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Well, that's it for the year...or so you would believe if you read so many of the posts on social media. Tales of 'I've tucked my car away for winter', accompanied by photos of people's pride and joy nestling inside a heated garage, wrapped in a bespoke, monogrammed car cover, abound. But why?

I'll admit to being somebody who's never been precious about his cars, preferring to drive them whatever the conditions, changing them fairly regularly so I can experience life with a different model – my Porsche tastes have proved eclectic,

“A PORSCHE IS FOR LIFE – NOT JUST A FEW MONTHS OF THE YEAR...”

ranging from my first, a 914/6, to my current ride, a modern Cayman. I've loved them all, enjoyed driving them all, and then looked forward to the next challenge.

But I could never wrap them up and tuck them away. I know salt is regarded as the killer, and I can understand that, but throughout our winters there are many occasions when the sun is shining, the skies are blue and I ache to get out behind the wheel. Hitting some favourite roads (like those on Dartmoor, above) and then straight down to the jet-wash to clean off any traces of salt is more fun than checking that mice haven't eaten the car cover out in the garage. Remember: a Porsche is for life – not just a few months of the year...

Keith Seume
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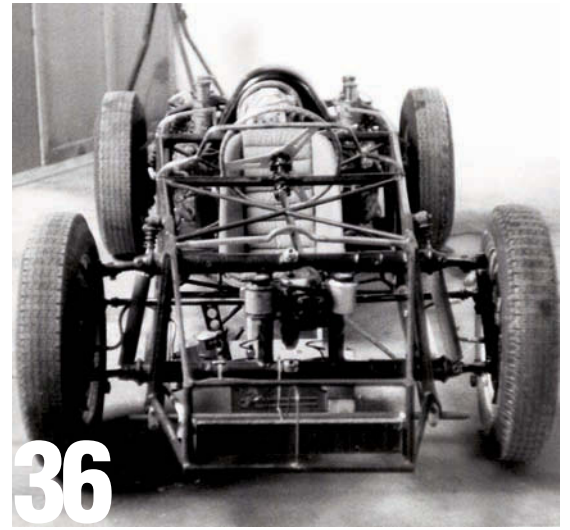
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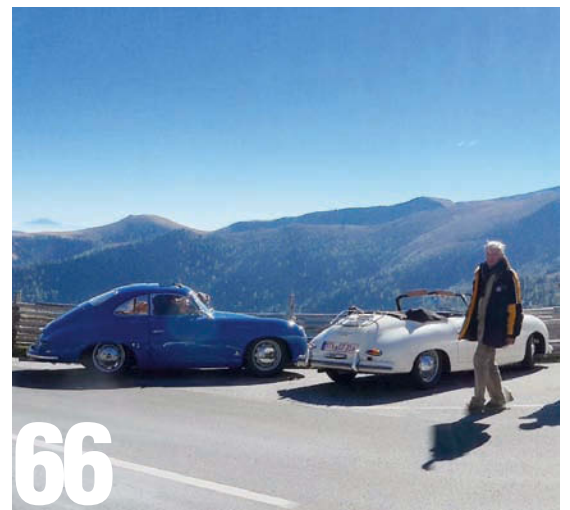
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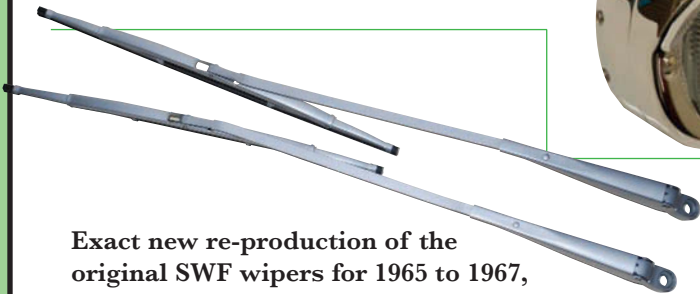
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Words: Robb Pritchard Photos: Sasa Juric

RETURN TO MONTE CARLO

The Porsche factory built just five 911s for the 1966 Monte Carlo Rally, four in which to compete under the works banner, the fifth being sold to a privateer on the understanding that he competed in the famous rally. This is the story of that 'lost' works-built rally car...



Below: Enjoying rediscovered youth on the 2016 Monte Carlo Classic rally in the hands of current owner Carlos Beltran

By the mid-1960s, with the 356, 550 Spyder and the new 904, Porsche was already very successful in many different avenues of motorsport. The all-new 911, debuted in 1964, was expected to both continue and build upon that tradition, and for the press exposure the first major international event in which the model ever competed was the 1965 Monte Carlo Rally.

Driven by Herbert Linge and Peter Falk, the only modifications from the road car were Weber carburetors in place of the factory fitted Solexes and a spotlight mounted in the centre of the roof. The 911 is arguably one of the most recognisable competition cars in the world, and all the model has achieved in its over 50 years of history began with its fifth place here.

Porsche's sole objective was to win the rally, though, so for the following year – 1966 – the team prepared four cars all upgraded to the limit allowed by the ERC (European Rally Championship) GT class rules. As with

the 1965 car, the factory Solex carbs were replaced with a pair of Webers and, coupled with modified camshafts that were soon to find their way into the forthcoming 911S model, the 110bhp of the road cars was increased to a much healthier 140.

For improved acceleration at the expense of top speed, a shorter-ratio type 901 gearbox was fitted which, for better traction on the challenging Alpine roads, was equipped with a limited-slip differential. Along with stiffer torsion bars, wider rims were used, as well as a special exhaust with straight-through pipes giving an extra 2 or 3bhp. A little secret weapon, an external temperature gauge, was also fitted in the wood-faced dashboard, which was intended to give a warning about possible ice on the road. It was a good idea but didn't prove accurate enough to be useful.

The cars were prepared for the works crews of Günther Klass/Rolf Wütherich, Jo Schlessler/Robert Buchet, Hans Walter/Werner Lier and Henri Perrier/Pierre De Pasquier, but there was a fifth, chassis #178, that was also built up





for use as either a rolling source of spares or to be rented out to a private driver...

At the end of 1964 one of Spain's foremost rally, hillclimb and touring car drivers, and good friend of the Porsche family, Juan Fernandez took his yearly road trip from his home in Barcelona over to Stuttgart to have his 904 Carrera GTS serviced by the official Porsche mechanics. When he saw the new 906 prototype in the workshop, he ordered one there and then. There was a slight problem, though, as the first 906 wouldn't be ready for privateers for another seven months. That wasn't any good for Juan, so he asked what he could buy to race while he waited for the 906. The only car available was the fifth 911 being readied for the Monte Carlo Rally. Ferry agreed to sell it to Fernandez on one condition; that he entered the rally in it.

Even though it was only a couple of weeks before the start and Fernandez had little experience of running competitively on snow, it was an offer a Porsche driver couldn't possibly refuse. Entered as number 54, without

doing anything spectacular, he and co-driver Oliva Grifoll did well for four days, managing to keep the car on the road in the changing conditions and through the many night stages.

On the fifth day, though, the weather changed and in the deep snow high up in the mountains they hit a dog hard enough to damage the steering. In the treacherous conditions they decided that continuing in a car that wasn't handling correctly would be too dangerous, so they reluctantly pulled out of the event.

The event is remembered for the exclusion of the first four finishers which gifted Pauli Toivonen in his French Citroen DS the win...but Porsche escaped the controversy and dominated the GT class by finishing 1-2-3-4 with the four factory cars.

Although the outing in the new 911 ended with retirement, Juan liked it so much that when the 906 was ready he chose not to sell it and in the next two years competed in 29 events with the 911, which included a grand total of 17 wins in both hillclimbs and rallies. Two of note are Portugal's Refugio del

Above: Carlos Beltran drove the 2016 event with his friend Antonio Zanini, the 1980 European Rally champion and multiple Spanish rally champion

Below, left and right: First owner Juan Fernandez already owned a 904 GTS when he purchased the 911. He competed in a total of 29 events in Portugal and France, netting 17 wins





Above left: Fernandez entered the Rally Gerona in 1966, an event he had already won in 1962. He was victorious in both 1966 and 1967 in the 911

Above right: One of the few photographs showing the car in the 1966 Monte Carlo Rally. Partnered by Oliva Grifoll, Fernandez was forced to retire the 911 after hitting a dog and damaging the steering

Below: Weber carburetors replaced the standard Solexes, and the cams were swapped for 'grinds' that were to be used in the 911S



Migeal and the Course de Côte de Corsavy in the French mountains, which he won in the 911. In 1973 he sold both the 911 and 906 to upgrade to a 908, with which he went on to enter Le Mans, netting a fine fifth place finish in 1973.

The 911 was acquired by his friend Jorge Caton who wasn't anywhere near as successful in it as Juan, but he still won some small local events. But now, with the car getting older and easily outclassed by newer machines, he thought it needed a bit of a power upgrade, so he installed an engine from a crashed 911R, (chassis #9). It didn't make much of an improvement in his results and so sold the car to a friend, Francisco Gutierrez. Gutierrez entered a few events but retired from all of them because of problems with the engine, so Caton agreed to have the original engine refitted.

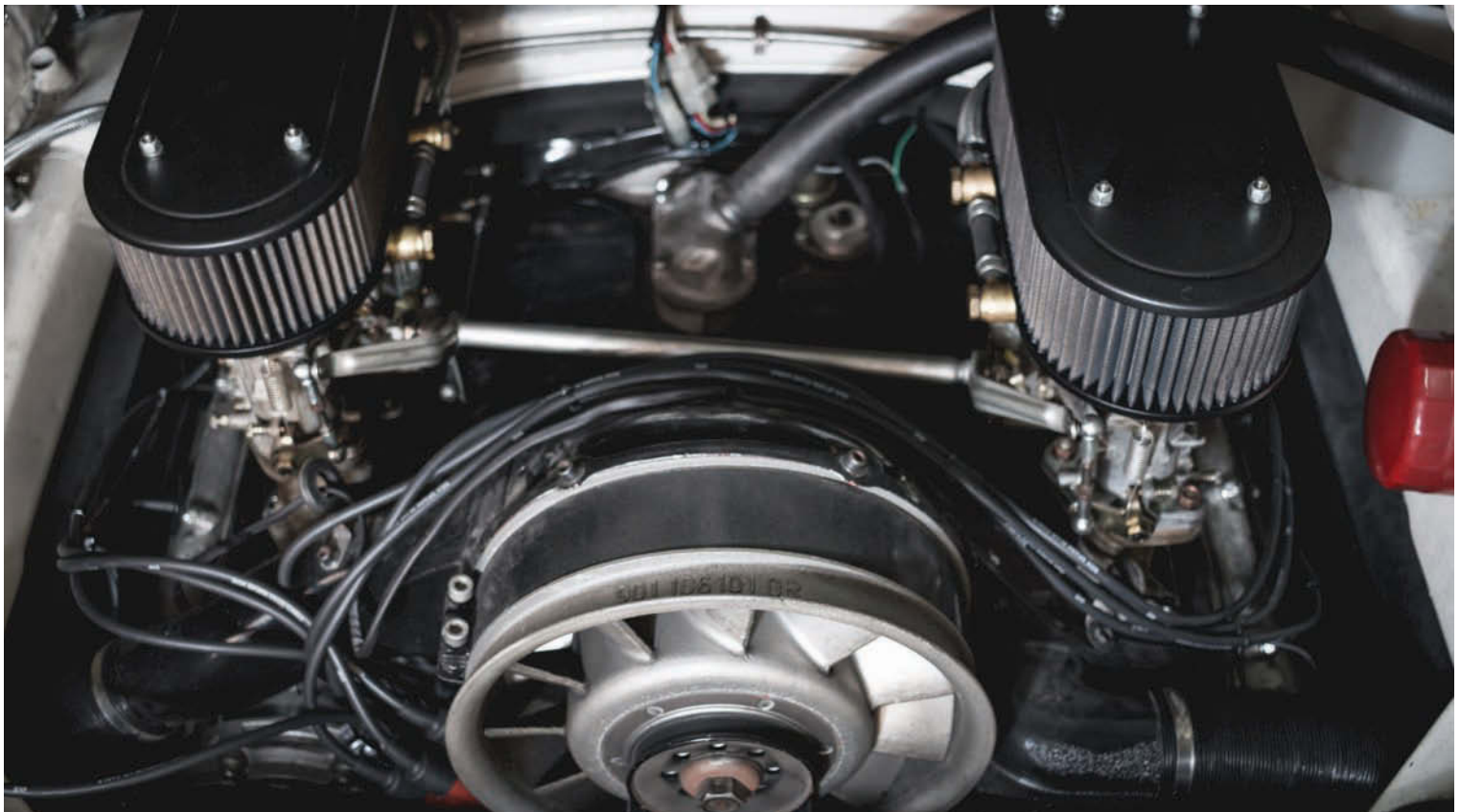
Reliable but less competitive, Gutierrez didn't compete with the car again and he sold it in 1975. The next owner didn't want a competition car so took out the roll cage, added wider flares, painted it silver and fitted a huge stereo. For twenty years he used it as a normal car, and its history was sadly lost...

We first caught up with Carlos Beltran at the Tour Auto

Rally in France where Derek Bell was apologising to him for wrapping his RSR around a tree. Carlos is a consummate Porsche lover, though, and knows that if it's Derek Bell who bends your Porsche it only improves its provenance. With workshops full of amazing Porsches, mostly his, and garages full of memorabilia, he runs Nou Onze Racing in downtown Barcelona and therefore knows a lot about Spanish classic and rally cars.

This is the reason why Fernandez's autobiographer asked him to keep a look out for the long lost 1966 Monte Carlo 911, chassis #178, as according to his information it had never left Spain. Carlos agreed to look but wasn't too serious as, by this time, the car hadn't been seen for forty years.

A couple of months later Carlos wanted to drive one of his Porsches but a customer's car was blocking it in. This particular car had been owned for a long time by a friend of Carlos and had often been run in regularity rallies. It had been serviced at Nou Onze for a decade but incredibly it had been parked in the workshop for almost a year as the new owner hadn't even come to see it! With a charged battery at the ready, Carlos popped the hood and for some reason had





a quick look at the chassis number – a shiver ran up his spine as he saw that it was the ‘missing’ #178.

To be 100 per cent sure he needed to see the log book, which was in another workshop across the city, so he raced there with his heart pumping. Sure enough, it was definitely chassis #178. He still couldn’t quite believe it so drove back with the documents and triple checked.

On closer inspection he could see the car’s original colour had been white and it had an outside temperature gauge mounted in the dashboard... For ten years he’d been working on one of the very first factory-prepared 911s and hadn’t had a clue! It had been parked right there in front of them when the autobiographer had been asking about the former rally 911.

Its current owner was a rich businessman known for making harsh deals on properties and big boats; he’d bought the car as an investment rather than from a love of Porsches,

so there was no sense of helping a friend claim his windfall. Instead, the next morning Carlos made a phone call enquiring about the possibility of buying it because, after looking at it in his workshop for so long, he’d started to get quite fond of it. It was fair game, as he described it.

