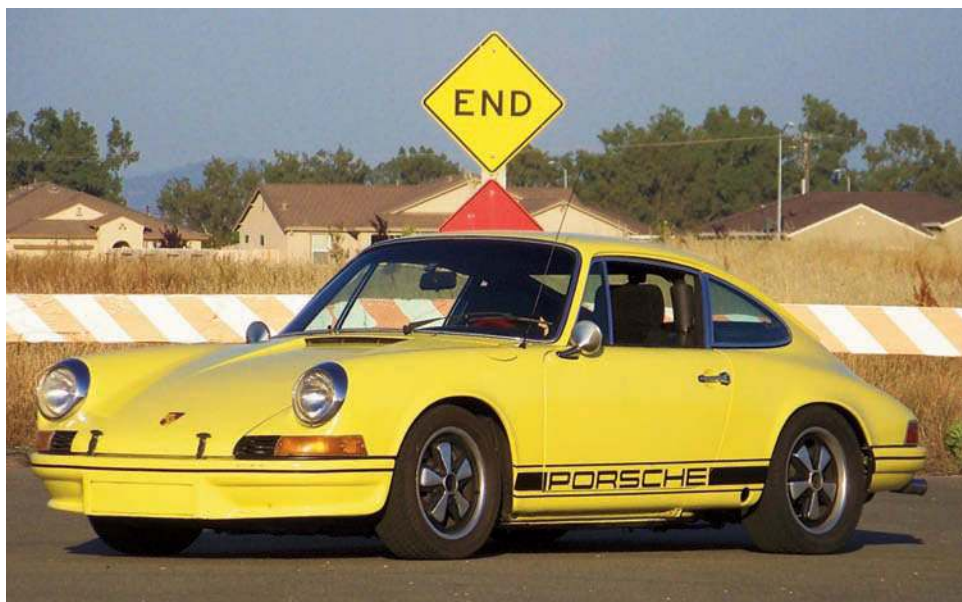
I really liked how it handled and enjoyed driving such a nimble car'. Then in 2000, the Porsche got an exterior cosmetic restoration but since money was tight Bob did it himself on a budget of just \$800. He had taken some courses in college and learned how to weld, so he set out to repair a couple of small rust spots.

With these imperfections repaired it was now time to apply the paint. Although he knew how to weld, he had never painted a car before, but that didn't deter him. He converted his garage into a spray booth, then using a hand-me-down spray gun from his dad and some single stage light yellow paint, he gave the car a fresh coat of paint. Once the paint

Above: No more RS-style front bumper and dummy oil cooler mount, the 911T now looks as it did when it left the dealer showroom

Below: Bob Beach (left) carried out the majority of the restoration work himself in his garage, with the exception of the interior trim





Above left: In its 'outlaw' incarnation, the 911T bore more than a hint of Carrera RS, with the exception of the stock narrow rear wings

Above right: A proud Bob Beach poses with his first Porsche, a 1980 924

Below: For a home-grown restoration, Bob's car is hard to beat. It goes to show what you can do when you put your mind to it...

was cured, it was time for reassembly. The parts required were relatively few since only some of the original trim was being used and the brightwork was still in excellent condition.

'From a short distance, my car looked kind of new,' Bob recalls. 'I didn't know what I was doing at the time, so up close you could see a lot of orange peel in the paint.'

At the same time he added rubber pull straps to the hood and the rear deck lid, and purposely left off the torsion bar covers, wheel center caps and side trim. He was going for the early 'lightweight' look, similar to the race cars of that era. To finish it off, he went to a local sign shop and ordered 'Porsche' letter decals for the sides and rear of the car.

Pleased with his DIY makeover Bob continued to enjoy driving and maintaining his air-cooled 911. But he wanted to

keep going in the direction of converting the car into a lightweight 911 with a minimalist interior. However, anytime he enquired about having work done at a local shop, it was as if he had asked them to restore the space shuttle. Since

the work he wanted to farm out was too expensive, he kept to the DIY path. Of course it helped that he continued to attend local Porsche events and shows, surrounding himself with the right people to engage with – likeminded Porsche-philes.

Nobody likes to start over again, but in late 2003 that's exactly what Bob was forced to do when he lost his job during a company

reorganisation and subsequent downsizing. So, he went back to school and took several courses at the local community college. He started learning the proper way to

“FROM A SHORT DISTANCE THE CAR LOOKED KIND OF NEW...”





repair dents and paint cars in the auto body and collision courses he attended.

Learning these skills gave him the opportunity to get the job done the right way without taking short cuts. However, without a source of earned income, the 911 project would come to a halt. Most dreams for automotive hobbyists would have an unhappy ending at this point, but not for Bob. He returned to the work force in 2004, but for him the monotonous and tedious 9–5 daily grind was the motivation to get back into the garage and finish working on the '72 911, plus a few other projects that had been keeping it company.

“EIGHT HOURS A DAY I WOULD THINK ABOUT MY CARS...”

‘Eight hours a day I would think about my cars and what I was going to complete on them when I came home from

work,’ he recalls. The passion was intense as his goals were written down on notepads during the in-between moments at work. He would also note which tools and parts he needed to complete each task and then spent his break times calling shops to acquire what he needed to get the job done.

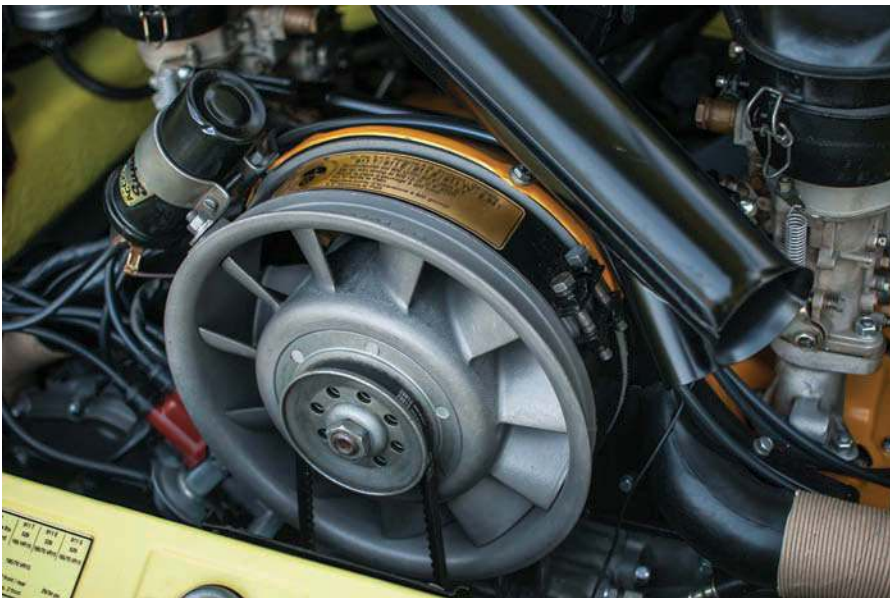
Bob’s wife was also influential during this time as she would join him in the garage to assist in fixing or cleaning parts of the car whenever he needed some help. ‘I’m extremely lucky to have an understanding spouse!’

Above: ‘Sugar scoop’ headlights were part of the original specification, so Bob opted to retain them rather than swapping to Euro-spec headlight units

Below left: When Bob acquired the car, it had lost its original factory-fitted MFI induction, a pair of Webers taking its place

Below right: The restoration became a family affair...





Above left: The 2.4-litre engine was rebuilt by Bob and is mated up to the original 915-series transmission

Below: Out on the open road once again, the restored 911T is a delight to drive, but soaring values of these early cars is prompting Bob to consider selling it to make way for a new project

Fast forward to 2016 and, after many years of enjoyment, the 911 was starting to look tired again and the values of these early cars were skyrocketing. At that point Bob decided he wanted to bring the car back to its original state. For most people, the mention of the word restoration comes with a heart-stopping price tag, but not for Bob. Since time was no object, his only concern was to keep the budget within realistic proportions. He started to disassemble the car, mounting the chassis on a rotisserie stand to prep it for minor bodywork and paint once again.

This time there was no need to take short cuts, which made for a much better job where the whole process went more smoothly since he knew what he was doing. The interior work, mainly the seats and door cards, were farmed out to a local upholstery shop to help complete the journey back to originality.



Last on the agenda, Bob set out to get all the mechanicals of the car sorted. This was more familiar territory to him as he grew up learning to wrench on cars with his father, who was once a mechanic in the Air Force and had taught him the ropes when it came to servicing and repairing automobiles. He tackled the engine rebuild himself but enlisted the help of a friend to rebuild the gearbox. With the original 2.4-litre engine and 915 transaxle sorted, the car was back in one piece and roadworthy once again.

The story now becomes slightly bittersweet as this 911 restoration takes an unexpected turn. With the prices of early air cooled 911s soaring and since taking an early retirement, Bob is contemplating selling the car, but not before acquiring another Porsche. Which model will it be? He is unsure of that at this time, but one thing that he does know is that his Porsche journey, inspired by Hollywood, isn't over yet. **CP**



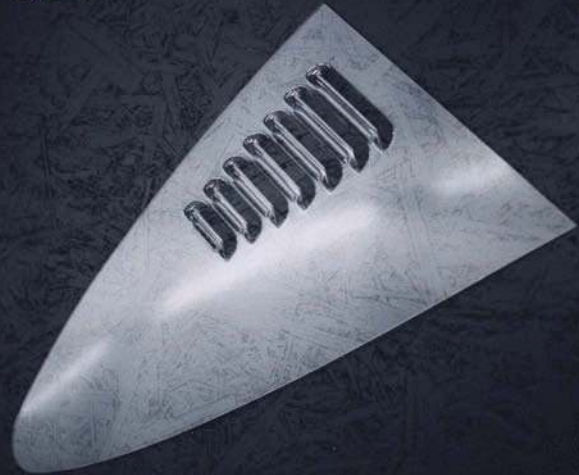


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JOHN GREGORY

AUSTRALIA'S OWN MR 356

Anyone who is anyone in the early days of Porsche in Australia will know the names John Gregory and Spyder Automobiles – and as John's reputation and that of his workshop grew in stature, it spread to just about every English-speaking country of the world

Words: Richard Holdsworth Pictures: The Mike Jacobson collection



Above: Bringing a touch of magic to his work. John Gregory's workshops were recognised as official Porsche service and bodywork centre by the factory in Germany. The company carried the name Spyder Autos

Today, sixty years on, Spyder Automobiles is very much alive and kicking with his son-in-law, Mike Jacobson, continuing the good work, putting best service and highest standards first for the Porsche world Down Under. My Aussie wife, Heather, and I are chatting over a coffee in Melbourne with Mike and his partner, Lorena, writes Richard Holdsworth, and I am reminded of the fact that in 1965 John Gregory's men repaired my Speedster after some errant driver clouted the car after a sunny day's shopping at South Melbourne market. The damage was not great and John and his team had the car back on the road in perfect condition before you could say *Air Cooled Rules!*

John Gregory was born in Lebanon, but in 1952 moved with his family to Melbourne where he became a motor mechanic with Devon Motors working on Fiat, Simca and Alvis cars. Aged just 19, he had completed an apprenticeship with a Ford dealer in his home country and had this uncanny knack of knowing what went on under the bonnet of a car as if he'd spent a lifetime in the trade. He was also fluent in five languages. Within a few years he had his own operation, a service station in the Melbourne suburb of Flemington, run with his brother and cousin and specialising in service and repairs to Volkswagens. The operation was named Carrera Motors.