The owner, on the other hand, wasn’t too interested in selling so Carlos tried another tack and offered to find him a car that he would enjoy owning and driving and then do a straight swap. There was a tentative agreement and Carlos found a 1967 Targa for sale. He doesn’t even remember how much the Targa cost – after all, in the

scheme of things it’s not an important detail.

‘For a week I was just in shock,’ he explains. ‘I just couldn’t stop staring at the car thinking about what an impossible story it was.’ But once it had settled in he contacted Juan Fernandez, as well as Caton and Gutierrez’s son, to get as many period photos, and as much race history

Above: Classic SWB 911 profile belies the history behind the car – there’s little to suggest it began life as a works rally car, or that it competed in several high-profile events

“SURE ENOUGH, IT WAS DEFINITELY CHASSIS #178...”

Below, left and right: Second owner, Jorge Caton, installed a 911R engine (from chassis #9) in an attempt to make the car more competitive. However, Caton never achieved the successes of the car’s first owner



**“FOR A WEEK, I
WAS JUST IN
SHOCK...”**





and paperwork he could find – and then began the rebuild. The only option for a car of such historical significance was, of course, a full nut and bolt restoration. Amazingly Caton had kept the original wheels and special exhaust system for all those years.

From the start Carlos intended to compete with the car but, with something close to 100,000km (62,000 miles) under its belt, a few suspension joints and bushes needed renewing but, as originality is all important, if a component could be reused it was. As 911s are such popular cars sourcing the correct parts proved straightforward, meaning the restoration didn't take too long...which was a good thing.

Beltran, you see, wanted it ready in time to enter the 2016 Monte Carlo Classic, as it was a great opportunity to drive it in the same event exactly half a century after its first entry.

His friend Antonio Zanini, the 1980 European Rally champion and multiple Spanish rally champion, was more than happy to be co-driver, although neither had ever done a regularly rally before.

With nothing but a road book, they had a steep learning curve trying to work out the speed and distance calculations, so were a long way from being competitive. On the positive side they enjoyed every single moment of the five days of driving on the high and twisty mountain roads. Driving over the Col de Turini in an ex-works Porsche at night is one of Beltran's favourite ever Porsche experiences.

In simple plain white with just the auxiliary lights bolted to the nose, it may not be the most dramatic-looking 911 in the world, but it certainly has one of the most fascinating histories of any of its kind! **CP**

Above: Pallas lamps for long-range driving, angled fog lamps for when the going gets tough... Rally preparation was far simpler in the 1960s

Below, left and right: Carlos Beltran's ambition was to drive in the Monte Carlo Classic, an ambition he achieved in 2016...



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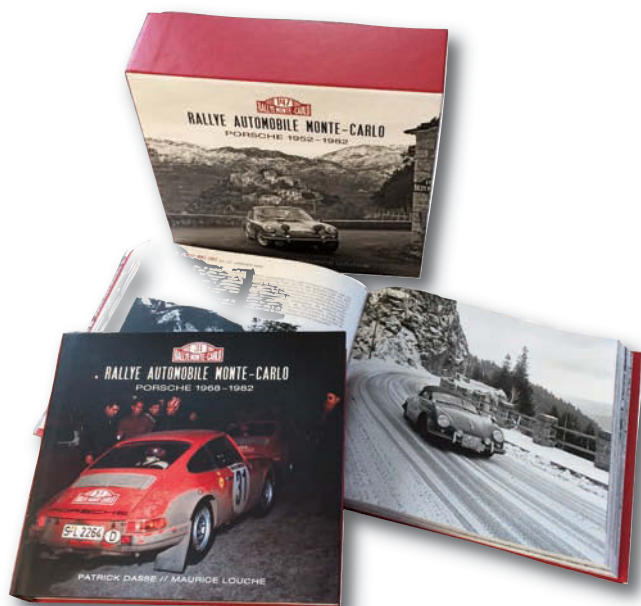
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PORSCHE'S MONTE HISTORY



The past two or three years have seen the publication of a remarkable range of high quality books on Porsches, old and new. To be honest, we thought we'd seen every possible subject covered, but then a knock on the door signalled the delivery of what we think will soon become recognised as one of the most important Porsche history books to date.

It was back in 1968 that Porsche won the legendary Monte Carlo Rally for the very first time, but it was far from being the first time a Porsche had appeared in this famous event. Believe it or not, a Porsche was entered in the rally as far back as 1952, and in 1956 Porsche scored its first class win. Similar class successes occurred in 1962, '63, '65, '66 and '67. A change in regulations, which effectively threw the event wide open, saw Porsche taking number one spot with a 911 driven by Vic Elford and David Stone. This was followed by overall wins in 1969 and 1970, and another in 1978. Further class wins came Porsche's way in each year from 1979 to 1982.

This two-volume slip-cased work totals over 900 pages, with no fewer than 535 black and white and 348 colour photos, recording every single Porsche that ran in the Monte Carlo Rally. The majority of the photographs appear for the first time in print, making this a 'must have' work for any Porsche enthusiast with an interest in the company's competition history.

The text is fairly minimal, letting the photos and entry data speak for themselves, but it is far from being a dry reference work. Printed in three languages (English, French and German), the boxed set is entitled *Porsche on the Monte Carlo Rally 1952-1982* and is written by Patrick Dasse and Maurice Louche. Priced at €175, the ISBN number is 978-3-87166-108-2.

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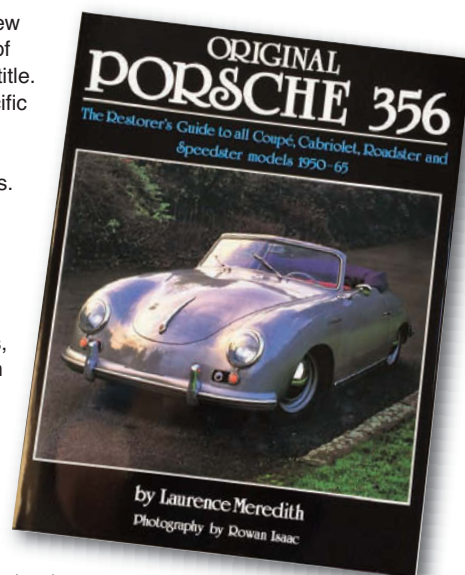
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Back in the 1990s, Bay View Books published a series of books under the 'Original' title. Each book covered a specific model or variants thereof, detailing changes to specification over the years. Lavishly illustrated with photos that were specially commissioned by some of the finest automotive photographers, the series included two Porsche titles, one of which has just been re-released.

Original Porsche 356 covers each variant from 1950 to 1965, including special models such as the Carrera and America Roadster, and is a well-researched reference work that is a useful addition to any bookshelf – especially if you are thinking about buying a 356 for the first time.

Written by Laurence Meredith and with photographs by Rowan Isaac, *Original Porsche 356* is priced at £30 and has the ISBN 978-1-906133-84-9. To order your copy, log on to www.herridgeandsons.com



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DP FLACHBAU SALE

The 1980s saw some pretty extreme conversions being carried out on Porsches by a wide variety of companies. Some were little more than cosmetic 'upgrades' (in the loosest sense of the word), while others were full-on conversions that sought to improve performance, handling and styling. The conversions carried out by DP Motorsport were among the latter, taking models like the already impressive 930 Turbo and turning them into something even more special – like the *flachbau* conversion, which was clearly inspired by the legendary 935 race cars.

The example shown here is rather special in its own way: take a look at the windscreen – equipped with a single wiper (like the race cars), it is deeper than the standard screen and DP says this is one of only two cars built with this feature. That in itself makes it a rarity, but it is also believed to be the only right-hand drive car built by DP Motorsport, and was first registered in the UK in January 1986.

Original paperwork from DP Motorsport suggests that the engine's power output has been boosted to as much as 400bhp, while the suspension and braking systems have been significantly upgraded, too. But most obvious is the wild slant-nose conversion with widened wheelarches necessary to accommodate the 9J and 13J wheels.

This unique Porsche is coming up for auction with Historics at Mercedes-Benz World, on 24th November. **For full auction details check www.historics.co.uk**



2019 DIARY DATES

The 2019 Mille Miglia starts on Wednesday, 15th May at Brescia, heading off on a route that takes participants through Cervia-Milano Marittima, Rome and Bologna.

Visit www.1000miglia.it for full details

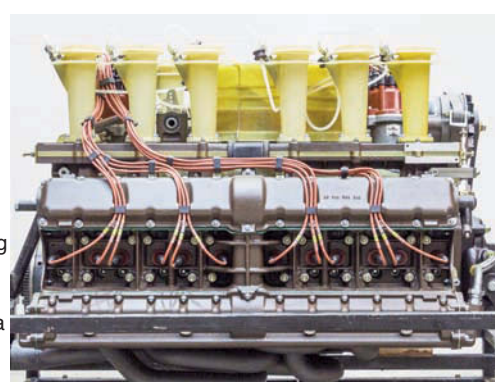
The 24 Heures du Mans plays an important part in Porsche history and, even though it has a very different look these days compared to the 1970s when Porsche really stamped its authority on the event, it's still a Mecca for enthusiasts. Tickets are now on sale at various locations in France, but anyone outside the country can visit the official website:

Log on to www.ticket.lemans.org to buy tickets

917 FOR YOU?

As we went to press, Ni-Cola Classics had this freshly rebuilt 917 engine up for sale in its November auction. Unused since rebuild and offered for sale on the promise that the winning bidder could witness it being bench run before handing over his money, it was expected to fetch in the region of €1,250,000. We can remember when you could have bought a whole 917 for less...

<https://auction.nicola-ac.de>



Classic PORSCHE

GMÜND: WHERE THE STORY BEGAN

Contents subject to change

ISSUE #59 – ON SALE 20TH DECEMBER 2018

Overseas (approximately): Europe December 27th; N. America January 24th; Australia/NZ February 21st. For your nearest stockist worldwide see page 3



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JAZ SPA SUCCESS

Some news in from Steve Winter at Jaz Porsche: 'After a successful weekend at the Goodwood Revival running a 356 Pre-A in the Fordwater trophy, our team moved on to our annual visit to Spa Francorchamps for the world famous Spa Six Hours endurance race. This event sees over 110 cars line up on the grid of the famous Ardennes circuit.

'Starting at 4.00pm, the race runs into the dark, so it is not only a challenge for the drivers and cars, it also makes for an amazing spectacle for spectators as the cars light up the hillsides at night. With a wide variety of cars from Ford GT40s, Jaguar E-types, Lotus Elans, Porsche 911s and many others, there is something for everyone.

'2018 marked the 14th time Jaz Porsche has entered this event, often with two cars. This year our car finished 5th in class and was the highest placed 911. We've been the highest placed 911 twice in three years and second place once in that time, too, so not a bad record! We ran in GTS11, which is the largest class with over 30 cars coming from all over Europe.

'This whole event is truly magical so if, like the 19 Porsches and over 25 Porsche Club GB Region 20 members who made the trip to support us this year, you can make it to Belgium next September, you can rest assured we will be there.'

Keep up to date with Jaz news at www.jazweb.co.uk



Photos kindly supplied by Jayson Fong



PALLAS LAMPS



If you're after a classic period rally look, these might be what you're after. They're Cibié Pallas auxiliary headlights, as seen on rally-spec Porsches back in the day.

With glass lenses and chrome finish, they're 150mm in diameter and run H1 bulbs as standard. Suppliers Car Bone can also do you a set of yellow lense covers for some additional French flair, or metal covering caps if you want to the competition look. Price for a pair with clear lenses is \$670 or £515 plus shipping. Yellow lenses up the ante to \$760 or £585, while the metal covers clock in at \$160 or roughly £125. **Check out www.car-bone.pl**

KEEP YOUR COOL

CSF radiators is now offering these new RS- and RSR-style oil coolers designed for all air-cooled 911s up to 1989. They're said to be direct-fit performance replacement items in place of the original Porsche parts. CSF says the main benefits involve the heavy duty core, an aero-flow bar design for low mass, strength and maximum airflow through the core itself, along with a satin finish for protection against corrosion and debris. What's more, the rads feature triangular flush mounting points at both the top and bottom (specifically M8x1.25), and a 15-degree angle for connections (M22x1.5 female) with tapered, cast end-tanks. They measure 609mm x 54.6mm x 146mm, and cost £570 plus VAT.

They're available from www.csfrace.eu



ABARTH IN MINIATURE

The 1960 356 B 1600GS Carrera GTL Abarth is reckoned to be one of the prettiest Porsches of all. The Abarth, of course, was all about weight loss, with the car reportedly weighing in at just under 800kg. Made entirely of aluminum, the Abarth's body was smaller overall than the 356 on which it was based, reducing the drag coefficient from

0.398 to 0.365. This beautiful 1:18-scale model from Minichamps reproduces the Abarth that ran in the 1962 Le Mans 24 Hours, with Ben Pon and Carel Godin de Beaufort at the wheel. Just 200 individually numbered pieces have been produced, each costing €249.95 (or £220).

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3.3 litre, KKK-turbocharged with cockpit variable boost to 440bhp and four-speed transmission. At 950kg, it is 550kg lighter than the Porsche 930 Turbo, providing blistering performance with superb handling. Estimate: £145,000-£170,000



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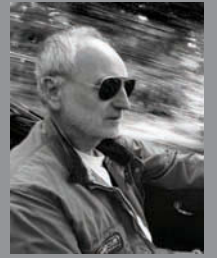
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DELWYN MALLETT

WITH NO FEWER THAN THIRTY LEATHER JACKETS AND COATS STASHED AWAY, YOU COULD BE FORGIVEN FOR THINKING MALLETT'S A BIT OF A FETISHIST. HE TELLS US HE'S NOT, BUT...

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...



This month I'm deeply into leather. Actually, I'm deeply into leather most months. I have to confess to a long-standing fondness for leather jackets and coats. Nothing sinister I stress – no Fascist salutes or whips involved. Ridiculous though it may sound I have thirty – yes, you read that correctly – stashed around the house. In my defence, which is actually no defence at all, as a notorious hoarder, ownership of some of them stretches back as far as the early 1960s to my art school and scootering 'Mod' days. The even odder fact is that I rarely wear any of them – in fact while in my ownership a few of them have never ventured outside the house. And no, I don't do 'dressing up' in the evenings...

What on earth has this 'true confession' got to do with Porsches, I hear you ask? Well, as some of you may recall, in issue No.55 I related the struggle that I experienced in selecting the shade of grey for my split-window 356 'streamliner' and, having finally plumped on my chosen shade, ended by saying that there was more decision making – or indecision – ahead when it came to interior trim.

One might be forgiven for thinking that this is the first time that I've had a car repainted, but far from it. I must be pushing around a dozen re-sprays in my long-running car collecting adventure but past decisions were easy – Porsche Guards Red or Silver, with red or black interiors. (I once simultaneously owned eight Guards Red cars, only two of which were Porsches.)

Seeking some support from a neutral quarter, a rendezvous with editor

Seume was arranged at restorer Steve Kerti's Dunkerswell premises. (Still not sure if roping Mr Seume into the process was the wisest of moves, after all he chose to paint his old Porsche gold, of all colours!)

Gathered around my freshly-painted 356, the decision seemed fairly straightforward. Headlining choice was between fawn or light grey and several of the German box-weave carpet shades immediately eliminated themselves. Red, green and oatmeal were out, leaving the choice between charcoal, light grey and a blue/grey mix. Easy then. Grey car – grey roof lining and blue/grey carpet. Done and dusted – head for home, leaving the car destined for imminent delivery to the premises of West Country Trimmers in nearby Bovey Tracey. I soon received a call from proprietor Guy Broom to say that the headlining was fitted and would I like to pop down and make a decision on the seat and door panel colour.

The outcome of the dash Devon-wards was not quite as anticipated. The

headlining is beautifully made and fitted, but a few square inches of swatch now transformed into several square yards of headlining looks much bluer than I had imagined. What's more the car looked less grey than I remembered, and I'm beginning to think that it isn't actually grey at all and that 'Taupe' (a bit 'fashiony' I know) would be a more accurate description. It's definitely a warm rather than cool tone.

Slightly taken-a-back, confidence in my choice of trim colours made only a few weeks earlier now began to waver. 'Take your time,' advised Guy, sensing my confusion. And time was certainly required.

It's quite amazing how many different leathers and surface finishes are available for the auto trade – hundreds! After an hour-or-more of laying

swatches on the surface of the car I – or should I say 'we' – finally opted for a dark blue and I set off for home. But that little worm of doubt was already gnawing away and I was beginning to think that perhaps once again I had made the wrong decision.

One hundred miles later I had convinced myself that I would be forever unhappy with a blue interior. The subsequent phone call went something like this, 'Guy, so sorry, hold the presses, hope you haven't ordered anything yet, I've got it wrong, changed my mind, very, very, sorry, I think I'll have to come down again, sorry.' Another 300-mile round trip was in the offing. Bovey Tracey here I come

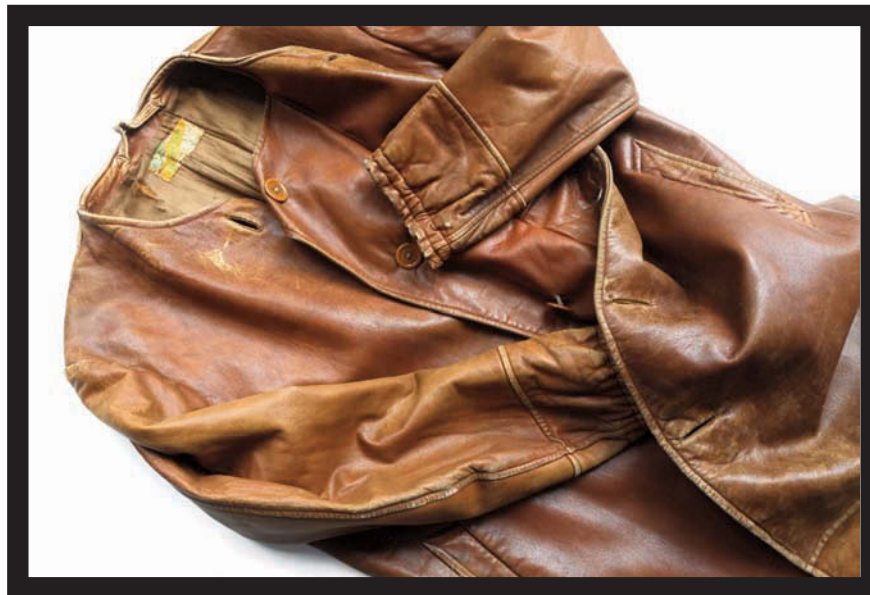
Back at West Country Trimmers, with Seume once again along for moral support (I'm a glutton for punishment) plus a car designer friend with impeccable taste, it was swatch book time again.

Now, I'm sure that you are still wondering where leather jackets fit into this saga? Well,

amongst my accumulation I have a 1920s 'motoring coat' and a WWII jerkin as used by despatch riders (and, postwar, the favourite of coalmen – the sort that delivered to your house off the back of a lorry, for those not old enough to remember). Both garments are tan in colour, and made from very soft, almost matt, analine leather.

Unlike the leather typically used in cars, which have a resilient and polished top coating, analine leather is dyed using soluble dyes that allow the hide's natural blemishes to show through, and is less resistant to wear and staining. Ideal if you are a fan of 'patina'.

I took along my motoring coat and jerkin to spread across the Porsche's interior and to my eyes at least the result was not displeasing. Net result – I've decided on tan leather, as close in colour and texture to my coat as feasible. However! I'm waiting for the carpets to be fitted before making the final, irreversible, decision. But there's still time to change my mind... **CP**



Don't be alarmed: Mallett may have a fixation with leather but it's harmless – honest. He's just looking for inspiration for his Porsche's new interior. Well, that's what he tells us...

“THERE'S STILL TIME TO CHANGE MY MIND...”



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ROBERT BARRIE

ROBERT TURNS SHERLOCK HOLMES AS HE TRACES THE HISTORY OF THE BRUMOS 2.8 RSRs, OF WHICH THERE ARE NOW MORE RESIDENT IN EUROPE THAN THERE ARE IN THE USA

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



don't imagine anyone bought, sold and raced more 2.8 RSRs in 1973 than Peter Gregg, the perfectionist proprietor of the celebrated Brumos Porsche dealership in Florida. He was involved with as many as nine different examples, including three of the R-numbered factory prototypes. It was an extremely busy time. Impress your friends and family with this brief bluffer's guide. It leans on Joe Ruz's excellent *Porsche Sport 73* and John Starkey's equally excellent, if somewhat pricier, *Porsche 911 R-RS-RSR*.

The first of the cars in question was chassis 0328, also known as prototype R4. Gregg and regular co-driver Hurley Heywood won the demanding Daytona 24-hours – a round of the FIA World Sportscar Championship – with the car in February '73. It was the first outright international race win for a 911. Iconic stuff.

The car ran in the red, white and blue Brumos livery with Gregg's favoured race number 59. For those that like details, the number was in the centre of the door on one side and ahead of the rear arch, as per the usual Brumos practice, on the other. I have no idea why!

As a factory car, the worn out 0328 went back to Germany after the race. There are different reports as to what happened to it after that. Some suggest it raced again, others that it was destroyed and others that it still exists.

Meanwhile, Gregg and Heywood went on to win the Sebring 12-hours in March in chassis #0705, sharing the light yellow car with owner Dave Helmick. It ran as race number 59, displayed in the usual place on both sides, with the names of the regular Brumos sponsors, including Garrard record players, also clearly evident.

Gregg and Heywood shared Helmick's car at Sebring because the delivery of Gregg's own RSR – chassis #0727 – was delayed. It finally appeared in April and was the car he raced most during the season – always in Brumos colours and always as race number 59 – to win the IMSA GT and SCCA Transam titles.

The car had uprated rear suspension, wide rear arches, a deep front spoiler and lightweight doors and roof. Gregg reportedly paid one dollar for it. He also took delivery of chassis 0997 to act as a spare. That car was displayed and later sold having only been lightly used. He sold chassis 0885 and 1113 to the Mexican privateer Hector Rebaque and chassis 0940 to a US customer.

Away from the domestic race season, he shared the yellow and green BP-liveried and Sonauto-entered chassis 0020, or prototype R2, with Guy

Chasseuil at Le Mans in June. There is a fantastic picture of the car – along with the Martini-liveried prototypes R6 and R7 – in the small garage workshop Porsche used in the village of Teloché during the event. The following month, back in the US, Gregg drove the same chassis 0686, or prototype R7 in a FIA World Sportscar Championship round at Watkins Glen.

The car was now in Brumos colours with race number 59 and a long tail. He drove it again among the unlimited prototypes in a Can Am race at the same venue the following day. This time it was number 58 because Haywood had already taken 59 for a 917.



2.8 RSR, chassis #0328, the Daytona 24 Hours-winning Brumos 2.8 RSR driven by Peter Gregg and Hurley Haywood. (Photo credit: Louis Galanos)

“TIME FOR SOME OF GREGG'S CARS TO GO BACK?”

Festival of Speed in the summer, accompanied by the Brumos-liveried 0885, which also lives in the UK. Meanwhile, the similarly-liveried 1113 was seen at a damp Luftgekühlt.

The IMSA GT and SCCA Transam-winning chassis 0727 has been in continental Europe for a few years. Chassis 0020, or prototype R2, is in the Porsche Museum in the Martini livery it wore on the Targa Florio before its outing at Le Mans. Chassis 0686, or prototype R7, lives in London, and also wears Martini livery – in this case from its outing at Le Mans. It was also seen at the Goodwood Festival of Speed this year.

If we put 0328 to one side, it seems only 0997 and 0940 are still in the US and, of those, only 0997 wore the Brumos livery in period. Is it time for some of Gregg's cars to go back? **CP**

Over the summer, the newly-homologated 3.0-litre engine was fitted to 0727. The unit failed first time out, but that initial disappointment was quickly followed by a series of wins. Gregg finished the season as he started – winning with Haywood at Daytona. This time it was November and chassis #0727.

He also shared one of the Rebaque cars in the same race with Guillermo Rojas. It ran in Brumos colours as number 95. See what they did there? The cars by now had heavy flat-faced front spoilers in a clue as to what the next season's models – the 3.0 RSRs – would look like. The Garrard sponsorship seems to have ended by this point.

So, where are the cars now? It's interesting that several have made their way to Europe and to the UK in particular. There must be something about the model and the history that appeals. The Sebring-winning chassis 0705 has been in the UK for many years and is carefully restored to its period spec. It was seen at the Goodwood



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Words: Keith Seume/Export 56 Photos: Tom Gidden

ENIGMA VARIATIONS

The concept of combining Porsche's cheapest ever car with one of its most complex – and costly – engines is something of an enigma, but installing the technologically brilliant Furchmann four-cam in the company's lightweight no-frills roadster created the stuff of dreams...



Below: Louvred engine lid, roll-over bar and Sebring exhaust hint at what lies beneath the Ruby Red body

Let's face it, it's fun to spend time, cold beer in hand, mulling over what constitutes the perfect Porsche. The popular answer is 'the one that's in your garage', but is that really true? Surely there must be something out there which would make you think hard about swapping your pride and joy for another car, financial limits notwithstanding? As far as we're concerned, few Porsches look better than a Speedster – a 356 Speedster, that is. And as for engines, surely the legendary Fuhrmann four-cam is the best of the best? Combine the two and the result is the stuff of dreams.

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1948: Porsche No1. Following the success of this mid-engined roadster, the Porsche dynasty began with a short run of aluminium-bodied cars built at Gmünd, followed by volume production

of the steel-bodied 356 coupé at its old base in Stuttgart. The brainchild of Ferry Porsche, the first 356 was based on the Volkswagen designed by his father, with its rear-mounted air-cooled engine and torsion bar suspension. In 1951 a works car finished first in the 1100cc class at the Le Mans 24-Hours, thus beginning the marque's long and illustrious association with the track.

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 litres, the original split windscreen replaced by a 'bent' one-piece design and a Porsche-designed synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 coupé and then, in 1952, a small batch of 16 roadsters (some sources suggest 17, others just 15...) was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a cut-price entry-level model.





With the low-slung body built for Porsche by Heuer, the 'America Roadster' – or Type 540, to give it its official title – had a troubled life. Heuer ran into financial problems after it transpired that each example lost the company approximately 1600DM, partly due to the slow delivery of parts from Porsche and partly because of the high transportation costs during the build process.

However, the concept met with approval and the roadsters' successful reception in the USA ultimately led to the introduction of the Speedster model in 1954. The Speedster's inspiration credited to John Von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built coupé in the late 1940s to create a lightweight competition car (the very coupé which had won its class at Le Mans in 1951 – see *Classic Porsche #40* for the whole story). Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door so the girls can see them in the car'.

Instantly recognisable by virtue of its low, wraparound – as opposed to V-shaped – windscreen, vestigial folding hood, lower door waistline, horizontal trim strip at the level of the door handles and twin bucket seats (all of which served to emphasise its sporting pretensions), the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars, such as Triumph's TR2 and older MGs. At this stage, nobody ever expected it to become the object of desire it is today.

The Speedster was powered initially by the 1.5-litre version of Porsche's well-proven flat-four, gaining the new 1.6-litre 60bhp engine with the introduction of the improved 356A in 1955. Priced at a modest \$2995, the Speedster was the lightest of the 356s, enjoying a corresponding performance boost that meant a top speed in excess of 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

Above: The Speedster followed the trend set by the short-lived America Roadster. The brainchild of West Coast US importer John Von Neumann, it was an instant success

Below left: The car was painted silver by former owner Trevor Keetly, who also added the GT upgrades

Below right: Sportwagen carried out the extensive rebuild, which included the removal of the original body panels for repair



**“AN INSTANT
SUCCESS IN THE
AMERICAN RACING
SCENE...”**





Testing the Speedster alongside its coupé sibling in 1956, *Road & Track* magazine declared, 'A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé.' Its combination of style, performance and value for money made the Speedster deservedly popular – 4822 examples were built between 1954 and 1958 – and today this most handsome of the 356 variants enjoys iconic status.

The evocative 'Carrera' (Spanish for 'race') name first graced the flanks of a Porsche in 1955. Applied to a 356A powered by a slightly less ferocious version of the racing 550 Spyder's 1.5-litre, twin-overhead-camshaft (aka 'four-cam'), roller-bearing engine, it had been adopted following the success achieved by Hans Herrmann at the wheel of a Type 550 in the Carrera Panamericana race in 1954.

Dry-sumped like that of the racer, the four-cam Carrera engine produced 100bhp, some ten horsepower fewer than in full competition trim. Nevertheless, this was good enough to propel the 356 Carrera to over 120mph, making it the

fastest 1.5-litre production car of its day, and a formidable racetrack competitor. Significant developments included a capacity increase to 1.6 litres in 1958 and the adoption of a plain-bearing crankshaft at the same time.

Back in 1957, *Car & Driver* magazine enthused about the new Carrera: 'If there was ever any doubt in your mind about what constitutes a sports car, take a long look at this new Carrera; it fits anybody's definition. Not only is it capable of winning its class hands down on a Sunday afternoon airport race, it will pack two kids and bags of groceries from the neighborhood store almost as easily as the family sedan, and you'll have a whole lot more fun in the process. But don't misunderstand, for the new Carrera was designed to GO first and to transport kids second.'