Then came a chance meeting one sunny day in May 1956 –

a meeting that changed John's life. Norman Hamilton, the man behind Porsche in Australasia, drove onto John's forecourt and they started chatting – chatting about the rather unique 356 that Norman was driving.

Years before, Norman Hamilton, a Melbourne entrepreneur, had been on holiday in Austria and had espied this sleek sports car carrying the name of Ferry Porsche and was convinced the cars would find an enthusiastic following Down Under. Norman Hamilton went home, made an approach to the factory in Germany, ordered two 356s and established Hamiltons as the first export dealer for RHD Porsches – the year was 1951.

And on this day in 1956, when Norman swept onto John Gregory's garage forecourt, this also brought a sea-change to John Gregory's life. The two got talking and, inevitably, the engine lid was raised and John's head was soon among the machinery. It was air-cooled and also like the Volkswagen Beetle that John knew so well: it was rear-mounted and bore so many mechanical similarities to the People's Car.

At that time John's mode of transport was a side-valve Ford Club Coupé but he ditched the hot rod in favour of his first Porsche, a 356 Speedster, just the fifth Speeder imported by Hamiltons. But the car was not just purchased – John had to know more and it was not long before he had it stripped bare to find out what made it tick. The love affair really began.

In 1959 John bought a second 356, a Cabriolet, and started

Below left and right: Spyder Autos operated from Mt Alexander Road, Flemington, Melbourne. It is where the author was directed after his Speedster was involved in a road accident. John Gregory's expertise was brought to more than just Porsche 356s





taking on the service and repair of Porsches alongside his Volkswagen work. Over the years, he had specialised in the running gear and chassis alignment of cars and was confident that he could contribute to the Porsche world that was taking hold in Australia. John returned to his friend, Norman Hamilton, and through him was appointed by Porsche in Stuttgart as an authorised repairer and service agent – a position he held until 1975. The Porsche side of his business took the name Spyder Autos.

John's company progressed and Spyder was where Porsche owners headed when they were in trouble, as with my own experience when the Speedster was clouted at an intersection on the busy St Kilda Road. I called Hamiltons and asked, 'Where should I take the car for repair?'

My Speedster had been hit on the front near-side, fortunately missing the wheel but the impact spun the car around wrenching open the bonnet and my weekly shopping (a bachelor at the time) spilling out onto the road. The man at Hamiltons replied, 'Gather your shopping and take it home – but take the car to Spyder Autos. You can't do better than see John Gregory.'

John's empire grew, taking in Chassis Tec, specialising in chassis straightening and component re-jigging using jigs

designed and developed by John so that a severely damaged car would be returned to its owner as good as new.

The Gregory family had bought a property at Bacchus Marsh some 40 miles north of Melbourne on the road to Adelaide and John had in his mind retiring there, which he did years later. At Bacchus Marsh he spent his time scouring the country for early air-cooled Porsches, ultimately assembling a collection of over 20 of the 356 model and, later, a handful of 911s as the new Stuttgart car started filtering through to Australia. By now John was married and for their honeymoon he and his wife, Jean, covered 5000 miles touring Australia – it was no surprise that it was in one of John's collection of 356s, a Cabriolet.

But simply collecting and restoring Porsches never quite brought satisfaction for John and the lure of helping other Porsche owners was too much; he moved Spyder Autos back to Melbourne. The year was 1983 and normal service resumed. Their daughter, Lisa, soon got the bug – being dropped off at school each day in a variety of Porsches and she could hardly fail to be the toast of the schoolyard years later when she was old enough to get behind the wheel of a 356 of her own.

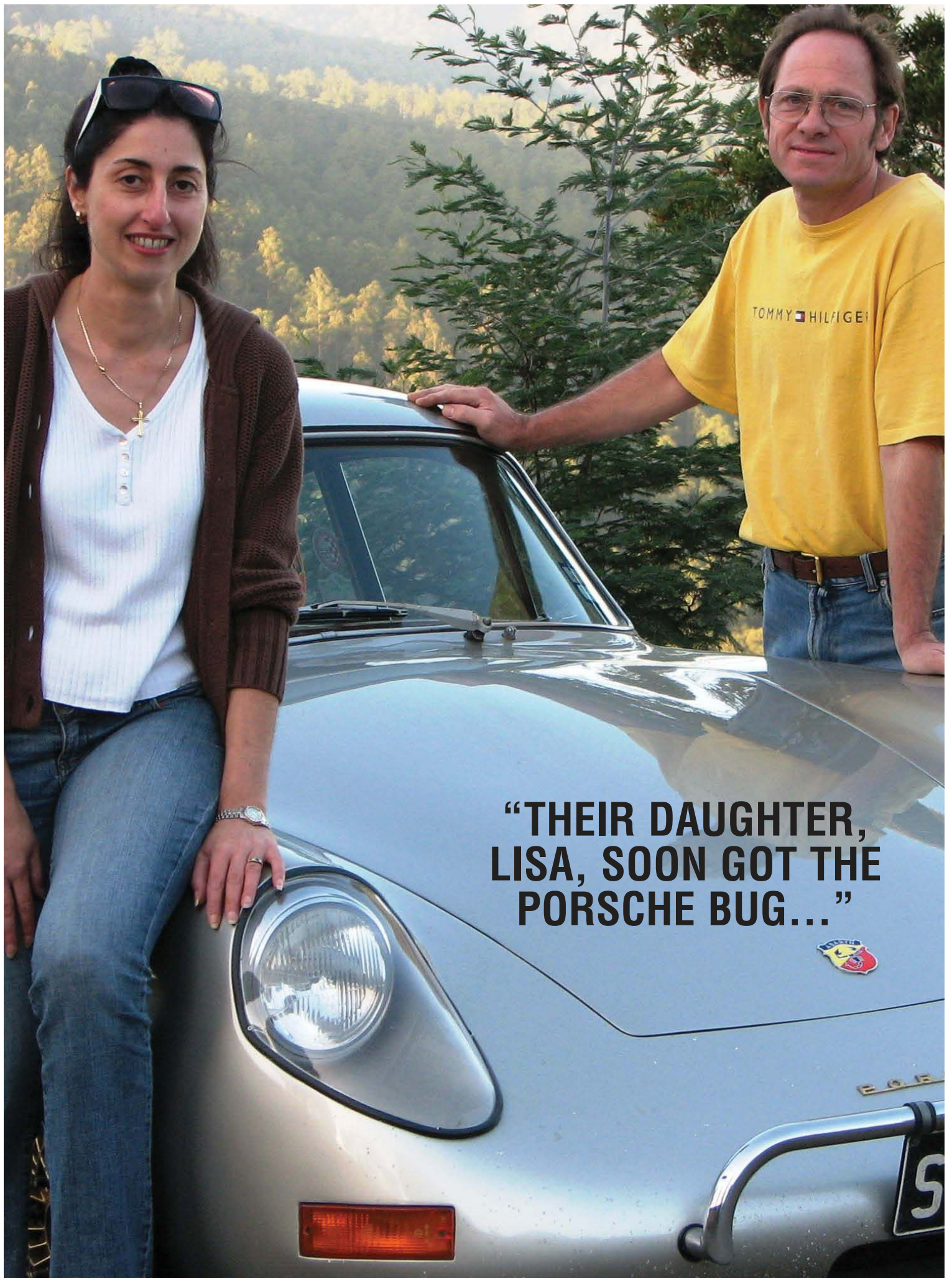
It may seem strange that the Land of Plenty has a recession but Australia experienced such a phenomenon in the 1960s, but

Above and right: John Gregory's daughter Lisa with husband Mike Jacobson. Naturally it was the Gregory Abarth-inspired 356 that carried them off on their honeymoon! Sadly, Lisa passed away in 2011

Below left: John Gregory's first Porsche and the fifth Speedster to arrive in Australia. It started a life-long relationship with cars carrying the Porsche badge

Below right: The John Gregory hillclimb special was built from Porsche and Volkswagen parts. John and the car regularly chalked up best times of the day





**“THEIR DAUGHTER,
LISA, SOON GOT THE
PORSCHE BUG...”**



such was the expertise of John Gregory and the support of his faithful customers that he survived, employing 20 men and handling new car preparation for Hamiltons, after-sales and warranty work. But the stress of running the business, sometimes working 16 hours a day, took its toll and John relinquished his Porsche service authorisation in the mid 1970s, moving back to the family farming property. But, once again, retirement was not for him and he was back in town by 1983 re-purchasing his old premises and workshops of Carrera Motors in the Melbourne suburb of Flemington.

By this time his wife Jean and daughter Lisa were active in the business and when Lisa married Mike Jacobson, Mike became part of the team. In 1988 the business was moved to the Melbourne suburb of Moorabbin and business thrived.

John Gregory's health had been suffering for some time and he succumbed to Multiple Myeloma in March 2003; he had worked up to Christmas Eve, 2002, showing typical loyalty to customers by completing outstanding projects and work.