The car shown here, chassis #83727, is the last of only three right-hand drive Carrera Speedsters built by Porsche out of a total production of 152 such cars, all three being delivered to Australia. The first two cars built were #82459, completed on 11th July 1956, and #83558, completed on 5th July 1957. Both cars are still in Australia. Credit goes to Mike Smith of PR Services for tracking

Above: Side view emphasises the low profile of the Speedster – easy to see why it became such an instant hit

“THE NEW CARRERA WAS DESIGNED TO GO FIRST...”

Below left: The original transmission remains installed in the car and was rebuilt by Charles Appel in Brisbane, Australia

Below right: Underside is as clean as clean can be...





Above left: In the past, the car was equipped with Rudge knock-on wheels, which have since been replaced with the original-style rims.

Above right: Original toolkit and long-range Carrera fuel tank feature under the lid

Below: The four-cam engine was rebuilt by Rennsport International in the USA. Carrera GT-style engine lid with airboxes completed the restoration in 2013



down information about the car while at the Porsche archives. His research shows that chassis #83727 was built on 3rd September 1957, finished in Ruby Red with black interior, oatmeal carpets, white top and a black tonneau cover. It was fitted with a 1500 GS engine (number P90885) and gearbox number 16113. Although later photos of the car from 1959 show it with Rudge wheels, side trim and US bumpers, none of these were listed on the Kardex.

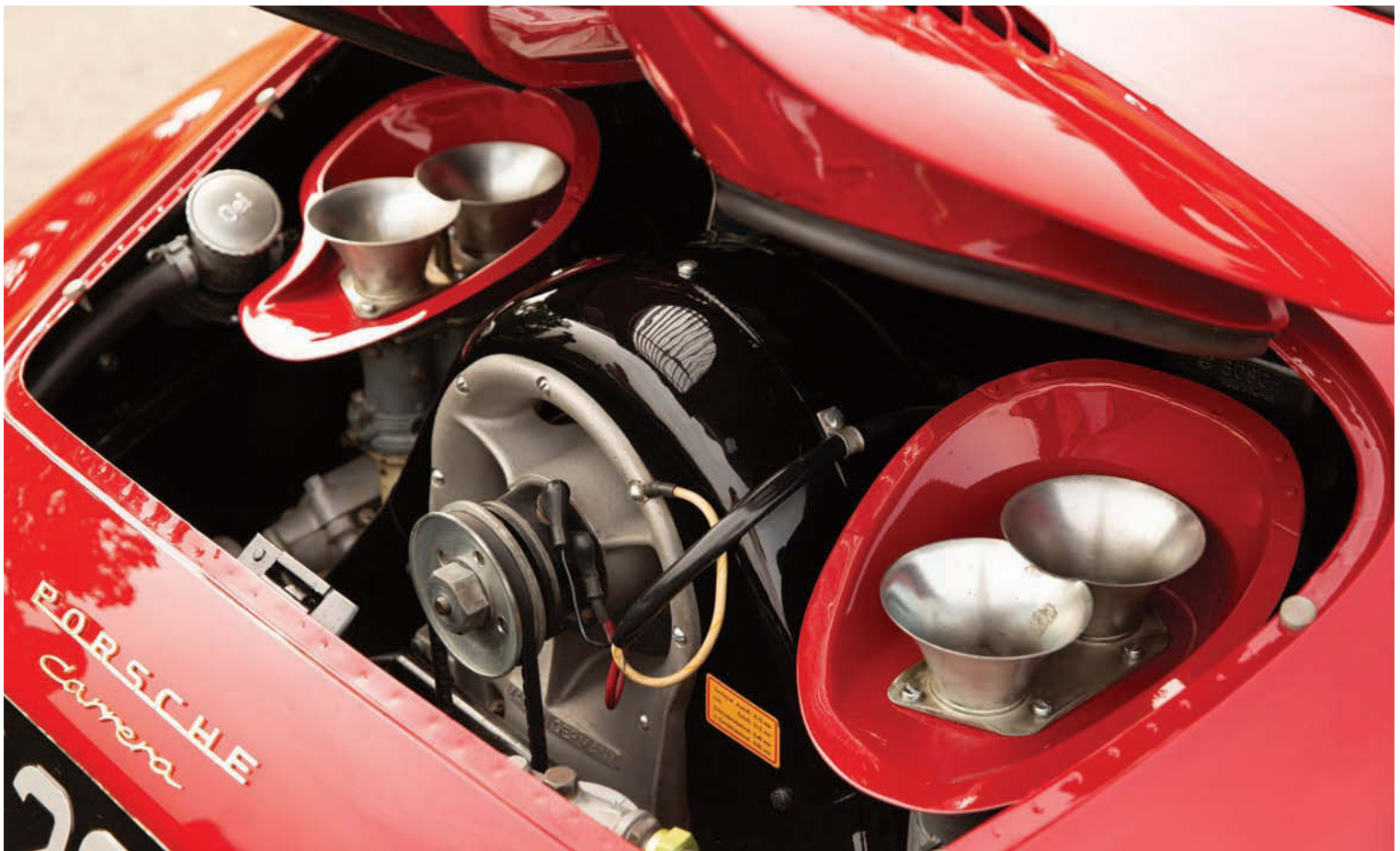
Records show that the Porsche was delivered new to Irvin Rockman, a wealthy Australian hotelier. Then, in 1958, 356 collector Ken Tucker purchased the car from the O'Neill family via Diesel Motors (at which time it carried the registration mark RO000) and reregistered it as BNV 333. Mr Tucker sold the car a few years later to Australian yachtsman and Porsche enthusiast, Warwick Miller.

In the mid-1960s, Dr Edwards of the Royal Melbourne Hospital bought the car and ran it with a less exotic 1600N engine, selling it to Gary Rigg when he returned to Canada in

1970. Sadly, the fate and whereabouts of the original engine are not known. The fact that the Carrera Speedster was intended primarily for competition has resulted in few retaining their original engines, as at the time it was often cheaper to replace rather than rebuild them.

Gary Rigg owned the Porsche until 1982 and then sold it to Trevor Keetly. Intending to race the car, the new owner restored it as a GT and installed four-cam engine #P90897, which he had bought in the USA. That engine belonged to chassis #83794, the fourth GT Speedster off the production line. Other GT upgrades included 60mm front brakes, 80-litre fuel tank, Sebring exhaust, roll bar, Spyder wing mirror, wide steel wheels, GT bumper trim, and a Derrington wood-rim steering wheel. The original gearbox, which was retained, was rebuilt by Charles Appel and the engine by Rennsport International in the USA. The Speedster was repainted silver at this time.

The car was first registered in the UK in January 2012





and between then and 2014, it underwent a total restoration by marque specialists Sportwagen and Maxted-Page & Prill Ltd. The new owner was anxious to get the car back to as original as practical while maintaining the GT upgrades. Blasting the chassis revealed heavy lead filler used to build the extremities of panel edges and fill low areas, and where repairs did not follow the correct shape of the body, as was common practice at the factory.

It was decided that a full restoration was the only option with a car of such value. The outer panel work was removed and rebuilt as necessary followed by repairs of the internal panel work. Fortunately, localised repairs were feasible in most cases so no panels needed replacement. This work was carried out by Sportwagen in Southend.

At the same time, the Carrera was returned to its original Ruby Red livery, with black leather seats with corduroy inserts. Adding to the GT upgrades, the correct louvred engine cover with the distinctive integral air boxes was also

fitted. In total, some £100,000 was spent on the restoration.

Following completion of the restoration, #83727 was exhibited at Classics at the Castle in 2014, where it was awarded the trophy for Best of the Show. This wasn't the Speedster's first such trophy, however: while in Australia, it had won the 356 Registry Award for 1992, 1993 and 1994, as well as the Inaugural Master Class award in 1996.

Earlier this year it was entered in a full-on concours event for the first time, namely the prestigious Salon Privé Concours Masters at Blenheim Palace as part of the celebrations marking the 70th anniversary of Porsche. Here it won three awards in total, namely Best Open Top Car, Best Engine and the Duke of Marlborough Award for Best in Show.

Classic Porsche specialists Export 56 have been maintaining this spectacular car since 2016 and we suggest that, if you are a serious buyer and wish to find out more, you contact them. After all, for the right price, the Carrera Speedster could be for sale... **CP**

Above: 'If there was ever any doubt in your mind about what constitutes a sports car, take a long look at this new Carrera', said Car & Driver magazine in 1957

Contact:

Export 56
01908 216661
www.export56.com

Below, left and right: Factory records show the car came with black seats with corduroy inserts. Derrington wood-rimmed steering wheel was added in 1982





'SPEEDY GONZALES'
1957 PORSCHE 356 CARRERA SPEEDSTER



This multi award winning 356 Carrera Speedster is one of only three original factory Right Hand Drive cars ever built and is the subject of a short film which can be viewed on our YouTube Channel.

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Words: Karl Ludvigsen Photos: Porsche Archiv, Ludvigsen Partners and REVS Institute

THE PORSCHE-BEHRA

For the burgeoning Formula Two category for 1.5-litre cars, French star driver Jean Behra based a new racing car of his own on Porsche components. In 1959 it showed its class by beating the factory Porsches in the year's biggest F2 race



Built in Modena, Italy, in 1959 for French racing champion Jean Behra, the Porsche-Behra was a more handsome and, in its time, more successful car than Porsche's own first open-wheeled effort. 'I like Porsches very much, above all because I had such great successes with them last year,' said Behra, explaining why Ferrari's number one team driver would take the trouble to build his own car. 'I'd like to try out a few things I've thought up on the basis of my racing experience in recent years. This project with the Formula Two car is tremendous fun for me!'

At a time when Formula One cars used 2.5-litre engines, Formula Two was nicely placed at 1.5-litres. Introduced in 1957, it quickly picked up speed thanks to the wide availability of suitable power plants from the likes of Coventry Climax, Alfa Romeo, Borgward and indeed Porsche. Interest picked up as well when it became known that in 1961 the mandated engine size for Formula One would be 1.5-litres.

The basis of Behra's Formula Two car was a set of 718 RSK components obtained on very favourable terms from Ferry Porsche. The RSK was advanced enough in its suspension, especially at the rear, to be suitable in this role. This is the most credible account, although some reports credit the use of a complete RSK, 718-016, as the basis for the Porsche-Behra. However, recent restoration

of the car suggests that this was not the case. Mysteriously its chassis plate is that of a 550.

Behra took his RSK parts to Valerio Colotti, a young engineer who had left Maserati to set up his own design office in Modena at the end of 1958. This was the Studio Tecnica Meccanica, known as Tec-Mec for short. One of its first projects was the Tec-Mec Formula 1 car, which is more successful in vintage racing that it was in its heyday. Colotti was perhaps best known as a maker of racing transaxles.

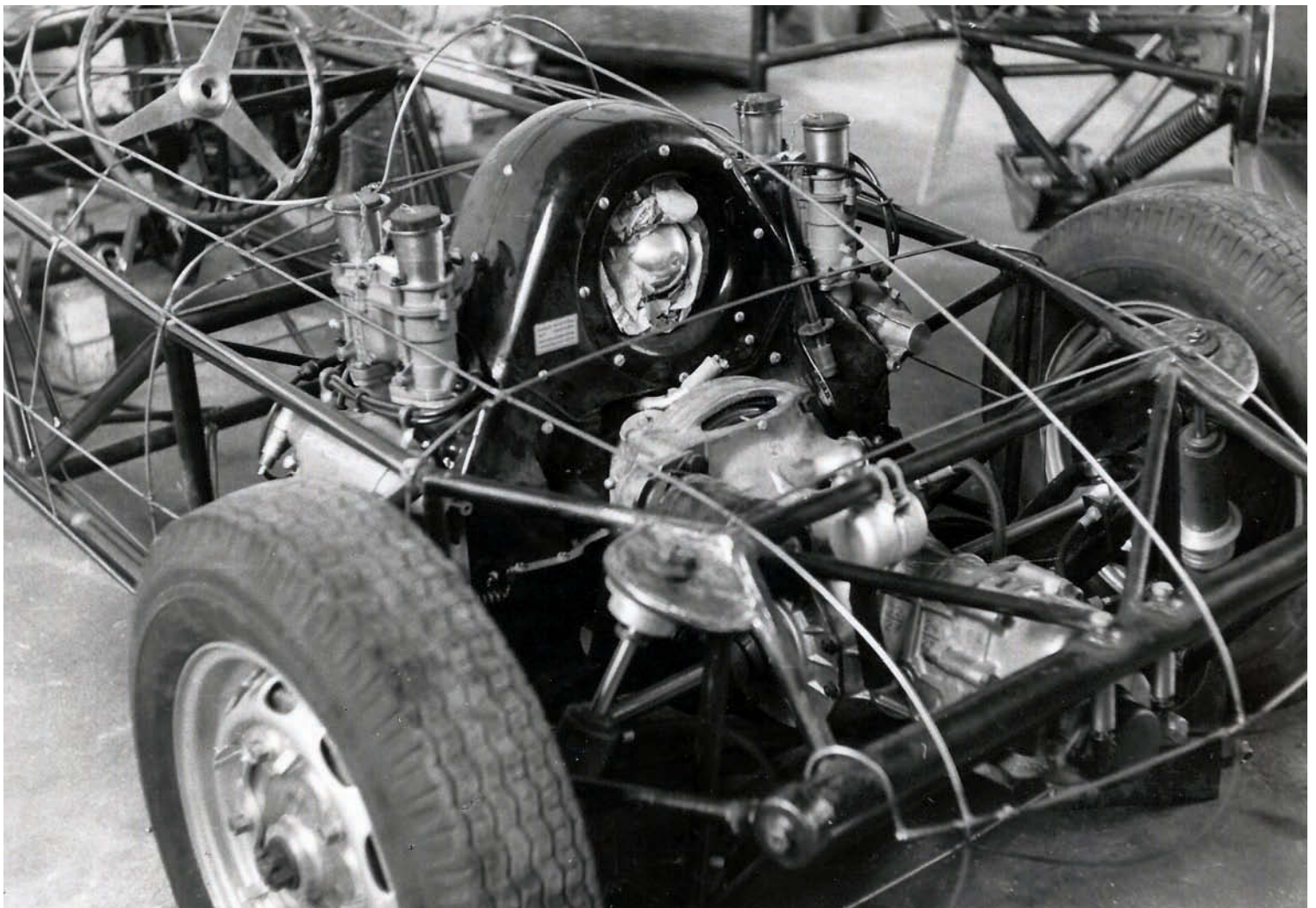
Following Behra's suggestions, Colotti prepared drawings of a new frame to unite the Porsche running gear and a body to clothe the result, which its initiator named the Porsche-Behra. Although a tubular lattice design like the RSK's, the new frame was a unique Colotti creation.

Inevitably the Colotti design had some attributes in common with the Porsche works single-seater, especially the tubular structure of the front bay between the suspension and the dash. The RSK's 82.6-inch wheelbase was kept. The front torsion bars and their carrying tubes were shortened by about five inches to reduce the front track to 46.9 inches.

At the rear the Porsche-Behra's track was reduced by two inches to 47.6 inches. Rear suspension remained the original RSK design, with low-pivot swing axles located by Watt linkages. Although these were heavier, bulkier and harder to adapt to an open-wheeled auto than the semi-

Below: Livered as it was for its battle with Stirling Moss at Reims in 1959, the Porsche-Behra retired in restored and running condition to the Collier Collection in Naples, Florida





trailing wishbones at the rear of the single-seater that Porsche was building, Colotti made a good fist of it. In fact he put the coil/damper mounting platforms outside the frame instead of inside so that the main tubular structure could be narrower for strength and better body lines.

Valerio Colotti and 'Jeannot' Behra gave their improvisation the look of a thoroughbred with an oil-cooler inlet in its pointed nose, a distinctive sharp peak line ahead of the windscreen, shapely bulges above its carburetors and screened air inlets in the tail. Its shell was hammered out of aluminium by one of Modena's many artisans while an ex-Maserati mechanic rebuilt the chassis. The workshop of another former Maserati man, Giorgio Neri, was the site of the car's final assembly, supported by Behra's personal mechanic Auguste Stocklin.

Behra's aim was to have the car ready for a Formula Two

race at Pau on 18 May 1959. It was coming along well enough, he decided, to enter it for the Monaco GP eight days earlier. This was for Formula One cars but F2 entries were allowed to take part. However they had to qualify among the 16th fastest cars, this being the maximum number of cars that were then allowed to compete on the twisty two-mile circuit.

There was no time to paint the Porsche-Behra before the race in Monte Carlo. It missed Thursday practice and arrived on Friday to be driven by Behra's choice, Maria-Teresa de Filippis, a relative newcomer to Grand Prix racing although with experience of the Monaco circuit from a qualifying attempt the year before. Getting under 1:45 was the bogey but at first she could not improve on 1:49. A handicap was the RSK gearbox with only four synchronised ratios and 'crash' engagement of low gear, which was needed on the tightest corners.

Above: Porsche's Type 547/3 four-cam 1.5-litre engine, giving at best 155bhp, was tightly tucked into the rear of Behra's special. Gearbox was five-speed versus Porsche's six

Below: For the major 129-mile Formula 2 race at Reims on July 2, 1959 Hans Herrmann had to win his ride by outqualifying a rival, both trying their best in the Porsche-Behra



Finally Maria-Teresa reduced her time to 1:47.8, which did not threaten the man on the bubble's 1:44.8. It was her last attempt at Grand Prix qualification. Behra, who was in the front row and fastest Ferrari qualifier for the race, offered his F2 car's cockpit to Porsche's hillclimb star Edgar Barth, but as a newcomer to the circuit he was unable to better the best time of de Filippis. The Porsche-Behra sat out the race while her owner retired his Ferrari at quarter-distance.

Pau on 18 May was destined to be one of only two races in which this great French driver personally piloted his Porsche-Behra. 'Much to Behra's continual regret,' wrote Denis Jenkinson, 'Enzo Ferrari would not give him permission to drive the Porsche in Formula Two races. While he could not stop Behra running the car and lending it to people, the whole project was not received with enthusiasm at Maranello.'

With his own Formula Two car having been wrecked at Monaco a week earlier, along with the first works Porsche single-seater, Enzo Ferrari granted Behra permission to race his special on Pau's twisty street circuit. Only a tenth of a second in arrears of the fastest practice time, he put it in the middle of the front row for the start. On the fourth lap he took the lead, only to spin and bend a wheel on the wet track. Behra spent a frantic five minutes in his pit searching for a replacement, then set the race's fastest lap while pressing hard – too hard – to get back in the running. He spun and bent two rims but kept going to place fifth in spite of the delays.

The Pau performance proved that with a world-class

driver at its wheel the Porsche-Behra was one seriously fast Formula Two car. The best outing enjoyed by the rakish-looking French-blue car was in the biggest F2 race of the year at Reims on 5 July 1959. Staged after the French GP, 23 cars started a contest that was seen as a preview of the Grand Prix competition coming when the 1.5-litre Grand Prix Formula took effect in 1961. The Porsche-Behra was driven by Germany's Hans Herrmann, to whom Behra said, 'You drive it, Hans. You'll get more out of it.'

His was not the decisive voice, however, for Porsche's Huschke von Hanstein also had a say in the selection. This could well have been the result of a likely deal between

Behra and Porsche to cover the cost of a fresh drive train for the demanding and important French race.

Huschke had lined up Briton Colin Davis when Herrmann – a notorious oversleeper – was delayed in getting to practice. Whoever was fastest in training, Huschke said, would race the car. The canny Herrmann arranged for a friend to time the laps and stand in advance of

the pits, where he was to lift the front of his red sweater if Hans were the faster. 'Then when I roared by after a few laps,' said Hans, 'he had taken it off completely and was waving it in the air!'

Herrmann gave the car one hell of a ride. He set practice times faster than the works single-seater Porsches. In broiling heat he fought hard for the lead in the race with Stirling Moss's Cooper-Borgward. 'On lap four,' wrote Denis Jenkinson, 'Herrmann and Moss were side by side, where they stayed for the next eight laps in a typical Reims circuit

“IT WAS NOT RECEIVED WITH ENTHUSIASM AT MARANELLO...”

Below: The rear view of the Porsche-Behra showed how tightly Colotti shaped it around its components. The blue car was often faster than its silver counterparts from Stuttgart





Above: Behra's personal mechanic Auguste Stocklin assisted in final assembly at Giorgio Neri's workshop. Wire frame delineated the surface of the bodywork

dice, Moss being quicker round the back part of the circuit but the Porsche gaining on maximum speed and braking, in spite of its old-fashioned drum brakes. On this very fast circuit its performance was a tribute to the aerodynamic ideas of Colotti and Behra.

'The battle for the lead finished when Herrmann took the escape road at Thillois,' added Jenkinson, 'which left Moss unchallenged in first place.' A front brake had finally seized and thrown Hans into a skid. The Porsche-Behra finished 12.6 seconds behind in the 129-mile race and almost a minute ahead of Jo Bonnier in the Porsche factory's F2 car.

Herrmann drove the Porsche-Behra once more in an F2 race at Rouen on 12 July. 'I still remember a scene that was typical of my friend Jean,' said Herrmann. 'When I indicated before the start that the mirrors needed adjusting, he told me with gestures, "Oh, that, the mirrors. We'd rather take them off altogether. You should just look forward and win!"' Starting from pole position Hans was contending for third place when a seized gearbox forced him to retire.

Already strained, Jean Behra's relationship with Ferrari was not improved by the way the Porsche-Behra had handily defeated the latest F2 car from Maranello at Reims. At

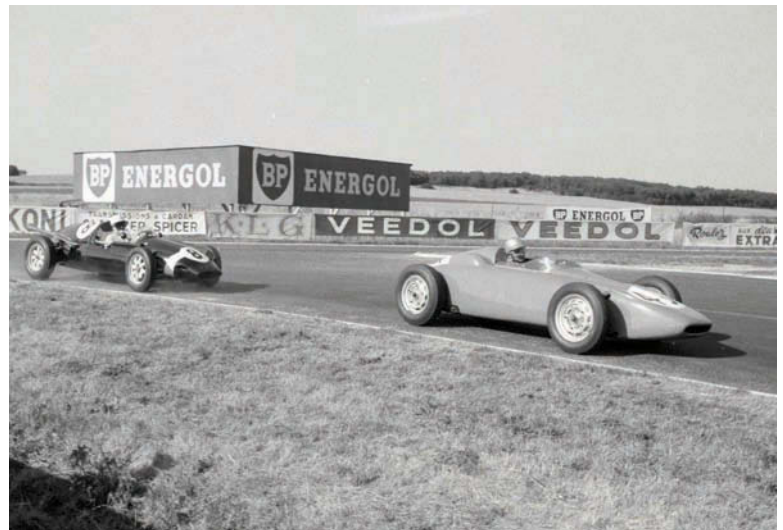
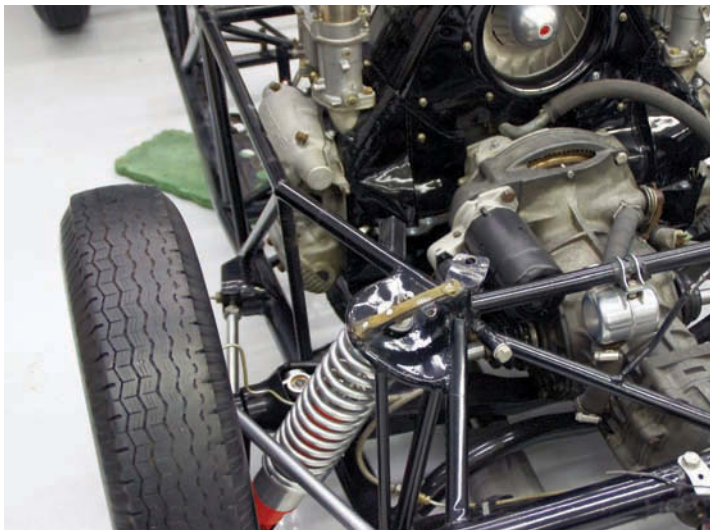
Ferrari, said team driver Phil Hill, 'Behra had never been happy with us. He resented Tony Brooks as a Number One, was uncomfortable at the performance of a newcomer like Dan Gurney, complained about always being given the slowest car – which was simply not true – and lost his temper more often than the Italians, which is going some!' The upshot was that Jean Behra and Ferrari parted company that July, after which he was free to drive the cars of his choice.

On 26 July 1959 Behra drove his blue Porsche-Behra in the Auvergne GP on the Clermont-Ferrand circuit, a mini-Nürburgring in the heart of France. In the curtain-raising two-hour sports-car race for cars of up to two litres he dominated the field in his personal Porsche RSK, setting fastest lap. An incipient fault caused a brief pit stop, however, culminating in a broken cam follower with ten minutes to go that dropped him to second at the finish.

From row two with his Porsche-Behra at the start of the 26-lap Formula Two race, Behra established himself in a clear second place behind the dominant Cooper-Borgward of Stirling Moss. 'On lap 16,' reported Denis Jenkinson, 'Behra stopped out on the circuit when a petrol pipe to his left-hand carburettor split and he had to watch the whole

Below left: At the rear the Porsche-Behra used the Type 718's low-pivot swing-axle suspension. The large cross tube was demountable at its centre to ease installation of the transaxle

Below right: In what was the Porsche-Behra's greatest race Herrmann dived with Stirling Moss in his Cooper-Borgward in the early laps, finally placing second only 12.6 seconds behind



field go by while he made a temporary repair with a piece of plastic tubing from a breather pipe.' The subsequent pit stop for a permanent repair set him well back. Though only 12th at the finish, he duelled with Moss for fastest-lap honours, losing narrowly.

'Jeannot' and Auguste Stocklin prepared, impeccably as usual, both his RSK and his single-seater for the German Grand Prix at the Avus in Berlin on 2 August. Tragically the plucky Frenchman was killed outright in the sports-car race that was the warm-up for the Formula One event, for which he had practiced among several outclassed but plucky F2 entries. The popular Behra's death at only 38 years spread gloom over the weekend. His car was withdrawn from the Grand Prix together with the lone works F2 Porsche as a sign of respect for one of the Zuffenhausen team's most successful drivers.

Taken over by the American Camoradi team formed by Lloyd 'Lucky' Casner, Behra's special was entered for the Argentine Grand Prix on 7 February 1960. Although the race, on the city's shade-free municipal Autodromo, started at 4:30 p.m. the ground temperature was still at 100°F. Drivers happily slowed at the tightest corner to have buckets of water poured over them.

Starting the unique racer from 16th on the grid, thrusting American Masten Gregory made a pit stop to change his

right rear wheel, his team using an air wrench to speed up the process. His Porsche-Behra placed 12th among 14 finishers, respectable for its 1.5 litres against the 2.5-litre GP cars.

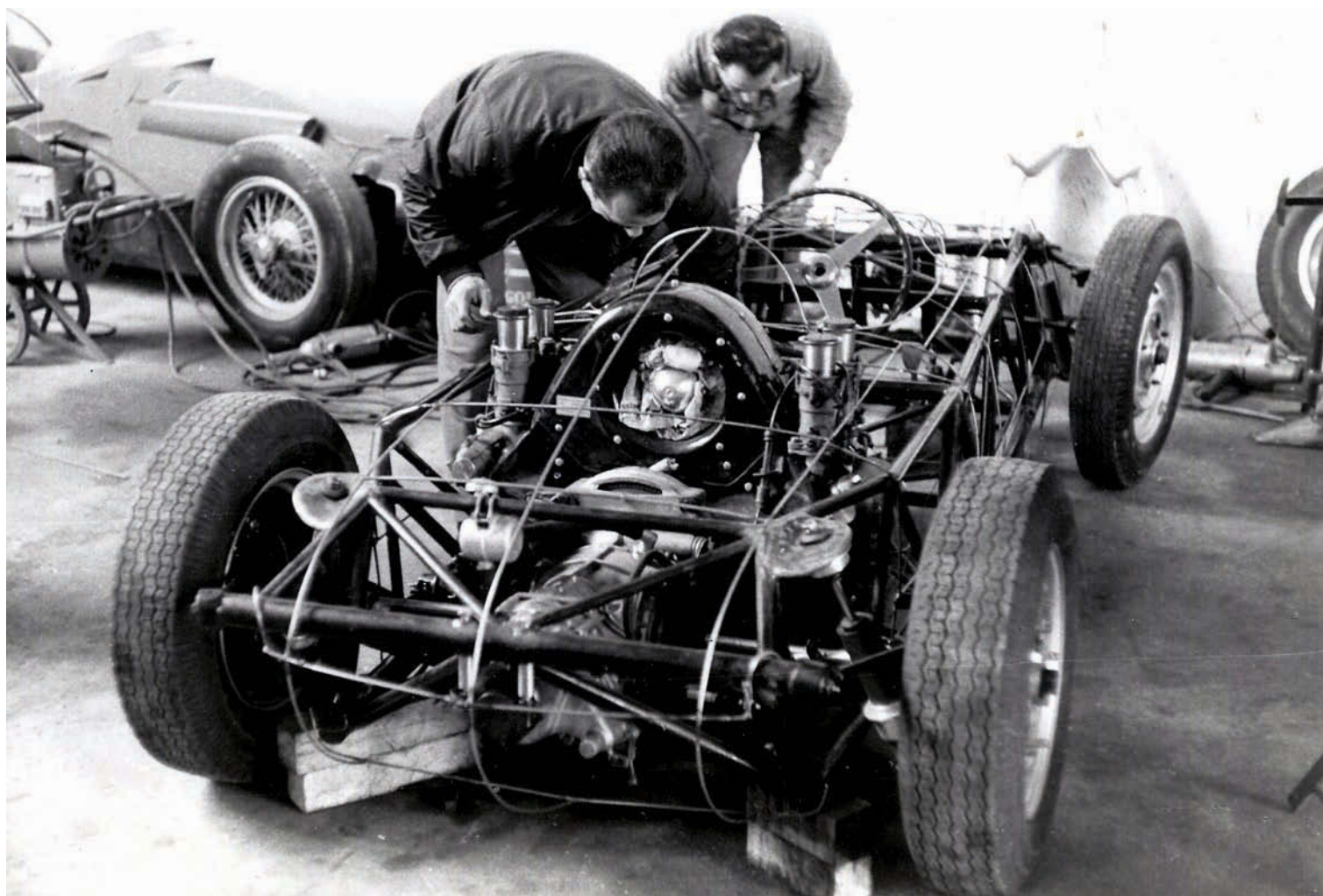
The teams were invited to stay on for the Ciudad Buenos Aires Grand Prix, a Formula Libre event strangely held in a park at Cordoba, 430 miles upcountry from the city in the 158-mile race's baptismal name. 'When we saw the circuit we just couldn't believe it,' said one entrant. 'Around the city boulevards with trees at the kerbside and a huge statue slap in the middle of the road at one point. We asked the guide which side the cars were meant to go round it and he just grinned and said, 'Either side, ees up to da driver.'"