Lisa had started a sign business, Affordable Sign Systems, running this alongside Spyder Automobiles until the decision was made to move to Warragul, some 70 miles to the east of Melbourne where Spyder Autos operates to this day. Lisa was well known in the Australian Porsche world – and beyond the shores of Australia – and when she died of cancer in October 2011, words of sympathy came from many quarters of the globe.

One was from America. Dave Bouzaglou of TRE Motorsports

is the organiser of Targa California – an annual three-day rally of 850 miles across some of California's best sports car roads. The rally is for pre-1975 cars and air-cooled Porsches feature heavily. And such was the name of John Gregory and daughter Lisa that Dave Bouzaglou used the 2012 event as a fund raiser for breast cancer with the funds being split between Australia and the United States. Mike Jacobson accepted the invitation to travel to the 2012 rally and became navigator for Chuck Miller in his 2.7 Carrera; they have stayed firm friends to this day.

Mike and I are still chatting and it seems appropriate to take a break as I find out the next move and how this brought Mike Jacobson into the John Gregory family, his daughter Lisa, and Spyder Autos.

Mike's training had been as an apprentice at a major Ford dealer in Melbourne and he explains: 'The Ford dealer had a rich history in motorsport and I cannot remember a time when motor racing of one sort or another was not part of my day. By age 18 my interest had grown and I joined a sporting car club where I met John Faulkner and helped him at race meetings with his 3.0-litre Ford Capri Touring Car. Then I was enlisted by David Cannon with an RS2000 Ford Escort. It was at this time I first started competing in club events then progressed to open race meetings.'

Mike tells us that after his apprenticeship he was seconded to Brian Wood Ford, another dealer that was a major motorsport supporter and it was not long before he was

Above: John Gregory and his skilled panel-beaters adapted a 356B T5 and turned it into a tribute to the Abarth 356 Carrera quad-cam aluminium-bodied racers

Below left: Interior of the 'Abarth' 356 – note RHD for the Australian market

Below right: If only Porsche had adopted this design for the rear of the 356! How much easier engine access would have been. Plenty of room, then, for the installation of the MFI-equipped 911 engine...



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Porsche 993 Carrera 2S 3.6L Coupe 1997, Tiptronic, LHD, Silver with Black leather interior



Porsche 993 Carrera 4 Cabriolet 1998, 6-speed Manual Gearbox, LHD, Black leather interior



Porsche 356B 1800S Cabriolet 1962, Manual Gearbox, LHD, Ruby Red with Black leatherette interiors



Porsche 930 Turbo Carrera 3.0 1997, Manual Gearbox, LHD, Black with Dark Brown leather interior



Porsche 964 3.6L Carrera 4 Turbo Look M491 3.6L, Manual Gearbox, LHD, Midnight Blue

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competing with his own Mk1 Cortina GT. 'But I had the misfortune of writing off the Cortina on the local track at Sandown. It was time for me to build and develop a Ford Escort with an RS2000 engine and by 1982 I won the Victorian Sports Sedan Association under 2.0-litre Championship, and I repeated that in 1983.'

For the 1983 season, Mike replaced the 2 litre engine with a Mazda rotary power plant and also developed the chassis. This work on the RS2000 saw him competing at National Championship level. He still had to work to keep the money coming in and enable him to keep racing and in 1986 he started at City Mazda as workshop foreman and then two years later was promoted to service advisor for the dealership.

'The year 1990 was another big break as I was invited to drive for the Porsche Club team competing in the 24 hour race at the Winton track near Benalla in Victoria. The car was a 2.8 RS 'clone' owned by Mike Tankard, and this is where I met Lisa who became my wife in the following February. To cap it all, we won the race and Mike and I completed 12.5 hours of the total 24 hours of a relay race where the team has up to six cars and they change drivers during the race. We led most of the time and had a great weekend! 1990 was also the year that Peter

Jackson held a series of race events searching for the next generation of champions. I entered and constantly set the fastest time during the day but missed out by one point on going through to the end of the competition.

'October of that year was when I joined John and Lisa Gregory at Spyder Automobiles and the rest is history. At Spyder restoration work is at a very high level – we have had a Concours d'Élégance-winning 356A Speedster and we have helped prepare Mike Tankard's 911 2.8 to compete in the Australian Porsche Cup which he won in 1992 by a record margin. Now I take on the role of test driving clients' competition cars helping them get good results including many club and state victories in hillclimbs and sprint events. Much of our business is advising owners and preparing cars for competition and we are pleased to say we have many successes to our name.'

While Spyder Autos is well known for looking after Porsche cars, it also takes on other European makes including Mercedes-Benz and BMW. And the doctrine of John Gregory in giving the very best service and workmanship continues unabated. If John were to look down from on high, I think he would be mightily pleased! **CP**

Contact:

Spyder Autos,
6–15 Phoenix St, Warragul,
Victoria, Australia.
Tel: +61 407 901 356

Below left: Mike Jacobson's Escort was unbeatable in the Victorian State Sports Sedan championships, 1982 and '83

Below right: Sharing with owner Mike Tankard, Mike Jacobson drove the 2.8 RS 'clone' in the Victoria 24-hour event at Benalla in 1990





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PORSCHE SCRS #16

Although Michael Stoschek's 911SCRS was never run as part of the five-strong Prodrive-prepared team, it has been through the Porsche motorsport workshop and is every inch a genuine SCRS. In fact, it can almost be thought of as the sixth factory car...

Words and Photos: Robb Pritchard



The Eifel Rally Festival, held in the rolling hills near the Nürburgring, is an absolute heaven for classic rally fans. With 150 original ex-works cars, or their almost exact replicas, sliding sideways, getting airborne and spitting flames, some even driven hard by ex-world champions, a car has to be something very special to stand out here. An SCRS in the iconic Rothmans livery is exactly that...even if this particular one's originality is technically a slightly grey area.

Michael Stoschek's immaculate example is #16 of the 20 made as homologation specials for

Group B, so although it wasn't one of the five Prodrive-prepared cars and never wore the famous livery in period, it's still an original SCRS.

Michael is chairman of the Brose Group, the world's fifth-largest family-owned automotive supplier, and although such a job doesn't allow him much free time it does mean that he is in the very enviable position of being able to own absolutely any car he desires.

His collection includes some stunning Porsches including one of the twelve 1974 IROC cars and Robert Drogman's Belga-liveried 911SC from 1983. He is also the man behind the New Stratos concept, so he can





actually even make any car he can imagine! The fact that he chooses to drive the SCRS, which he's owned for nearly thirty years and from 0km on the clock, is testament to the special regard in which he holds the car.

Way back in 1989 Michael came across a classified advert for an SCRS that had never been driven. One of just twenty units, made as the bare minimum for FIA Group B homologation, they were considered, even from the outset, to be the ultimate iteration of the 911 and he didn't hesitate to reply.

Unfortunately, though, the phone number on the advert didn't work. But the next month the same advert appeared again, this time with a lower asking price...but with the same unregistered number.

Michael was cleverer than any of the other interested people, though, and with a little research found out that the seller had written the wrong area code. Once he'd worked out what the right number was he was the first to get through. Apparently the car had been for sale for months

without a single call so the seller assumed the asking price was far too high and had dropped it really low hoping to at last attract some interest. As a nice reward for his investigative skills Michael bought the car for far below its market value. On his wedding anniversary he drove down to Switzerland with his wife to pick it up. He's now owned it for 29 years.

Although it had never been driven for some reason, its first owner had decommissioned it into a road car so it had no roll cage, bash plates or other competition-spec accessories, which is of course a travesty for an SCRS. The first thing to do was get it converted back into full rally spec, but no rally preparation company

was good enough for Michael though, not even Prodrive – he took it back to Porsche's motorsport workshop and arranged for the same engineers who'd built the cars in the first place to do the work. Not only would the work be perfect, it would be official as well, which is why it could be argued that this is the sixth Porsche 'works' car.

Above: Owner Michael Stoschek is well aware of the car's value – placed at around €2 million – so wisely saves it for use on exhibition events like the Eifel Rally

“BACK TO PORSCHE'S MOTORSPORT WORKSHOP...”

Below right: 3.0-litre engine was chosen to allow the SCRS to run in a lighter category. With Kugelfischer injection, the unit pumped out around 290bhp



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The 911 stayed like this for over ten years until 2002, when Michael decided that he would quite like to seriously drive it at classic events, but rally safety technology had improved somewhat since the mid-'80s so he decided to install a stronger rollcage as well as braided brake and fuel hoses. Another difference from the original SCRS-spec to make the car much easier to set up for different events and conditions, Bilstein adjustable suspension now graces each corner. Apart from these minor and understandable changes the car is all SCRS and all parts were

“LIKE TO SERIOUSLY DRIVE IT AT CLASSIC EVENTS...”

kept so reverting the car back to stock would be easy.

The Eifel Rally may be billed as more of a festival than a competition but it's still run as strictly as a proper rally, with time controls and a busy service park with hundreds of wide-eyed fans milling around, so there wasn't an opportunity to do a proper photoshoot... which is why we arranged to visit the Brose HQ in Coburg in the Bavarian region of Germany. The complex of factories and warehouses seemed to go on forever but it

was only the workshop we were interested in seeing.

Michael was away on business but his two full-time mechanics were happy to show us the car they were

Above: As a full-on Group 4 car, complete with the obligatory whale tail spoiler, the SCRS is not allowed to run in FIA sanctioned events

Below, left and right: Despite its spirited use on events like the Eifel Rally and the Rally Legends, the SCRS remains immaculate in every area



SCRS HISTORY IN BRIEF...

Porsche had a sporadic and some might say rather half-hearted history in rallying, especially compared to their legendary circuit racing exploits where they dominated pretty much anything they turned their attention to. Privateers had won the Monte Carlo Rally way back in the late '60s, Jean-Luc Thierrier took his red and blue Esso liveried SC to victory in Corsica in 1980, and the works team had several high-profile attempts at the Safari rally, but consistent top results often eluded them. To change that, and to put the Porsche name at the top of the rallying hierarchy, the mighty 959 programme was set in motion.