While the Walker, Ferrari and Centro Sud teams declined the privilege of participation, 18 cars mustered for practice at Cordoba. Among them was the Camoradi Porsche-Behra, which attracted a distinguished driver. Although he had retired from the sport a year and a half earlier, Juan Manuel Fangio was eager to try the little Porsche special on the streets of Cordoba to see what these new-fangled mid-engined cars were all about.

Wearing an unfamiliar white helmet, Fangio took a number of practice laps and was credited with a time of 1:30.0. This was six-tenths of a second less than Masten Gregory recorded in official practice to be ranked 13th for the

“HAD TO WATCH THE WHOLE FIELD GO BY WHILE HE MADE A REPAIR”

Below: In 1958 Colotti established his own design company, Studio Tecnica Meccanica, known as Tec-Mec. He created the bespoke tubular space frame for Behra's racer





start. A chaotic race in heat even worse than in Buenos Aires saw only two cars complete the full 75 laps and five ranked as finishers. Numerous retirements included the Porsche-Behra after 17 laps.

Camoradi's Porsche-Behra rested until the German GP in July of 1980, which was run on the Nürburgring's South Loop for Formula Two cars. Both Hans Herrmann and Olivier Gendebien tried it during training but chose other cars for an important race in which the blue racer really should have participated.

For Behra's hybrid the 1960 season ended in September with a Camoradi entry in the Italian Grand Prix, the last race in Europe for the 2.5-litre Formula One. Run over the combined road and banked-oval circuits, the race was boycotted by British teams on the grounds of the bumpy oval so the Monza organisers were desperate for entries.

Driven by America's Fred Gamble, the Porsche-Behra was running in eighth place as first non-works entry when it slowed to a stop in Monza's South Turn, its fuel pumps ticking impotently. Although the car's builders had assured Camoradi that it carried enough fuel to finish the race non-stop, the team had added a precautionary churn at a splash-and-dash pit stop. However, the fuel system didn't pick it up.

Running back to his pit, Gamble collected enough fuel to get going just in time to be awarded 10th and last place, albeit nine laps in arrears.

After brief ownership by a young American, Ray Colet, who had loaned it back to Camoradi for the Italian GP, this unique car languished outside the customer service department at Werk I in Zuffenhausen. In retrospect it was surprising that the Porsche-Behra, which had shown such commendable pace in 1959 and '60, wasn't picked up by an enterprising team or individual for the new 1.5-litre Formula 1 of 1961. With some development, including a gearbox like those in the works cars and good preparation, it could have made a more-than-decent account of itself.

In 1961 however it was brought to America and purchased by Vic Meinhardt of Merrick, Long Island. Meinhardt raced it successfully, winning the SCCA Formula Libre Championship in 1963. Vic sold the unique racer to Dick Souan, from whom it was bought by Philip Sadler in 1969. A later owner, restorer and racer of the Porsche-Behra was Murray Smith. The blue car now rests in Florida's Collier Collection in impeccably restored condition, liveried as it was when Hans Herrmann showed its furious pace at Reims. It is a fitting tribute to Jean Behra, one of the greatest drivers of the era. **CP**

Above: When owned by the American Camoradi team, the Porsche-Behra had the honour of practice laps in the hands of Juan Fangio before a race at Córdoba in February 1960

Below left: Jean Behra, left, and Valerio Colotti enjoying a laugh in Modena, Italy. That was Colotti's base during engineering stints with Ferrari and later Maserati

Below right: Liveried as it was for its battle with Stirling Moss at Reims in 1959, the Porsche-Behra retired in restored and running condition in the Collier Collection in Naples, Florida



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The screenshot shows the ROSE PASSION website interface. At the top, there's a search bar with options for 'Search by keyword' and 'Entry by reference'. Below that, it says 'All the parts for all the vehicles!' and lists various Porsche models. There are three images showing car parts: a wheel, a rearview mirror, 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, 997 / 05-11) and a filter for '2005', '997 C2S', 'COUPE', and 'MANUAL GEARBOX, 6'. At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'.

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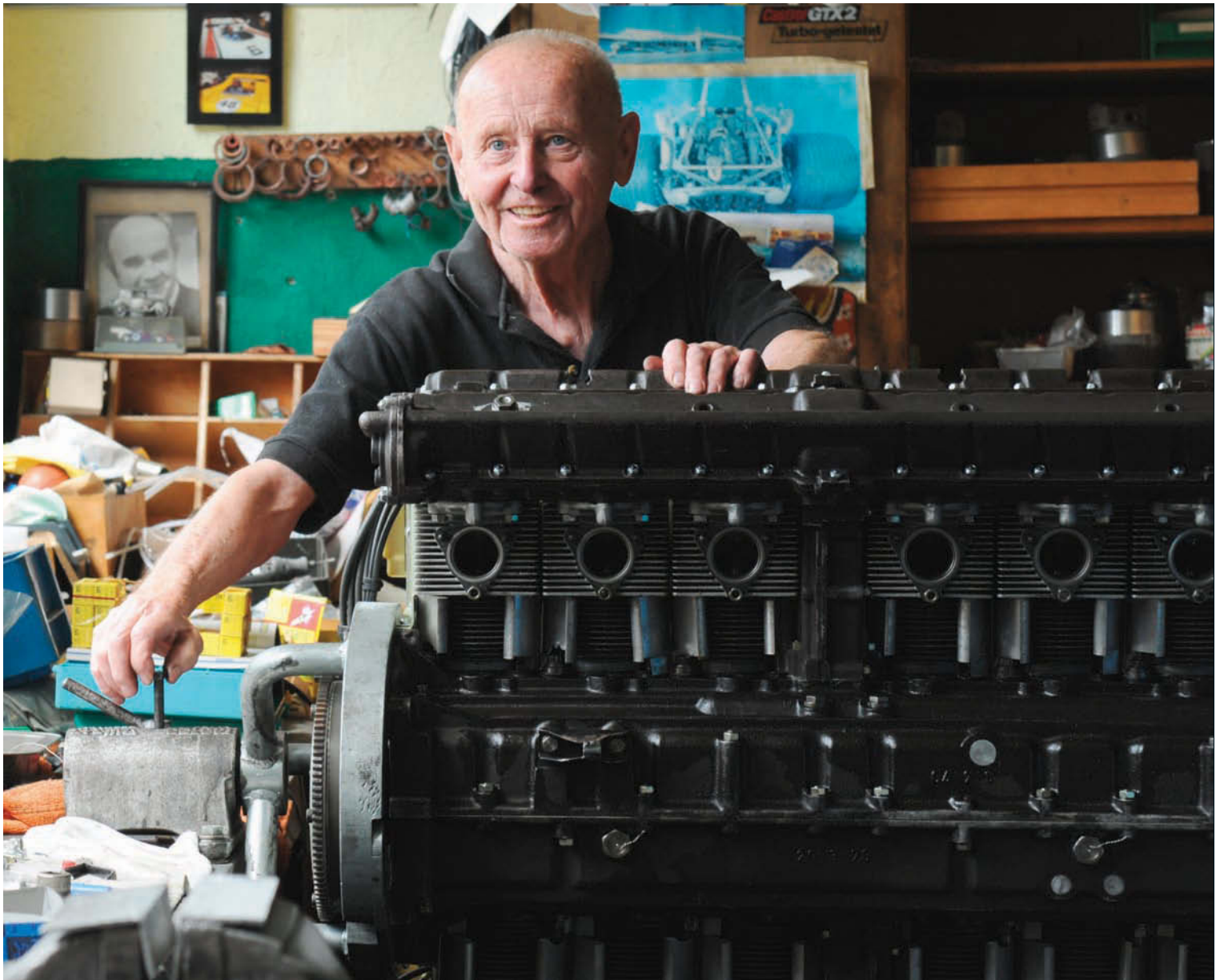
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Words: Keith Seume/Fred Wesley Photos: Andreas Illg

THE 917 MAN

Set deep in the Swabian countryside, an unassuming basement workshop is home to the man with more experience of working on Porsche's flat-12 917 engine than any other. We track down Gustav Nieche, 'Mr 917'...





Above: Not your average coffee table art! Household furniture is 'repurposed' in the workshop, including a coffee table used as an engine bench...

Below left: Perfect work wherever you look, be it welding on the aluminium frame or the fuel tank itself

Below right: Keepers of the Holy Grail: Gustav (right) next to his old friend Dieter Kunberger – companions since the earliest days of Porsche racing history

Way back in 1958, a young newly-apprenticed mechanic by the name of Gustav Nieche travelled by train from the Swabian town of Besigheim on the banks of the river Neckar, to Canstatt, near Stuttgart. He was on his way to seek employment at the Daimler factory. It was a time of growth in post-war Germany, and skilled workers were in short supply, meaning the motor industry was on the lookout for young well-trained craftsmen. Gustav fitted the bill perfectly.

But the train journey was proving tiresome for the young mechanic, so he decided to get off the train at Zuffenhausen instead and resolutely made his way to the workshops of the still young Porsche factory in search of employment. 'What do you want, young man?' came the question from the workshop foreman – and that was pretty much the interview taken care of. Gustav now had a job as a Porsche mechanic – but not just any mechanic.

The new recruit found himself in the 'sports' department, initially working on chassis construction, welding frames and

suspension components. Within a couple of years he was travelling across Europe with the racing department as part of the Formula One team, and was also involved with the development of the new Porsche 904 GTS. Later, he moved into engine development and supervised building engines for the 910 and 907 for use in the Targa Florio, and those of the 908 hillclimbers and the legendary 909 Bergspyder.

In 1970, Gustav Nieche made the jump across the 'Pond'. Porsche sent him to the USA to support American importer and racing team owner Vasek Polak. The Porsche 917/10 and 917/30 ran in the American Can-Am series and the team needed a capable technician. For years, Gustav was on the road in the USA, and around the world, working as an engine specialist. The complex eight- and 12-cylinder engines of the 908 and 917s have remained his speciality to this day. 'I know precisely how long each stud should be on these engines,' he smiles, before adding 'There is probably not a single 917 engine on which I have not worked, certainly not one that still runs today...'

And some of these engines are brand new... At the age of





75, Gustav is still building them in the cellar of his terraced property. Items of discarded living room furniture serve as a workbench and parts shelves. It looks bizarre: fully-assembled examples of the most successful and legendary racing engine ever sit brand new on an old coffee table in the basement. It's lucky that so much know-how and so many skills are still preserved. Gustav uses many new parts, some are original new stock but most of them replicated. Cases, shafts, plastic parts – there's nothing that cannot be restored or recreated.

'At the time, Porsche sold everything that was no longer needed to America.' Vasek Polak stored everything but, many years later, most of it found its way back to Germany. Gustav was there when the deal was sealed and, from then on, his new client provided him with parts for the construction of new engines. It's been a good 30 years since Porsche lost its appetite for the successful eight- and 12-cylinder engines and Gustav took care of everything that was still driving, or was to be rebuilt, on his own. He rented a small workshop in the neighbouring village and quickly made a name for himself among the tight-knit community of 917 owners. His meticulous work and Swabian perfectionism spoke for themselves.

He knew many drivers and teams from his time as a Porsche racing mechanic. English racing driver and team

owner David Piper ordered an engine from Gustav around that time. 'He wanted to have it delivered to the Bahamas,' smiles Gustav mischievously. 'Piper said, "but first put it to the test" and I replied, "David, I do not have a test bench, but it's easy. You install the engine, press the button and start driving". Piper went on to win the following five races with this engine in his 917.'

Nieche continues: 'The engines are simple and reliable. They only produced about 120bhp per litre, which is not much for a racing engine – they were just so reliable.'

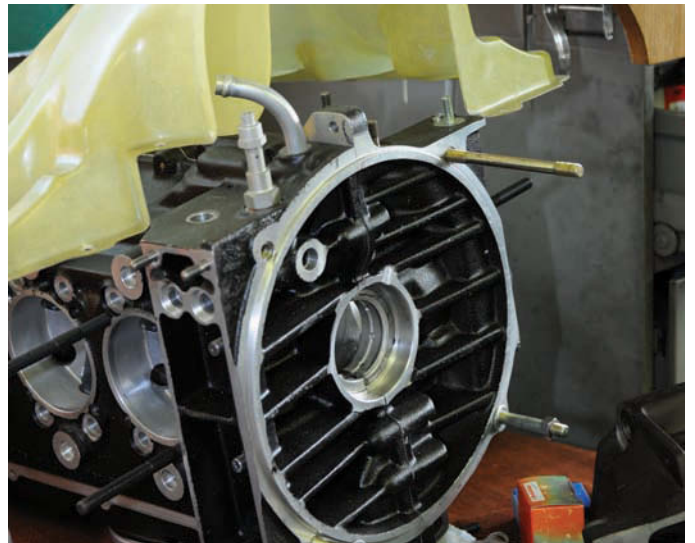
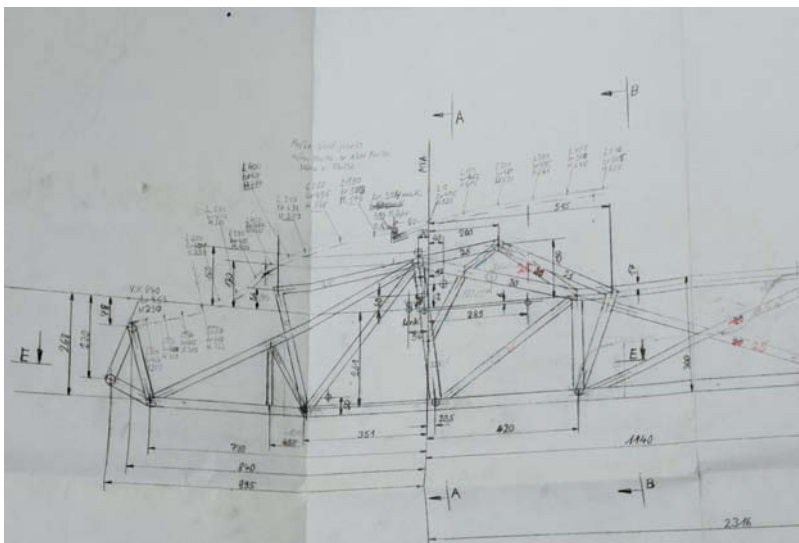
When asked if there were any overheating problems

due to the air cooling, he replies 'No, no, the fan cooling was perfect, the baffles worked well. We never had heat-related problems,' he recalls.

At some point thought turned to rebuilding complete 917s and who better than his old friend Dieter Kunberger to work with Gustav – they knew each other from their time together at Porsche. Nobody was better able to build the space-frame welded from lightweight tubing than Dieter, who learned his skills at a young age in the Zuffenhausen racing department. Dieter has created eight or nine frames in the last thirty years since working with Gustav, always at the weekend or in the evenings after work. 'These were often long nights,' they recall. 'Often the neighbours came by with a few bottles of

Above: Full set of 24 valves and springs for a 917 engine await their moment of glory. Gustav looked after the original yellow 917/30 many years ago in the USA

“METICULOUS WORK AND SWABIAN PERFECTIONISM...”



Above left: Drawing showing angles of tubing and every minute dimension in detail. Such experience is priceless

Above right: Ready for rebuild, 917 crankcase sits casually on the workshop dining table...

Below: Just like in the old days, based on the original design drawing Dieter Kunberger has welded many examples of the 917's aluminium frame

homemade wine, while we told them old stories from our time at Porsche – tales of the long-distance mountain races, or our experiences of racing in America.'

Ferdinand Piëch was responsible for the sports department at the time Gustav worked there. 'Piëch was hard but fair,' he recalls. 'For the first time, he also took we young mechanics to the races. Before, it was a privilege of the old guys. The money that came from the teams and sponsors for on-site support, he also distributed fairly among us all – it used to be different. Piëch was always there until late into the night,' Dieter remembers. 'And he watched everyone closely. Always. One time at Brands Hatch he fell asleep in the middle of the night while sitting on a box and fell off it. Nobody dared laugh...'

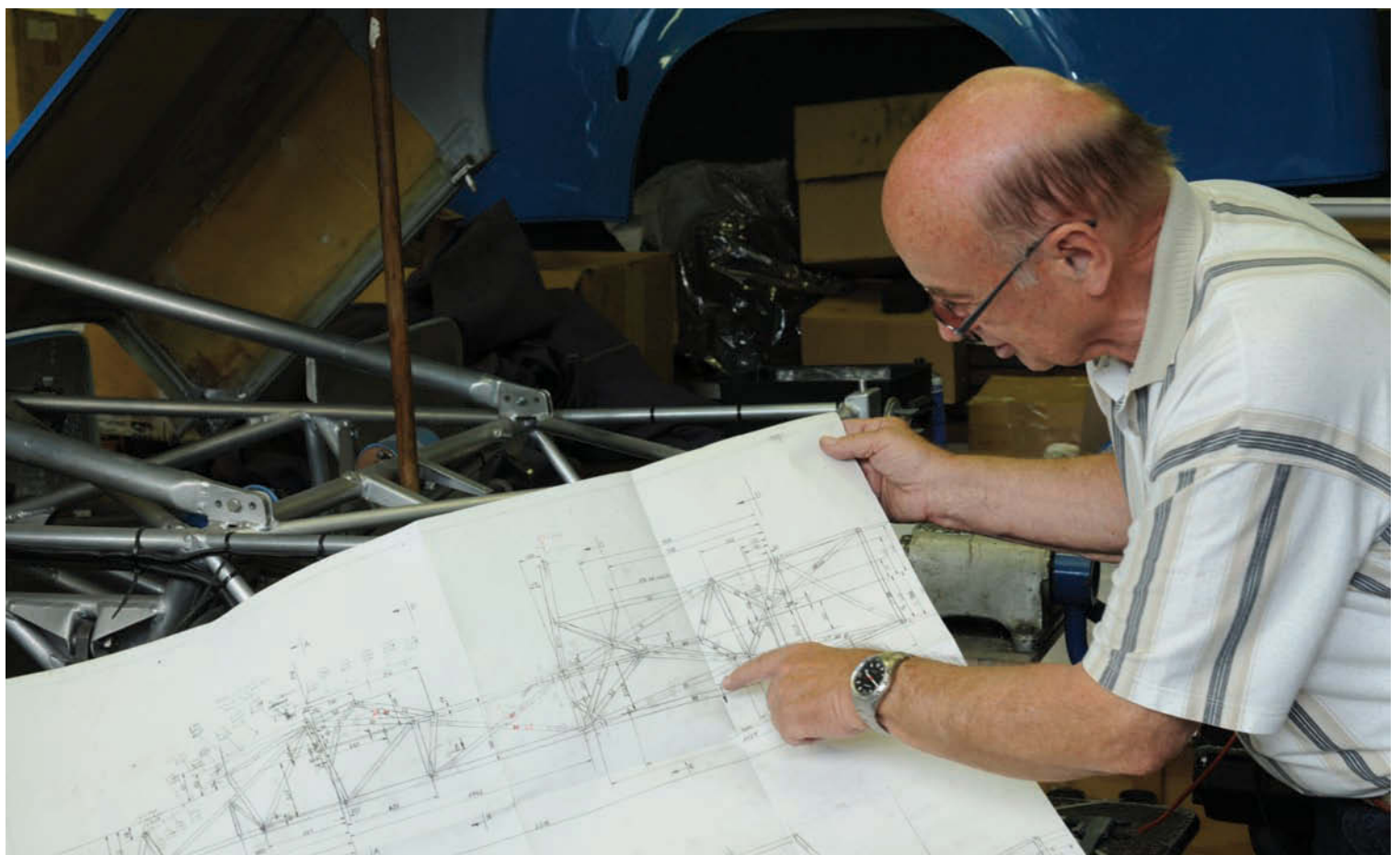
Back in the race department, Dieter and his colleague needed about six weeks to weld together the elaborate frame made of lightweight tubing. The first two frames for the Le Mans homologation cars were created in the racing department in Zuffenhausen, after which the work was sent

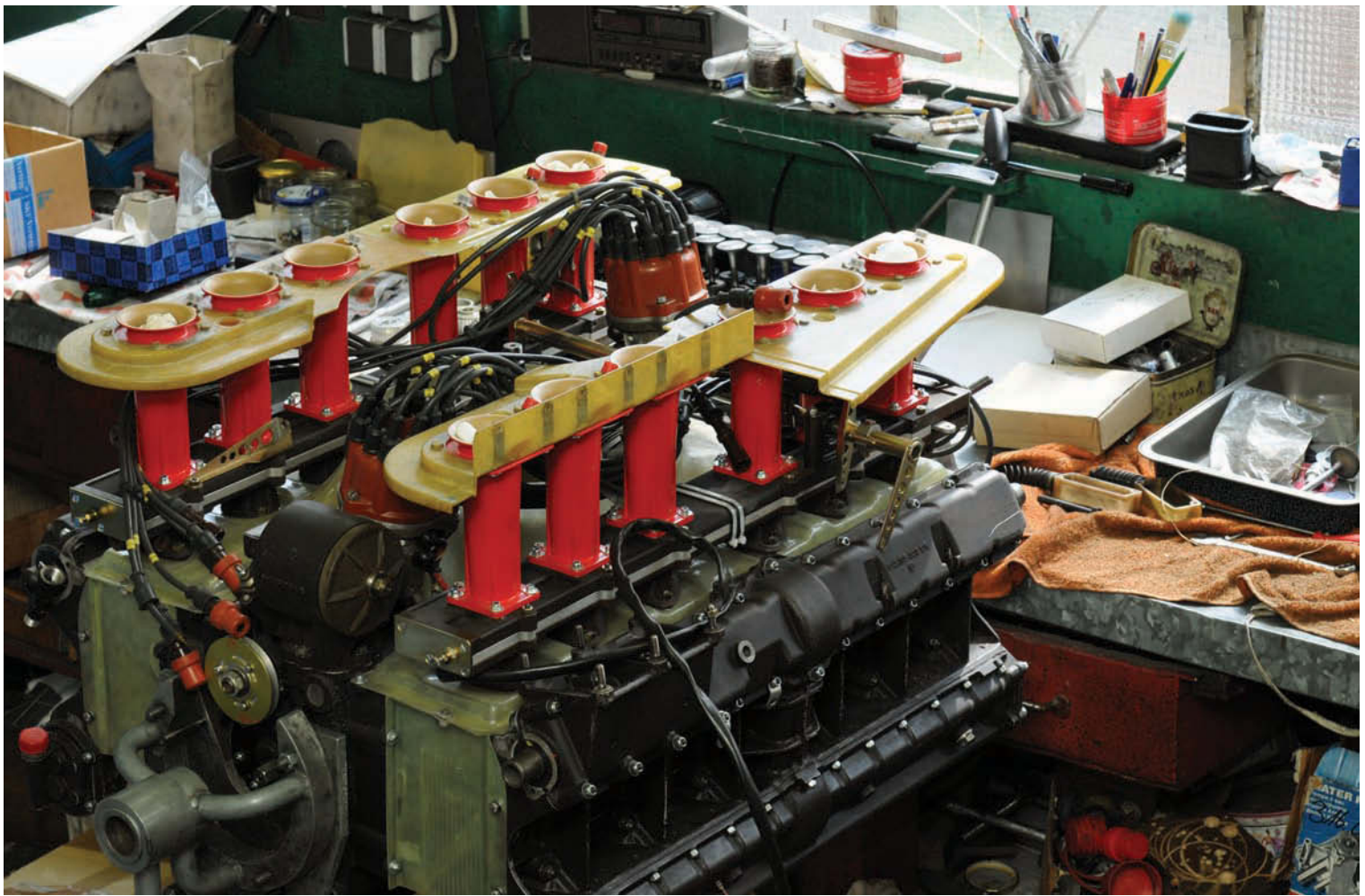
to outside contractors. 'Not all suppliers came to terms with aluminium welding. You have to know how much longer you have to cut the tubes, so they are exactly the right

“PIËCH WAS ALWAYS THERE LATE INTO THE NIGHT...”

length afterwards, because aluminium contracts after welding. Many frames ended up a bit too short – those ones got sent to some of the customer teams. They weren't good enough for us,' says Dieter...

'At the request of Ferdinand Piëch, we then welded air





valves in the sections of the rear end. Compressed gas in the network of tubes revealed in the shortest possible time any bad weld or a crack as a result of accident damage or fatigue. It was a great idea,' says Dieter.

'Then came the experiments with magnesium alloy tubing in the same wall thickness as the aluminium tubes. This saved an additional three, four kilos of weight, but no-one has ever given much thought to this frame. Most of the time, we didn't even tell the drivers they were sitting in a car with a magnesium frame – the chances are no-one would have dared go on the track. And yet such a car one day won at Le Mans. It was a great endorsement for us.'

Instead of using a solid steel plate like the one in the Porsche racing department, Gustav and Dieter had to install a jig for the construction of the new frames on a carefully measured wooden panel in their workshop. It took about a year for Dieter to complete a 917 chassis from the original plans. 'The original tubing with a wall thickness of 1.6mm is scarce and you can't get it any more, so we use tubing with

2mm-thick walls. There was still some of the original tubing stored at the factory, which I wanted to buy, but they used it to make marking posts for the test track in Weissach. Too bad,' Dieter remembers.

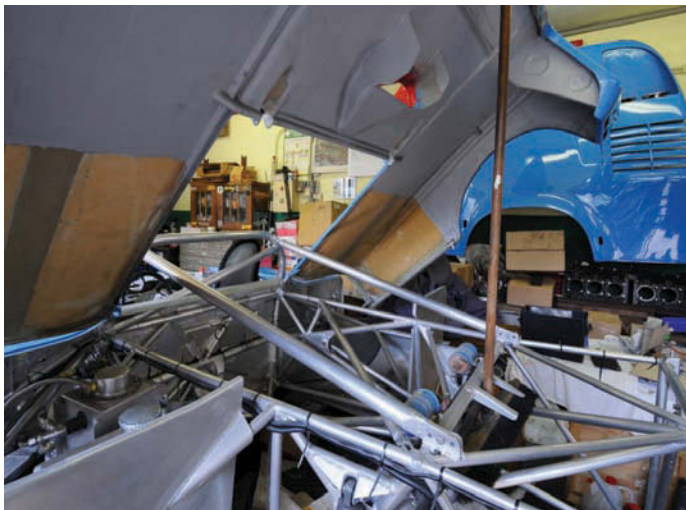
The Gulf-liveried 917/10 waiting in the workshop for its twelve-cylinder is a car built from scratch, everything from the door latch to the valve covers. 'The car was burned out following an accident and Dieter did not want to repair the bent frame, so we have just rebuilt everything,' says Gustav modestly. Behind the workshop are still a few fragments of the old frame. 'At some point he will finish it,' Gustav is convinced. 'Then the original frame number will connect the racing car with its celebrity former owner and his tragic fate.'

What happens when the last 917 leaves the workshop is uncertain. Gustav still wants to build some racing engines, but an entire vehicle? Dieter dismisses the idea, but who knows what might happen when the two sit at night in the workshop, set among the Swabian vineyards? Anything's possible... **CP**

Above: What is no longer available from stock is now available new – nothing is impossible when it comes to rebuilding a 917 flat-12

Below left: Just like in the old days, a broomstick holds up the lightweight 917 engine cover. A specialist company has perfectly reproduced them by hand!

Below right: Portrait of former customer and 917 owner David Piper keeps watch over Gustav and Dieter...





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Words: Keith Seume Photos: Simon Cooke

A TOUCH OF THE IRISH

When Nigel Allen decided to single-handedly restore an Irish Green Porsche 912 after years of working on Volkswagens, he had no idea just how much fun it was going to be. The end result is pretty impressive, as we're sure you'll agree...



“THE FACT IT CAME WITH TWO FLOORPANS WAS A BIT OF A CLUE...”

Above: There can be no denying that Irish Green is one of the greatest colours ever offered by Porsche. The Minilite wheels add the perfect finishing touch

I went to have a look at the car and was struck by the colour. I looked at it and thought, well, it isn't going to be too bad...' Those were the famous last words spoken by Nigel Allen as he looked over the Irish Green 912 being offered by his friend Matt Smith in Cornwall. 'But,' continues Nigel, 'I guess the fact it came with two floorpans was a bit of a clue as to what to expect...'

Nigel is well-known in south-western circles as something of the go-to man for engine conversions on VW campers, as well as being an experienced production car trial competitor in his well-sorted Beetle. He's very much a jack of all trades when it comes to both VWs and Porsches, perfectly happy to turn his hand to anything, from bodywork and paint to engine and gearbox rebuilds, running a successful business with his son, Craig, from his home workshop just outside Newquay. There's no doubting his experience, but this was to be his first full-on Porsche restoration.