Unfortunately the project development took much longer than anticipated so as a stop-gap to get the Rothmans livery seen out on the stages, the SCRS was conceived. To enter Group B car manufacturers needed to make 200 road cars, of which 20 were then modified into evolution models for competition. This was the plan for the 959, but for the SCRS Porsche used the 911 as the base and as obviously many more than 200 units were made only the 20 'evolution' models needed to be built. Five were saved for the works rally effort and the others were sold off to the public to part-fund the project. At a massive DM188,000 (£135,000 in today's money) the sales helped quite a bit...

A Turbo bodyshell was dressed in lightweight aluminium panels, thinner glass, Kevlar bumpers, a mix of RS and 930 suspension, while brakes came from the spares box of the Le Mans-winning 917. A stronger clutch was fitted and the gearbox had much shorter gears installed than the road car as for rallying acceleration is much more important than outright top speed. In 1983 the current engine in the line up was the 3.2 Carrera, but that would have put the car in the next engine size category which had a

higher weight limit, so the older 3.0 SC blocks were used, although fitted with higher-compression heads from the 935 and Kugelfischer injectors. The 1057kg (2331lbs) car had 290bhp and a 0–60 time of 5 seconds.

Against the Manta 400s and Nissan 240RSs, it would have been a serious proposition but the SCRS was no match for the new breed of 500bhp 4x4 supercars from Audi and Peugeot, with both the Sport Quattro and the 205 T16 making their game-changing debuts in 1984. On the WRC it was instantly outclassed, but on the smaller national and ERC rounds, where the new purpose built cars hadn't arrived and were still far out of the budget of privateers, it was much more competitive.

The project was run by a burgeoning Prodrive team (then called Dave Richards Autosports – DRA) and was Richards' first foray out of the co-driver's seat. A young Toivonen mixed his ERC rounds with outings in the WRC with Lancia to take a third then second before going on to win five rallies in a row. It was only a back injury that caused him to miss a couple of rounds which meant he finished second in the championship.

Over in the considerably more demanding Middle East Rally championship, Emerati driver Saeed Al-Hajri ran a sister car and won the first outing, the 6000km-long Qatar rally, and went on to claim both the 1984 and '85 championships. But Prodrive understood the limitations of the car and already in '85 had moved on to develop the 6R4, so the SCRS has the rather dubious honour of being absented from rallying because of a Metro. In mid 1986, hours after the tragic deaths of Toivonen and his co-driver Sergio Cresta in Corsica, Group B was banned and that also spelt the end of the SCRS's planned successor, the 959 as a rally car. And so ended Porsche's last official foray into top-flight rallying.

checking over after the rigours of the 200km of rough Tarmac stages complete with jumps, water-splashes and sections where a lot of gravel had been pulled onto the road. A couple of days before we had taken photos of it airborne and at full tilt through a pretty deep ford, so it was quite surprising to see that there wasn't a single scratch on it.

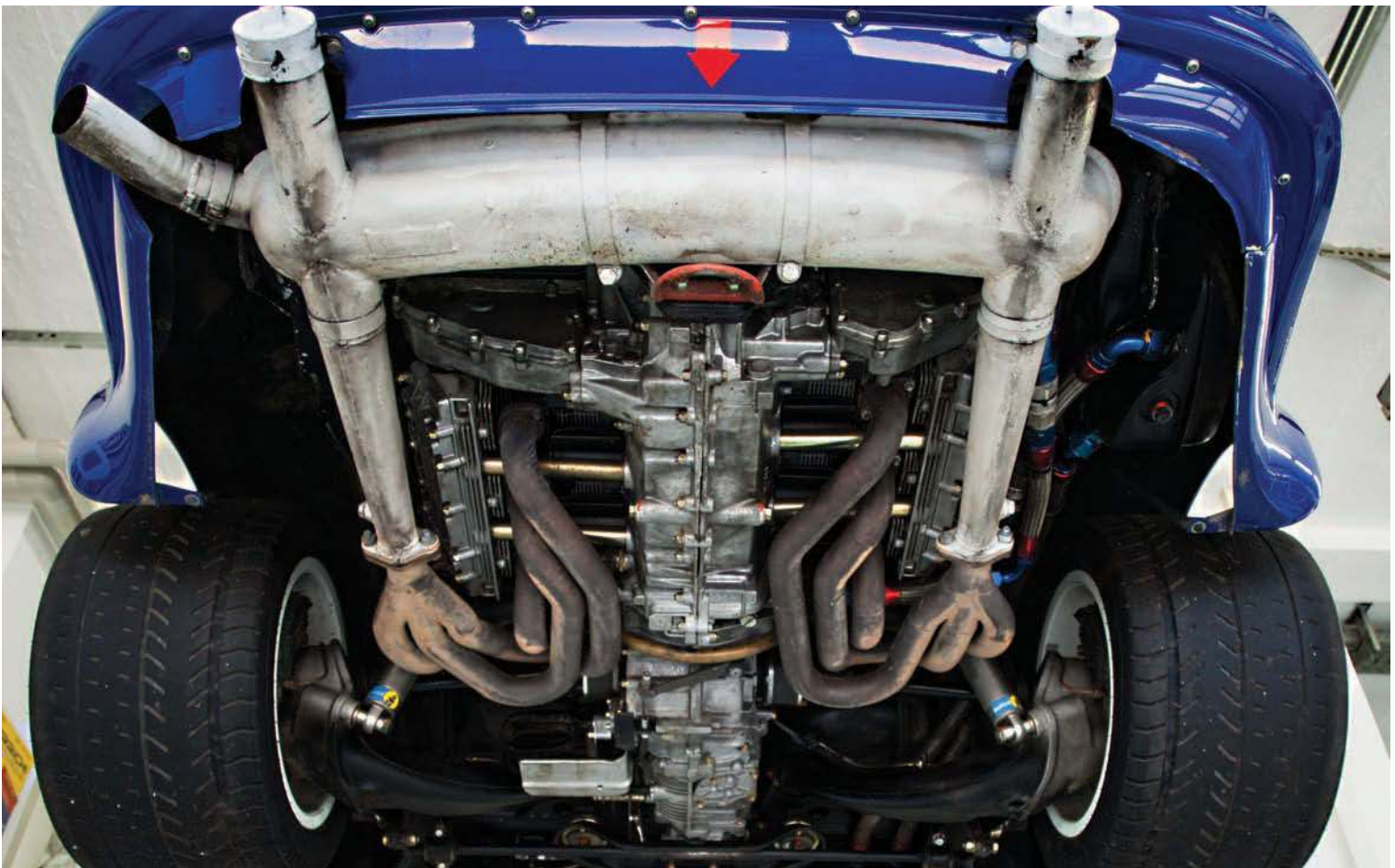
Michael suggested shooting the car at an old barn in the countryside a few kilometres away from the factory and apparently he'd offered to let the author drive it there. No blast round on an airstrip testing where the limits of the car are of course, but even in Tuesday afternoon traffic on the outskirts of town no Porsche lover is going to say no to such an opportunity. Easing over the side roll bar into the bucket seat and fumbling with the five-point harness, also another

safety improvement over the '84 car, there's that familiar feeling of nerves and excitement that any Porsche enthusiast feels at the wheel of anything with Rothmans livery on it. Everything inside looked as immaculate as a museum exhibit but then we noticed something very unexpected. The VDO odometer has just 5076km registered on it. Every one of them Michael has put on since 1989...apart from the 2.4 we were about to do.

The sound of the 3.0-litre flat-six growling from behind, even with the exhaust muffler bypass plugged so the gases flow through the silencer, is an amazing sound to hear, especially when it's your own right foot that's controlling it. And going around the tight roundabouts on the way out of town it felt more like a go-kart than a rally car... Sadly, we

Below: The Rothmans livery is so iconic – we're delighted these historic cars are still able to run in their period livery, without having to obscure the cigarette company logos, as was ultimately the case on many contemporary televised events...





didn't have the opportunity to do anything more than to get up to fourth behind a Transit van, and a public road was not the place to have 'fun'...

But to find out why it is such a special car we needed to sit down with Michael himself. 'For circuit racing there are many 911s you can choose to say it's the best, or your favourite, but for rallying the ultimate 911 is the SCRS. There were only ever twenty made and I own two, so that's 10 per cent of all the models, which feels special.

But for me it's the handling. At 960kg dry, it's the last really lightweight Porsche as everything that came after weighed a minimum of 1200kg. That's a very big difference when you are on a rally stage and affects everything; acceleration, braking,

cornering, how it settles after a jump. It's just a joy to drive.'

As a full blooded Group B car it's not allowed to take part in any FIA-sanctioned event. For the competitions that require a homologation passport Michael has the IROC car, so the SCRS is solely seen on demonstration events like the Eifel Rally and Rally Legends,

which also suits Michael. 'To drive such a car at its limit you need to be a very special driver, but if I make a mistake not only is it a €2 million car I've just driven into tree, I am also aware of just how historically important the car is. I wouldn't like to be the subject of the conversation

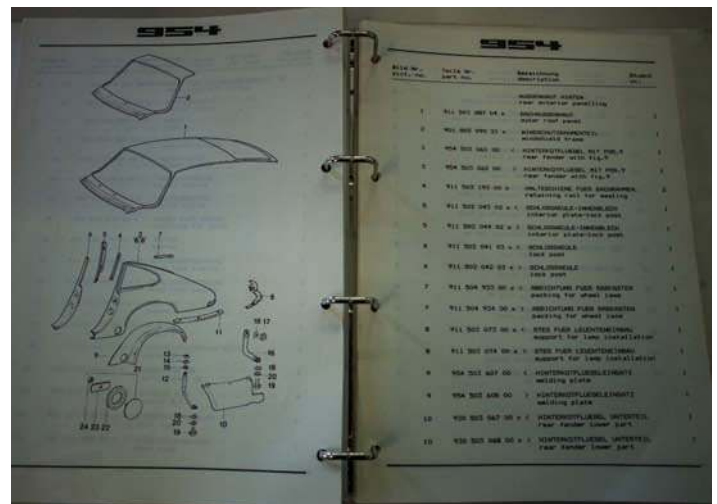
why there are only 19 SCRSs left! But at the Eifel Rally there are 40,000 spectators on the stages so it is really a pleasure to show them the car with the tail out and splashing through the water. It's such a pleasure, that I will never sell this car.' CP

Above: Doesn't look like it's just completed the Eifel Rally, does it? Braided oil hoses are the only obvious deviation from original

Below left: Out on the open road, the SCRS is quite a beast, yet more than happy to cope with regular traffic

Below right: Michael has accumulated a lot of SCRS-related material, including parts books, etc

“I'M AWARE OF HOW HISTORICALLY IMPORTANT IT IS...”



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BARN-FIND BITSA

Bereft of a race car, classic 911 guru Josh Sadler and the Autofarm crew converted a 'barn-find bitsa' into an instant winner

Words: Johnny Tipler Photos: Antony Fraser





Josh Sadler has pretty much always had a 911 race car at his disposal. As founder and prime mover at Autofarm it's part and parcel of what they do – not so much a showcase but a way of life. So, when someone made Josh an offer he couldn't refuse for the S/T that he raced at the last RennSport Reunion at Daytona, he naturally felt the need to replace it.

As with many of these things, serendipity played a hand. An acquaintance pointed Josh at a down-at-heel racing 911 that happened to be lurking – where else? – in a barn. 'It turned out to be a 1975 car with a lot of SC in it,' reports Josh. 'Bob Watson had built it in 1990, initially for hill climbing, and then it had gone on to a couple more owners who carried on modifying it but without any serious usage.'

'It had a very early engine management system and full-house sprint cams, which was a combination that never worked as far as I can see. The management system was relatively simple compared to after-market systems nowadays.'

Something as basic as that wouldn't faze Josh, nor his Autofarm confederates. I've been with him on a car buying recon mission before, and he's very much of the magnifying glass persuasion: nothing escapes him, and he's been at the coal face for long enough to know what build-year

codes signify and where to find them on every component. That being so, he quickly sussed that this barn find was sporting 3.3 Turbo suspension and brakes: 'It's a conglomeration,' he says, 'a bitsa for a bit of fun, which suits me very well. You get to a point where building something too exotic is too demanding. This is more a case of, "oh, I've got one of those so I'll use that," and the only thing I had to buy for serious money for this car was the twin-plug distributor.'

So, nearly 30 years ago, Bob Watson created a 3.5-litre flat-six on an SC crankcase, incorporating a 100mm crank-rod set, which drops into an SC 3.0-litre crankcase and is legal for HTP (Historic Technical Passport) papers for a '74-'75 car, which, surprise, surprise, is what's at the back of Josh's mind. 'It's cosmetically a 3.0 RS with a 1975 ID, so I need to work towards it having a '74-'75 RSR specification, with HTP papers.'

Fortunately, a very good friend, Nigel Garland, had two of the 8-pin CD boxes that they used on the 3.0 Turbos and the RSRs of the period – absolutely perfect for an RSR – so, armed with those, Josh needed to find a distributor that worked with them. 'There's a couple of outfits that make replicas of the original Bosch twin-plug – most people use the Morelli, which was the earlier one, going all the way back to the 906.'

'But the Bosch has been re-manufactured in



America, and I remembered that I'd bought one from Richard Chamberlain when we did a deal with him on all his left-over bits, which included a new-old-stock Bosch twin-plug distributor cap and rotor arm. So, I already had a brand-new distributor cap and rotor arm, the two CD boxes, and the distributor body was a replica cast body, which cost a couple of grand.'

This 911's specific history is hazy. Having done some light track work, it appears to have been unused for most of the 2000s, passing through two auctions and ending up in the proverbial barn. 'I hate to think what he used it for, because the underside was caked in mud and gravel. Chap seems not to have done anything competitive with it, just posed around and then traded it in. It was in a bit of a state, generally, without being particularly worn out, but when we got stuck into it, it was obvious that no single person had focused on sorting it; one person had obviously done one bit and then someone else had done something else at one garage or another, and there were numerous invoices from various Porsche specialists over the decades. And yet it had never realised anything like its potential.'

Before taking the plunge, Josh was sceptical. 'I looked at this thing and I thought, "shall I, shan't I?" Its main problem is that it has had a massively comprehensive roll cage welded into it, which is all very well, but if you want to get HTP papers it involves a major engineering job to get it back to the bare 'shell and chop a lot of roll cage out of it. In the end I thought, "sod it, let's go for it," and this was over a year ago. We had a summer

of planning so we could get stuck in over the winter.'

Absolutely everything needed attention, because it had been converted piecemeal rather than as a single project. It's always been black, and it's retained the glassfibre bodywork extensions that Bob Watson fitted, except it had lost its rear spoiler, so Josh managed to generate a pukka Group 4 rear spoiler complete with factory rubber lip, which came from an orange 2.7 RS he bought in Rouen, along with an accompanying parts collection. 'The orange RS had come with 7in and 9in x16 Fuchs on it, which, in order to get HTPs, needed a set of 15s. So, a set of 7 and 9 x16s was ideal for the Barnfind Bitsa, because I'm running in the CSCC (Classic Sports Car Club) events, and the size fits the regs for the tyres.

'I think the brakes were the only thing we didn't have to rebuild; in fact, we didn't even change the pads, although they wore out quite quickly in the first race we did.' As for the rest of it, all the suspension had to come apart, along with seized bushes and bits that were missing. He sourced a pair of RSR-spec anti-roll bars, again with a view to HTP papers, 'because it had a Mickey-Mouse front and a standard rear anti-roll bar.' Josh switched its rear ducktail lid for the RSR spoiler, and fitted another front bumper purely because Autofarm had one in better condition. The paintwork was tidied up by Robin Dalwood, who's based at Westcott near Aylesbury and who goes back to Autofarm's days beside Amersham station.

Josh wears his technical talents lightly: 'I'd got a pair of

Above: Front-mounted oil cooler was made by Lloyd Allard, grandson of the legendary Sidney Allard, with further work by Radicool. The 911 was first built back in 1990 by Bob Watson for use in hillclimbing

Below left: Interior is race car Spartan, as you'd expect. Doors are lightweight glassfibre mouldings

Below right: Stack rev counter was given the retro treatment by Julian Reap at Reap Automotive



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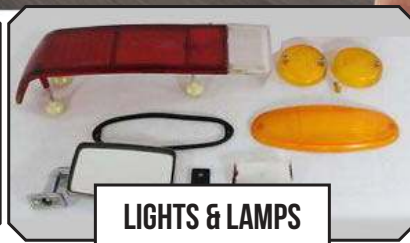
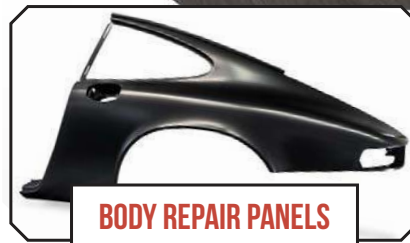
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The car's first outing was a Bentley Drivers Club event at Silverstone, consisting of a couple of 15-minute races, one a handicap and one a scratch fun race on the Club circuit, and as he approached the end of the straight, Josh was aware of a slight vibration, which he judged to be to do with the crankcase casting: 'they went over to the magnesium crankcase in '68, which ran through to the end of the 2.7s, and they used it for the 2.8 RSR, and although they beefed the crankcase casting up, the magnesium wasn't quite up to the job, and it gave problems with harmonic vibration. Over the decades we've had a number

of problems with 2.7 and 2.8 engines breaking cranks and cracking the crankcase through harmonic vibration. One of the harmonic balances is called a rattler, and it's got weights that are in free space, and once the harmonic starts they shuffle around and counteract the harmonic vibration.

'It's a technology that's been around for years and is quite widely used on the big V8s in the States. So, Helix Motorsport who do a huge range of flywheel and clutches for historic motorsport built one into the clutch.' And you can really discern the difference? 'Well, this is the problem: you can't, really, because you're talking about a harmonic in the 7- to 8000rpm range, and it's hard to keep the revs constant and think, "is this slightly different?" and to actually sense the harmonic vibration in the car, so I've never been able to specifically pick it up because there's a lot of other stuff going on.'

Otherwise, that Silverstone debut was a perfect play on the Silverstone club circuit. Josh shared the driving with Autofarm's Mark Henderson who carried out most of the mechanical work

Above: Substantial welded-in roll cage, which would need to be removed if the car was to be issued with HTP papers. Group 4 spoiler came from a 2.7 RS which Josh had bought in France

Below left: It's far from being a concours car, having had a hard life over the past years, but now it's in the hands of the Autofarm crew, the future looks rosey

Below right: Bob Watson built the engine originally, with 3.5-litre capacity



PENALTY SHOOTOUT

CSCC rules decree that the race winner gets a 30-second penalty that lasts for the rest of the season, and the reason for running it that way is that it stops aspiring heroes from building overly-serious cars that could be regular winners, because all that would happen is that they'd get penalised to the point where they're relegated to the back of the pack. As Josh says, 'it's had the effect of keeping it as club racing, because all the stars who are out in the big three-day international events don't bother entering. We've now got a 30-second penalty, but I don't care about that. The CSCC are going from strength to strength and they keep adding extra series; Future Classics is 40-minutes, and the Classic K is the one hour, and there's also modern classics, which they call Young Timer in Germany.'

In some obligatory pit stop races the driver is merely required to get out and run around the car, but in CSCC events they have to turn the engine off, get out, shut the door and get back in again: 'that's an interesting little discipline,' says Josh. I venture that it's almost worth hanging back and coming 2nd just so as not to get the 30-second penalty winning incurs. 'What's the point? There was another 911 out there that was fractionally quicker than us because he was getting through the corners slightly better,

but then he had a 30-second penalty so we won, and now we've got a 30-second penalty, so next time round there'll be a different winner, probably the chap who was about 12 seconds behind us, so it will be his turn to win next time!'

The opposition? 'The '70s category was a bit of a 911 fest, and there were three TVRs ahead of us at Castle Combe. Mark Chiltern's 928 which has been running for a few seasons is an impressive bit of kit now. These events are great fun, and obviously a great discipline – get a car sorted, get it effective – and we are just going through the exercise at the moment. All the CSCC meets are one-day events, and it might be a full weekend, but that means it's two separate one-day events, so people turn up in the morning, do their race, and go back home in the afternoon.

It caters nicely for the club racer, whereas at an event like the Silverstone Classic you practice on the Friday and race on the Sunday, and you've probably had to get there on the Thursday, and it costs a thousand pounds for the privilege and you don't get any more racing; it's a wonderful circus, though, and I drove it this year in the Lotus Elite with Gideon Hudson who's an old mate from Porsche racing back in Intermarque and Giroflex in the '80s.' Once a racer, always a racer. **JT**

on the car. 'It's a perfect event to cut the car's teeth on,' beams Josh; 'it was stonking down the straights, and it was working extremely well in the corners. Then we went to Castle Combe where it won the '70s class in Future Classics.'

Next round was at Donington Park, where Josh handed the reins to Autofarm's Steve Wood, who's got an in-depth racing CV, been a Silverstone instructor and raced in the Porsche Cup, and he co-drove it with Mark, running with the '70s and '80s Future Classics, which they won.

After that there was a bit of work to do on the chassis, and Josh had to make a fresh front oil cooler: 'it's going to generate some heat, and a 911 lives on its oil, so you do need a decent cooler. I got one from Lloyd Allard, who's the grandson of Sidney Allard and who's got a little aluminium fabrication operation in Gloucester – carrying on from his father Alan's turbocharging and supercharging business – and he does radiators and intercoolers, and I then got Radicol in Brackley to finish off the ends. It's working OK, but I had to modify it, the same as the factory used to modify them, and just cut out the front panel so the air flows through the cooler. And we put a little oil cooler on the gearbox as well.' Thanks to Josh, it's now had the detailed attention lavished on it that it should have had all along.

'We have gone from front to back, top to bottom, taken everything apart, rebuilt the gearbox, changed the ratios, absolutely everything. I got a Stack rev counter adapted into a

10,000rpm rev counter by Reap Automotive, and you pull little bits and pieces together from various dusty corners as you go along. The powers that be in club racing in the UK don't really enforce dating the seats, though you've got to have the seat belts in date, plus your helmet, gloves, boots and Nomex knickers. One advantage having a '75 car is that you don't have to wear a HANS device: can you imagine at my age wearing one of those when you've got to do a lightning driver change?

I can't even cope with a full-face helmet; if you're doing a quick driver change you can't look down and get the buckle done up: you've got to sit there, get your hands out of the way and let somebody else fiddle around with your crotch! So, I always wear an open face helmet.'

All the side windows are in Perspex, and it's a fixed window

on the passenger side with a sliding section for ventilation, supplemented by a couple of fans inside the scuttle vents, so in the event of a wet race the screen would be less inclined to mist up. So, is it the new Autofarm showcase racecar? Josh is sceptical. 'It isn't fair to impose it on Steve and Mikey (Wastie) because it's an old club racer and it's a bit scruffy. As it stands, the paint finish isn't up to it, and it's up to them if they want to adopt it. I was grateful for Steve's feedback, but we've only done a couple of meetings so far and we need a test day.'

So, does Josh see his new black bomber as a reversion to how it was in the mid-'80s? 'In terms of the car, yes, it's all stuff we had kicking around in the '80s, though in those days the distributor would have been a secondhand one that we fished

“IT'S NOW HAD THE DETAILED ATTENTION LAVISHED ON IT...”

Below: Our man Tipler gets behind the wheel, noting how quick the car is as it whizzes through the rev range. Handling is race-track sharp





out of Germany, but nowadays you've got to get the late repro ones. But, yes, it's very much a car that we might have built in the '80s, which is all '70s stuff. Once you've got papers to say, "yes, it's an RSR rep," then it does take you into a different realm; you can run in the Masters series, which EB Motorsport's Mark Bates does, running a couple of RSR-spec cars very effectively at places like Zandvoort Historic GP and the Spa 6-Hours meeting. So, we'll probably do a little bit more tidying over the winter, and if Steve and Mikey feel comfortable to run with it, then it will be the Autofarm club racer next season.'

Time for an outing. There's a knack to the starting procedure, which involves cranking it over and if I'm very lucky on the throttle I can catch it without flooding it. The Sparco race seat is an extremely tight fit, and the pedals are canted to the left as you'd expect. A glance over my shoulder reveals the hefty built-in roll cage whose triangulations are serious indeed. The ultra-light doors are copies of Porsche's original glassfibre ones, and there's an electric fire extinguisher system. Once it's warmed up I press the

hand-throttle lever between the seats and the revs fall back to a healthy 1000rpm. Three extra gauges show gearbox temperature, ammeter and fuel pressure. Josh comments that, 'it's not a very high oil pressure engine, so when it's hot and ticking over there's no oil pressure registered on the gauge but don't worry about that.'

The cabin interior is racing car Spartan, bordering on crude, but for club racing it's all you want. Out of the Autofarm industrial complex, onto the Oxfordshire backroads and over to Woodstock and Enstone, it sounds totally awesome between 3000- and 7000rpm, and the gearshift is nice to use once I'm accustomed to it; it feels some way stronger than a regular gate.

The suspension follows every nuance of the road surface, so it feels very lively. It has a tendency to understeer, and when corrected it quite sharply oversteers. But it is incredibly fast, and the revs are zinging right round the clock, so I conclude that on a track this must truly be a marvellous piece of kit. Amazing what can emerge from a barn, provided you've got the time and parts to throw at it – once you've blown the cobwebs away. **CP**

Above: Josh Sadler regards the car as very much a 'bitsa' and enjoys it all the more as a consequence

Contact:

Josh, Mikey or Steve, Autofarm (1973) Ltd
Oddington Grange
Weston-on-the-Green
Oxfordshire
OX25 3QW
Tel: +44 (0)1865 331234
www.autofarm.co.uk
sales@autofarm.co.uk

Below left: 16-inch wheels and the accompanying tyres fall within the remit of the CSCC regulations

Below right: 461DA Webers were rebuilt with help from Carburettor Exchange

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LIVING THE DREAM

Paul Kramer describes himself as passionate – some would say fanatical – about Porsches. This infatuation led to the launch of Auto Kennel, helped by his father Ed. Specialising mainly in the sale of Porsches, the outlet sits in the heart of Orange County, California, in a cool complex where vintage automobiles reign as king!

Words & photos Stephan Szantai

Businesses specialising in classic Porsches come in all sizes, shapes and areas of expertise. In the case of Auto Kennel, don't expect to witness a well-staffed team wrenching on a bunch of cars – that's not what the Southern California-based outlet is all about. Company co-owner Paul Kramer describes his speciality as 'the sales and brokerage/consignment services of vintage cars'. And most turn out to be Porsches.

His outlet isn't huge by any means; but the 15-plus vehicles displayed in a cool environment can be certain to make the enthusiasts weak at the knees; *Classic Porsche* therefore decided to pay the place a visit. As an added bonus, other vintage automobile-centric shops happen to inhabit the same complex. Here is what Paul had to say during our exclusive interview...

CP: How did the company start?

Paul: My dad/co-owner, Ed, and I officially opened in 2005 as

an incorporated company; but business started 10 years before that with a friend of mine, Jason. We worked together in the radio industry. We loved cars and raced autocross, etc.

Being in the entertainment industry, we saw and had access to a lot of cool high-end cars. We would help those people sell them. Pretty soon, Jason and I were buying them together – all we wanted was to make money on the side. At one point, I had 20 vehicles under car covers outside my house, some I owned, some I was selling. This led to the idea of looking for a building for a car storage business and car dealership. We got a dealer licence, found a property... It turned out to be way more difficult and far more expensive than I ever imagined.

CP: How did you find cars?

Paul: Through people we knew and a lot of friends, or going to auctions, which was a horrible idea. As we transitioned, I was still working two full time jobs and my dad, Ed, who retired from the medical industry, would join me for fun two or

Below: From the outside there's little to suggest what lies behind these grey walls, but Auto Kennel and its neighbours are a treasure trove for Porsche enthusiasts





Above: To the right is a '72 911S, with 50,000 original miles. Never restored, but Paul reckons it's 'One of the best early 911s I've driven'

Below left: Variety is the spice of life, they say...

Below right: Accurate '72 Kremer replica, as driven by Fitzpatrick, one of the most recognisable factory STs built. Even the replica's pistons and cylinders are identical to the Kremer car

three days a week. I eventually quit my two other jobs – I was now just excited to work one job 100 hours a week! Auto Kennel turned into a consignment business; but we quit offering storage, as it was unprofitable and high risk. About 13 years later we've sold almost 1000 cars on consignment.

CP: Tell us about your love for cars...

Paul: I always wanted to be around cars, as I like everything about them, although I was never one of those people fascinated with working on them, unlike my dad. As a kid, I loved their design and how they moved on the road; I drew cars, too. To this day, I don't work on cars, though I can tell what's wrong with

them. My all-time favourite vehicle was the Lamborghini Countach. I never owned one and I know it's a horrible car, but one day I will have one.

“WE’VE SOLD ALMOST 1000 CARS ON CONSIGNMENT...”

CP: How about Porsches?

Paul: Shortly after college in the early '90s, I read an article about the Beck Porsche 550 Spyder replica – it struck me as a beautiful car and it was attainable. So, I got a loan and bought a replica Spyder, putting 20,000 miles on it and doing many track days. I even joined PCA (Porsche Club of America) with it, even though you're not supposed to with a replica. Once you start hanging out





with Porsche people, it's kind of infectious. I've owned 15 to 20 pre-'90s 911s since and several other Porsches, too.

CP: So, Auto Kennel is just you and your dad, correct?

Paul: Yes. I never had employees. I never thought of it as a business, but rather as a hobby that gets bigger and bigger. I'm a little of a control freak and everything you see (photographs, marketing...), I do all that. My dad manages the website and takes care of the paperwork – he does the behind the scene grunt work.

My favourite aspect of the business is to photograph the cars and get really intimate with them; that's when you start seeing certain details. I also like researching the history.

There is nothing like sitting down on a Sunday and reading a hundred pages of mechanical receipts! I typically spend 20 hours photographing, researching, writing on a car, before I introduce it to people.

CP: Can you walk us through your shop?

Paul: Our physical space is about 2500 square feet. We have two lifts and I can squeeze 19 cars here, but there is an overflow space in the courtyard we can use. I prefer staying small because I can control how much work I can take in – I never wanted to be that hundred cars a month dealership. This place feels comfortable, like a bigger version of my home garage. There are 30 years of collecting on the walls,

Above: Auto Kennel's signature car, the rally-look 911, was featured in issue #52 of Classic Porsche

Below left: Paul and Ed, the father and son team behind Auto Kennel

Below right: Paul's personal 2.0L 914 – see text. Next to it, a black '97 993 Turbo





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such as a replica of a 917 Pink Pig door, by artist Claude Dudouit. I'm enthusiastic about stuff that's personal, like original paintings and art done by friends. Some of the more personal memorabilia is in the bathroom!

CP: What cars are your best sellers?

Paul: 911s by far, mostly ranging from the late '70s to 2010. I would venture to say that Porsches represent 90 per cent of the sales. I do enjoy selling other brands, but I'm more comfortable with Porsches, especially '80s cars, although I also have many 996s. I try to stay away from 356s and 912s, because good ones are hard to find. Occasionally, we see race cars, including an RSR that competed consistently from '77 until the '90s. I sell other German cars, too, mainly BMWs and a few VWs, because I like them and own them.

CP: What Porsches do you own now?

Paul: I have a 1984 928 and a green '74 2.0-litre 914, bought from the original owner in North Dakota when it had covered just 43,000 miles. I also own the green rally 911 you saw in



the shop (see *Classic Porsche #52*), which is almost a family member, being driven close to 15,000 miles per year.

CP: It seems that your neighbours in your small complex are into Porsches, too...

Paul: Yes. Juan Ortiz has an upholstery shop – he is the best upholsterer for vintage cars in my opinion. It's the only business here. The rest are enthusiasts who store their vehicles. Lan has French cars and Porsches; Barry has a few Porsches, too. Another unit houses several 911s owned by Mike, who goes by the name 'Cheez'. He is in the music industry and works with many bands like Sublime; but I think he'd rather just play with cars.

CP: So, is Auto Kennel your dream come true?

Paul: It's my livelihood, but there are a lot of easier ways to make better money. I would be doing this regardless. I love the cars and people, but also working in this environment and driving all the vehicles I experience – that's the ultimate primer to the story.

Above left: Wall art from Claude Dudouit

Above right: Cheez's collection of cars. He is the manager of Sublime

Contact:

AUTO KENNEL – 1974
 Charle Street, Costa Mesa,
 CA 92627 - USA
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Below: Neighbour Lan and his collection of Porsches and French cars, comprising mostly Citroëns (DS, 2CV, Mehari...). Quite a mix!



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Words: Robert Barrie Photos: Jayson Fong/2-litre Cup

2-LITRE CUP IS GO!

Probably the most exciting news of 2017 was the announcement by Peter Auto of the new race series for pre-'66 SWB 911s, dubbed the 2-litre Cup. Our own Robert Barrie – himself sharing a drive in the first event – reports on the first two rounds, held at Spa and Dijon





Left: The midfield pack early in the race at Dijon. The series makes for a colourful sight! Spain's Olivier Tancogne (#98) leads the way

Right: Podium at Dijon, with Phil Hindley (second), Olly Bryant and Andrew Smith (first) and Martin O'Connell (third)



The organisers of the 2-Litre Cup for pre-66 FIA-spec early 911s say the new series is all about having fun. Really? I reckon it's quite serious and quite competitive. It's fun alright, but it's also proper racing and absolutely brilliant as a result. The first round took place at Peter Auto's Spa Classic meeting in May. No fewer than forty cars entered with a mix of solo drivers and two-driver crews. Free practice was late on Friday, qualifying was on Saturday and the race – scheduled for ninety minutes – was last thing on Sunday.

Free practice would normally be an opportunity for circuit familiarisation and final set-up. Not this time. Some of the competitors had been at the circuit for days. The session was full-on and flat-out. The tone was set. The usual suspects duly put themselves at the sharp end in qualifying. In the race itself, the early laps saw the lead swap between Olly Bryant, starting from pole in the silver car he shares with Andrew Smith, Nigel Greensall in David Huxley's Brumos-liveried car and Pascal Pandelaar in Michiel van Duijvendijk's car.

It was impressive stuff. There was less than a second between them in qualifying – hardly anything when a lap lasts a little over three minutes. As the race continued, Greensall took the lead with Bryant and Pandelaar close behind. Then, shortly after the mid-race round of pit stops and driver changes, the circuit got up to its old tricks. The unbroken sunshine gave way to a hailstorm. A heavy one.

A safety car went out to check on conditions only to be followed a few laps later by a red flag. The race was over, having run a little beyond the hour mark. In the final few laps, Andrew Smith took the lead from Huxley, and Mark and James Bates' red-striped light ivory car took third from van Duijvendijk. It was a typically Spa-esque ending and, as we umbrella'd our way back to the paddock, we all agreed we must do it again. Most of us did. The second round of the series was at the Grand Prix de l'Age d'Or meeting in Dijon less than a month later.

There were thirty cars at Dijon. A mixture of attrition and alternative attractions cut the numbers, but it didn't affect the racing. Dijon is shorter than Spa – the lap is just over half as long – so the action was every bit as close. This time free practice was early on Saturday morning, qualifying was on Saturday afternoon and the race – scheduled for ninety minutes again – was last thing on Sunday once more. Hmm. Who do I speak to about the timetable? I should also say that the thirty minute-long free practice and qualifying sessions are a little on the light side – particularly for a two-driver crew at a circuit such as Spa. Those are small observations that can be addressed next season.



Meanwhile, back at Dijon, Olly Bryant put the silver car on pole again – this time he was ahead of the Bates car and Tech9’s Phil Hindley solo-driving another light ivory car. The midfield was packed with ten cars within a second of each other. The race produced another win for Bryant and Smith who, pit stops and driver changes aside, led more or less every lap. They are an impressively quick pair of drivers in an impressively quick car. Hindley was second and Martin O’Connell solo-driving Sandy Watson’s car was third.

The race also ended with a red flag as an errant late-braker got stuck in the gravel beyond the first turn and ended the proceedings five minutes early. It’s not hard to see how it happens – the cars are doing 200kph at the end of the long straight before braking hard and turning into the long double right-hander. Miss your braking point and it all gets a bit messy. Ask me how I know!

As a footnote, Andrew Smith finished the Modena Cento Ore and drove his 3.0-litre RS from the event straight to Dijon in time for the race. The Mont Blanc tunnel was shut so he went the long way and arrived just as the rest of us were in the collecting area. It was all very old-school cool, though it pains me somewhat to admit it.

The new series looks to be off to a good start. The grids have been strong with close racing up and down the field, and remarkably little contact. I’d like to think there is a respect for the cars and for each other that moderates the excesses occasionally seen elsewhere.

For those that don’t quite get the joke, drivers held responsible for damage to another car can be required to make a contribution

towards the cost of its repair. On the other hand, the attrition rate has been slightly higher than I might have expected. They have been hot and hard races – until the hailstorm – and that has taken its toll.

Above: The Historika-prepared car of Olly Bryant and Andrew Smith at speed at Dijon, where the pair finished first overall

“THE NEW SERIES LOOKS TO BE OFF TO A GOOD START...”

Below left: The left-hander that leads into the Parabolica at Dijon, with #167 Sandy Watson/Martin O’Connell

Below: Busy assembly area at Spa, a period of calm before the hail storm which brought the race to a premature end





Above left: Spa lived up to its reputation, with a downpour and hail storm bringing proceedings to an early end

Above right: David Huxley at the wheel of Nigel Greenshall's Brumos-inspired car at Spa

Below: Sanjay Talwar and Adam Dawson shared Sanjay's 911 at Spa



For those that care about these things – and we all do to some extent – eligibility checking has been evident. Engine capacity, track width and suspension components have all been looked at on the leading cars. They have complied more or less without exception. The rest of us have taken note. On-track discipline has been enforced by race control. A handful of cars have attracted penalties in each race, ranging from the addition of time to the deduction of laps for contravening pit stop regulations in some cases and exceeding track limits in others. There was also a penalty for an over-optimistic jump-start at Dijon.

So, what of our own efforts so far? I have been fortunate to share the car we ran in the Spa Six Hours last year with its owner again. He really is very patient! We had good pace at Spa and Dijon, with top ten-matching times and speeds at various points during both weekends, but we have not qualified as well as we could. It matters because a ninety-

minute race is not a full endurance distance and because the cars are so closely matched. It takes a lot of time – time we don't have – to pass the car in front when it is so similar.

I could say we overtook more cars than anyone else at Spa and as many as anyone else at Dijon. It's true, as it happens, and we thoroughly enjoyed it, but it's only the same thing as saying we qualified badly at both. We must try to do better at the third and final round at the 10,000 Tours de Castellet meeting at Paul Ricard at the start of September.

In the meantime, a number of the cars and drivers from the series will line up for a one-off seventieth birthday race for pre-1973 Porsches at the Le Mans Classic meeting in July. Frustratingly, it's a single-driver race of just under an hour's duration, so I will be reduced to cheering from the sidelines. Never mind, there are worse places to be and it will give me more time to work out how to produce that demon qualifying lap at Paul Ricard. It's all great fun, but it's also great racing. **CP**



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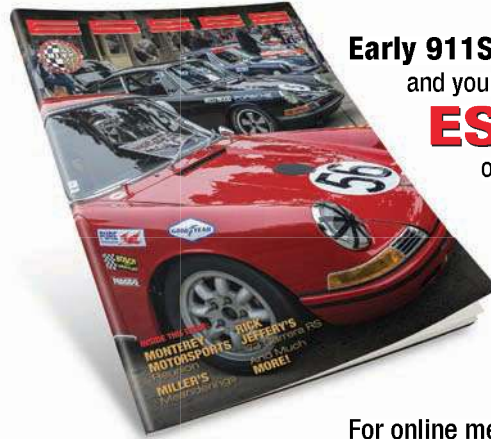
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1971 911T 2.2, LHD, sitting >32 years, German car with German registration, original colour orange, not used since 1986. S-options incl five Fuchs 6 x 15 of 1971 etc, car will be supplied with lot of additional new and used spares, sound basis, additional pictures available, please feel free for any other questions, £44,440, car is located close to Munich airport, interested in trade with Ultima GTR or similar. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany). C55/003

911 Carrera 3.2, 62,000 miles, black with black leather interior, 12 months' MOT, lots of history and documentation, same owner for last 18 years, a very original car with overall good bodywork, needs minor work to the body (photos available), £42,000, the car is an original right hand drive/UK registered car. Tel: 0041 7874 54223. Email: croftsp@gmail.com (UK). C55/024



993 Carrera 4S, registered Nov '96, 46,100 miles, FSH, MOT'd 07/05/18, owned by POC last 8 years. Metallic black, tan interior with black dash, immaculate condition, mollycoddled and pampered, as good as they come, oiro £78,000, current number plate is not included with the car, phone for a chat. Tel: 07786 291904. Email: dave@penna.me.uk (Aberdeen). C55/004

914

914-4 1973 2L matching nos, previous owner planned a 3.4 race conversion, but the project stalled, car stood for about 20 years, now rebuilt over the last year with original 2L engine. Some history, invoices, original tartan interior and batwing s/wheel, flared arches, wide wheels, tax exempt, MOT til April 2019, email for more pics, £18,450. Email: jfitz312@hotmail.co.uk (Yorkshire). C55/025

924



924 Turbo, one owner, non sunroof model, 1st January 1980, matching numbers, original bill of sale, extensive history file containing the original order acknowledgement letter from Porsche, 123,000 miles, Pasha interior, HPI clear, contact for more details and pictures of this 924. Tel: 07779 911911. Email: info@paulfrench.co.uk (Warks). C55/017

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944

944 2.7 Coupe, produced for 1 year only, this is an iconic 944 2.7 in cool Alpine White, excellent bodywork and unmarked Marine Blue pinstripe velour. Just over 56,000 miles, only 4 owners from new, last owner since 2006. Retains its original teledial wheels with all new Firestone Firehawk 215/60/15 94V tyres, recent service work includes new clutch and all cam and balance belts done at 55,130 miles. Extensive service records right back to 1993 by mainly Porsche OPC documents its well cared for life, hard to find in this condition, it's not perfect but a nice honest example with room to improve. Rare 2.7 interim model, detachable sunroof with storage cover, MOTs going back to its first MOT in 1992, will come with fresh MOT, HPI clear, Porsche COA, £13,500. Tel: 07768 938967. Email: thedjobinson@icloud.com (Beds). C55/022

Parts



Genuine 17" Cup 2 wheels for sale, removed from my 993 Coupe a set of genuine 17" Cup 2 wheels in really excellent condition, no kerbing or pitting, only a couple of very small marks. 7J x 17 ET55 front and 9J x 17 ET70 rear, part nos 993 362 124.00 and 993 362 128.01, tyres are premium Hankook with 6mm tread on front and 5mm on rear, size 205x50x17 and 255x40x17, email for detailed photos, £695. Tel: 07491 666163. Email: sbeazer911@gmail.com (Surrey). C55/026



MFI Bosch fuel injection 010 rebuilt, original Bosch MFI mechanical fuel pump for Porsche 911, not used for >30 years, freshly checked and adjusted to actual fuel, deviation <1cm3 for each cylinder. You receive with the pump also full set of documents: test report, copy of owner's manual with description etc, £3600, worldwide shipping possible, other parts of private collection clearance available 911-for-sale.de. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany). C55/012

Parts: 911 4 speed gearbox believed to be Turbo no.457261477, high ratio, £1500, clean condition; RS steering wheel fits 911SC, 944 2 bosses genuine Porsche, boxed, £250; 944 complete clutch, 2.5. 2.7 push drive, perfect condition inc ring gear; 2x flag mirrors, Guards Red, £100, prices plus carriage. Tel: 07984 650203. Email: hrhsilverfox@icloud.com (Cheltenham). C55/023

1977 Porsche 911 and 2.4 parts for sale, 911 parts, bonnet, boot lid, bumpers, various instruments/sundries; 2.4T R7 engine and gearbox, instruments, ancillaries. Tel: 07879 466740. Email: keith@seatown.co.uk. C55/008

Gold BBS RS 16", rare and immaculate, for classic 911, fronts - 7J ET24, rears - 8J ET11, all four centre waffles and removal tool included. In excellent original condition with no damage to them at all and currently the only set available in the UK, contact for high resolution photos, £1500. Tel: 07769 163548. Email: matthewsmichael@hotmail.com (London). C55/007



Brand new Porsche battery, part no 999.611.051.20, 12V 50Ah 300A, suit 924 Turbo or similar, £50. Tel: 01225 863050 or 07899 925827. Email: allanwindmill911@btinternet.com (buyer collects from near Bath). C55/013

964 RS America door cards, elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C55/009

993 transmission bracket, part # 993 375 313, £30 incl post. Tel: 01423 709175. C55/010

Porsche 964 replica Speedline alloys with tyres, replica Speedline 17" split rim alloys with brand new Toyo tyres, never been fitted to a car, fronts 235-45-17, rears 274-40-17, rear tyres have not even been fitted to rims yet. Please call or mail for more info and collection/delivery details, £1250. Tel: 07825 610480. Email: george.seb@live.co.uk (London). C55/011

Miscellaneous



Porsche 356 straightening bench mounting, unique Porsche 356 straightening bench mounting points set. Set of 19 special build mounting points for welding/straightening work, the set is an exact replica of the Celette tools and is to be used with standard Celette lower mounting brackets. Fits Celette bench and similar with 100mm x 100mm bolt pattern, price from Celette over Euro 12,000, price: Euro 4300/£3800 plus shipping. Tel: +45 40 877001. Email: peer.2004@mail.dk (Denmark). C55/028



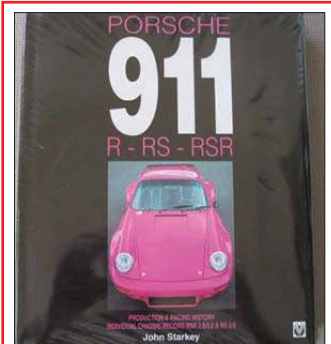
Porsche repro garage wall signs, 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C55/020

911 & Porsche World mags for sale all mint, consecutive issues 62 to 131, issue 139, issue 156, issue 159, consecutive issues 162 to 165, consecutive issues 175 to 234, issue 244, issue 251. I was a subscriber for many years and the mags have been read once and then stored, I now need the space so will not split, £120. Heavy, so either you collect from Bedfordshire or you arrange carrier. Tel: 07809 206694. Email: alan@brytech-eng.co.uk (Beds). C55/001

'POR 821' cherished plate for sale, drive a 1982 Porsche? The best plate for an '82 Turbo or Targa! On retention certificate ready for placement, DVLA fee included, £6995 or offers. Tel: 07739 642684. Email: richard@db9.org.uk. C55/005

Number plate 'VGS 911S', nice Porsche number plate 'VGS 911S', offers over £1000? Tel: 07768 938967. Email: thedjobinson@icloud.com. C55/006

Porsche - 70 years, by Randy Leffingwell, pub 2017, 250 pages, £25 incl post. Tel: 01423 709175. C55/014



Porsche 911 R-RS-RSR by John Starkey, hardback 1st edition. Rare collector's book with data tables, chassis records, black/white and colour photographs. Pristine condition with original plastic over cover from specialist bookshop, owned from new, publication year 1995, £400. Tel: 61 435 781950. Email: kbd@optusnet.com.au (Australia). C55/027

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| 996 POR | 911 FJX |
| POR 997T | 930 FF |
| POR 911K | XXX 911C |
| POR 911N | 991 PD |
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| 993 POR | 918 MHH |
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| X993 POR | A993 XXX |
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911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiirigger17@yahoo.co.uk. C55/015

Registration 'JCZ 4911' for sale, number is on retention certificate and ready for immediate transfer, £1150, price includes all transfer costs. Tel: 07889 359184. Email: eddie.fry@talk21.com. C55/019

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Please contact us by email :
contact@raceparts9.com or contact@racecars9.com

Registration, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C55/018

Classic Porsche mags for sale all mint, consecutive Issues-8 to 30, I was a subscriber for many years and the mags have been read once and then stored, need the space so will not split, £70. Heavy, so you collect from Bedfordshire or arrange a carrier. Tel: 07809 206694. Email: alan@brytech-eng.co.uk (Beds). C55/002

ADVERTISING INDEX

| | | | |
|----------------------------|-----|---------------------------|--------------|
| 356 Parts | 58 | Motorsport Vision | 19 |
| Adrian Flux | 94 | Parr | 99 |
| Art Wheels | 79 | Patrick Motorsports | 28 |
| Autofarm | 83 | PermaTune | 87 |
| Auto Foreign Services | 6 | Reap Automotive Design | 79 |
| Callas Rennsport | 36 | Rebel S Racing Products | 36 |
| Car Bone | 58 | Restoration Design Europe | 37 |
| Classic Retrofit | 28 | RM Sothebys | 7 |
| Coco Mats | 25 | Roger Bray Restoration | 28 |
| Dansk | 100 | Rose Passion | 49 |
| D'Eser | 22 | Sierra Madre Collection | 23 |
| Design 911 | 65 | Specialist Cars of Malton | 87 |
| Early 911S | 15 | Sportwagen Eckert | 51 |
| Early 911S Registry | 94 | Stoddard Parts | 27 |
| Elephant Racing | 21 | Tandler Precision | 6 |
| FVD | 2 | The Blockley Tyre Company | 29 |
| Greatworth Classics | 87 | The Porscheshop | 79 |
| Heritage Parts Centre | 43 | Vintage Auto Posters | 87 |
| Jaz Porsche | 67 | Vintage Speed | 22 |
| Joma-Parts NV | 71 | | |
| Karmann Konnection | 36 | CLASSIFIEDS | 95-97 |
| Lakewell Porsche Interiors | 94 | Eisenbrandt | |
| LN Engineering | 67 | Eric Hall | |
| Longstone Tyres | 59 | Patrick Motorsports | |
| Lüfteknik | 58 | PR Services | |
| Mittelmotor | 22 | Revival Cars | |

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