The car in question is a 1967 912 (built late 1966) that was imported from the USA and which, at first sight, appeared to be in reasonably good condition. 'It was obvious it was going to need some work but as I poked around the carpets, it was a case of "through the floor, through the floor, through the floor..." I could see a little bit of rot around the torsion bar area which I thought looked quite bad, but I didn't really know what to expect. Once I got the car back here, I stripped it out and went "Oh dear", as you do, and so rolled the body on its side and started unpicking the welds round the floor.

'Once I'd done that,' Nigel continues, 'I looked and realised I didn't have anything to weld the new floors to, as the whole perimeter was missing! Although a kit to repair this area was available, I made my own but realised I was running out of space where I had the car stored, so moved it into another part of my workshop and built a rotisserie so I could work on it more easily.'

Although it was to be Nigel's first Porsche resto, he



wasn't daunted by the work that clearly lay ahead: 'I really like the shape of the early 911s and 912s, so that prompted me to have a go at one.' But it wasn't an easy transition from VWs to Porsches, not because of the added complexity – 'They're all just nuts and bolts,' he jokes – but because, as he says, when he embarked on the rebuild of a Volkswagen, he knew instinctively what would need to be done and who to turn to for parts. 'With the Porsche,' he continues, 'I'd make a list of the parts I needed and then have to spend time trying to locate them. It would be a case of "Oh, they do that bit, but they don't do that bit. So where do I get it from?" I can't believe how long it took...'

He spent the next two years restoring the bodyshell, starting out by sandblasting it back to bare metal, learning the hard way just how costly rebuilding an early 911 (or 912) can be. Inevitably the 912 needed all the usual problem spots addressing, from the fuel tank and suspension support at the front (which had been repaired but untidily), to the sills, parcel shelf and torsion bar area. 'Basically, the whole bottom six

inches of the car,' says Nigel. 'I found evidence of some lovely repairs carried out by a former owner in the USA – the rear corners above the rear lights were monstrous, but a friend had some panels he'd cut out of a car, which I grafted in.'

The engine lid was in a bad way, too, leading our man to make up his own panels to repair the double-skinned sections of the lid. But the upper reaches of the 'shell were actually pretty good. There was no evidence of rot around the windscreen or scuttle, and just a small amount at the bottom corners of the rear screen: 'I bought repair sections but found they didn't fit. I cut them into four bits and still couldn't make them fit, so threw them away and made my own,' he laughs.

Rather than resorting to modern filler (bondo), Nigel put his old school skills to use by using lead, just like at the factory. He spent numerous hours setting the panels gaps ('They're way better than factory', he says proudly) but there was one thing that bugged him: the front wings that came with the car may have been perfect but they were the wrong year, having a small flare that was absent on the early short

Above: Factory-option fog lights are a practical addition specified by the original owner. Lack of bumper over-riders helps give the front end a clean look

Below left: Genuine 6J x 15 Minilite wheels look great now they've been bead-blasted to a natural finish

Below right: Nigel is pretty happy with his first full-on Porsche restoration, and we can understand why!





Above, left and right: Vauxhall Cavalier SRI Recaro seats, sans headrests, look good. Tartan inserts feature material originally woven for the Triumph TR7. Steering wheel is a Momo Prototipo

Below: The Type 616/39 engine came with the car, but was full of water! Rebuilt by Nigel, it boasts a 1720 big-bore kit but is destined to be replaced by a long-stroke VW Type 4 motor

wheelbase models. This posed something of a dilemma. 'I couldn't decide what to do. Should I sell them and try to find the correct wings? In the end, because they fitted so well, and were in such good condition, I got hold of some early wings, which were knackered but had perfect edges to the wheel arch, cut them up and grafted the non-flared section into the later wings, lead-loading all the seams.'

The bonnet was mint, the doors almost as good, requiring only a small amount of lead work, and the front slam panel was fine, too. As far as Nigel could tell, with the exception of the later front wings, all the removable panels were original to the car.

It was around October 2017 that he set himself a target: Le Mans Classic 2018. 'From that point on, I was doing

ballistic hours, working until midnight two or three nights a week, then all weekend, every weekend. I didn't want a blemish in the bodywork. It had to be perfect. My biggest fault,' he grins, 'is that I won't shop anything out to somebody else – in fact, the only work that I farmed out was the seat trim...' Even then, he admits, he came close to buying a sewing machine so he could tackle the job himself.

Once the bodywork had been completed to Nigel's satisfaction, he took the shell over to Colourworx at Newquay where owner Nick Quince let him loose in the paint booth, etch-priming the bare metal before triling it back home. Then followed a couple of weeks of block sanding in readiness for paint. There was no doubt in Nigel's mind what colour it would be: it had to be Irish Green, just as the 912 had left the factory. Again, Colourworx let Nigel use the paint booth to apply the top

“MY BIGGEST FAULT IS THAT I WON'T SHOP ANYTHING OUT...”





coats, doing the main shell one weekend, the doors and bonnet, etc, the next.

Building the shell back up again was one of Nigel's favourite parts of the restoration. He prides himself in taking time to do things right: the windows, for example, wind up and down with practically zero effort required, while the doors shut with a factory-like 'clunk' that seems unique to older Porsches. 'I fitted the doors bare and was warned that they might not fit once the rubbers were installed. Why, I asked? "Because the rubbers will push the door out of line" came the reply. No, I replied, if the doors don't close properly after fitting the rubbers, then the problem lies with the seals, not the installation. The doors shut beautifully...'

The brightwork is original to the car and, while it could have been used 'as is' with some polishing, it didn't come up to Nigel's standards. Instead, it was sent off to Doug Taylor Metal Finishing in Weston-super-Mare for rechroming, who turned it around quickly as that target of Le Mans Classic was looming large.

When it came to the interior, Nigel knew he wanted to

install some seats that would offer more support than the originals, yet wouldn't look out of place in an early car. His choice was a pair of Recaro recliners from a Vauxhall Cavalier SRI, less the headrests, but they would need to be retrimmed. 'I had a pretty good idea of how I wanted the seats to look,' he says, 'so started to scour the internet for

inspiration. I found a photo of some material that looked perfect but then thought, "OK, so where do I get that from?" Reading a bit further he saw a reference to 'TR' and then discovered it was material used in Triumph TR7s. You'd think that would have made life easy, but think again. He rang all the TR specialists he could find, only to be told the material wasn't available anywhere.

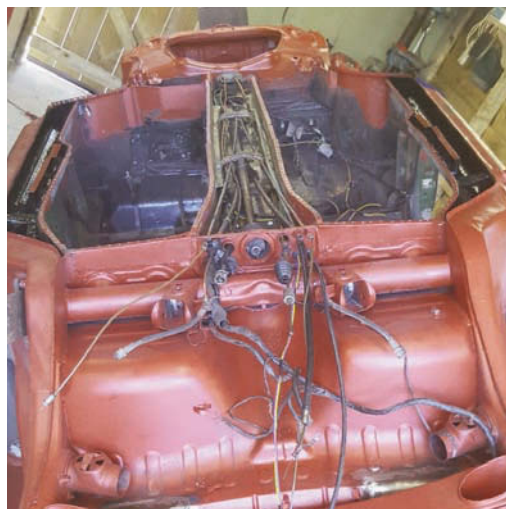
Not to be put off, he continued searching the 'net and found a company who sold tartan cloth of various types. Digging deep into the website, Nigel eventually found exactly what he was after: a green tartan identical to that used in the Triumph TR7. Great – or so you might think. The trouble was that there was none in stock.

A conversation elicited the fact that another customer had

Above: Nigel's undecided whether to add some kind of decor to break up the side profile – we actually like it the way it is...

“YOU WOULD THINK THAT WOULD HAVE MADE LIFE EASY...”

Below, left to right: As is commonplace with most 912 engine rebuilds these days, new 1720cc big-bore barrels and pistons were used; a home-made rotisserie enabled Nigel to work on the underside with ease; bodywork above rear lights was described as 'monstrous', necessitating extensive repair work



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talked about commissioning some more of this material, but the turnaround was going to be something like 12 weeks – a little too tight for Nigel’s schedule. In the end, they managed to do it in 10 weeks, at which point he dropped the seats straight over to Matt Leach, a local trimmer based near St Agnes in Cornwall, who recovered the seats and door cards to Nigel’s specification. The rest of the trim Nigel handled himself, including the dash top (‘It was poorly, sun-cracked’).

The suspension and braking systems were stripped down, cleaned, replated where necessary and reassembled using Goodridge hoses on the brakes and new bushes from Elephant Racing on the suspension, along with new track-rod ends and ball-joints, plus upgraded ‘Turbo’ track rods. After being let down by the supplier when ordering a heavier front anti-roll bar, Nigel made his own, using a pair of Peugeot torsion bars, no less. Does it work? Well, a photo of the car at Castle Combe circuit shows it ‘three-wheeling’ out of a corner, so we can assume it does! A rear bar is now on the list of things to do.

‘The car just feels so nicely balanced. We set it up here in the workshop and could only really play with tyre pressures at the track, but it felt so good. It didn’t show any signs of wanting to step out of line at all,’ says Nigel. Running on 205/55x15 Yokohamas, the 912 has more than lived up to expectations on the track.

The car runs on a set of genuine Minilite wheels, 6Jx15, which had once been fitted to a car belonging to Magnus Walker that was imported into the UK some while ago. Through a friend of a friend, Nigel heard that the wheels were for sale and got a family member to pick them up for him while on holiday. Beadblasted back to natural aluminium, the period rims suit the car perfectly, although a set of steels might be in the car’s future.

The gearbox is the original five-speed (many 912s came with four-speed transmissions, so this was a bonus) that didn’t require anything other than cleaning up and being treated to an oil change. The engine that came with the car was another matter. ‘It came to me full of water,’ Nigel recalls.

Below, left to right: Later front wings were modified to SWB style by welding in the correct profile wheel arch lip; hidden rust necessitated making up a new double-skinned section of the engine lid; underside is as well finished as the top. The car should last a lifetime...





Above left: Chassis number shows the 912 is a 1967 model, built in late 1966

Above right: Clean and simple – and ready for the holiday luggage...

Below: Considering this was Nigel's first full-on Porsche restoration, we're sure you'll agree it's very impressive. So, Nigel, what comes next?

'It was seized solid, but we did manage to free it off. However, when I tried to start it, it ran badly, popping and spitting. I decided to hang on for a bit as my intention had always been to install a big VW Type 4 engine. However, that would take quite a bit of development work and, as time was running out, I made the decision to rebuild the 912 engine.'

'After stripping it down, I had the cases and heads vapour-blasted, the bottom end balanced and then it was rebuilt all stock other than a 1720cc big-bore conversion. To begin with I ran the original Solexes but then changed them to 45DRLA Dell'Ortos. The exhaust was already on the car when I got it – not sure what it is, to be honest.'

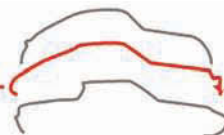
Despite the attention to detail, this isn't the final engine. In its place Nigel plans to install a 2.2-litre long-stroke Type 4 with dry-sump oiling, featuring an external belt-driven pump, and a 911-style cooling system.

The freshly-rebuilt motor was bench run first of all, and then installed in the car ready for 'bedding in' out on the road. 'I did a couple of little trips around here, then headed off to Reading and back. It was then a case of oil and filter changes, doing the tappets and sorting a modest brake fluid leak. Then we were ready for Le Mans Classic.'

Now with a few thousand miles under its belt, the 912 never ceases to thrill. 'It took me a while to get used to left-hand drive,' admits Nigel, 'but now I just want to keep driving it and I'm now expanding my services to offer restoration and engine work on Porsches (see contact panel, left – KS). Some people come into the workshop and take a look, saying "How much is that worth?", but I have no interest in knowing. I just want to drive the car and enjoy it.'

And, after all, isn't that what classic Porsche ownership is all about. Or at least, it should be... **CP**





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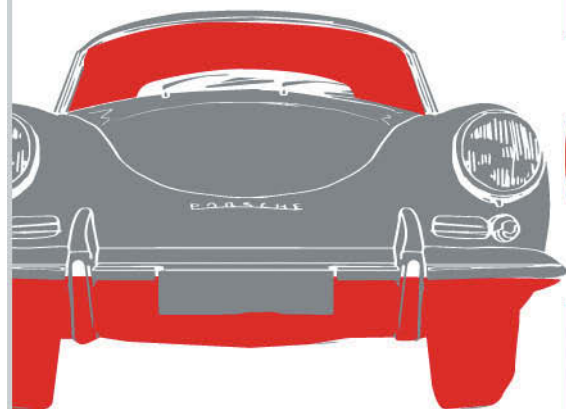
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Words & Photos: Kristina Cilia

REUNION OF RACERS

Porsche Rennsport Reunion VI returned to WeatherTech Raceway Laguna Seca in September, to celebrate all things Porsche but most notably the marque's rich motorsport history. It's generally recognised as being the world's largest gathering of Porsche racecars, legendary drivers, esteemed engineers, collectors and enthusiasts...



“ATTENDEES GOT TO
WATCH A VARIETY OF
SOME 350 PORSCHE
RACE CARS...”





What has now become a Porsche tradition, this year's sixth reunion celebrated seven decades of motorsport and manufacturing history for the German manufacturer. During the four day programme this 'international family reunion', as it was referred to, featured track competitions, celebrity guest speakers, an evening rock concert featuring numerous bands including top performer Seal, several new cars such as the new limited production 935 and Speedster concept, parade exhibition laps, and the first ever Porsche tractor race.

Dr. Wolfgang Porsche was also in attendance for the 70th birthday celebration. As one of the oldest family members representing the company, it only seemed natural that he would be the one driving 356/001, the original Porsche roadster, around the track during an exhibition lap. Well publicised in advance, the event attracted approximately 80,000 Porsche fans who descended on the iconic circuit to pay tribute to the famed marque through the long weekend.

This year's Rennsport theme 'Marque of Champions' highlighted the legends of the brand: championship-winning

Porsches, their design engineers and the drivers who celebrated victories throughout the world. The prominent list included approximately 50 well-known drivers: American endurance driver Hurley Haywood, who took to the track during the event; six time Le Mans winner Jacky Ickx; five times Le Mans winner and arguably Britain's most successful driver Derek Bell; co-creator of the Porsche Rennsport Reunion and racing driver Brian Redman, plus numerous other champions and Porsche factory drivers, including 919 Hybrid Evo pilot, Timo Bernhard.

Also highlighted were two of Porsche's most influential engineers: Norbert Singer, father of the Porsche 962 and the Carrera GT V10 engine, and Hans 'Motoren-Papst' Mezger, who was famous for developing the flat-six 911 engine as well as the flat-12 for the legendary 917, among others.

Each day attendees got to watch a variety of some 350 Porsche racecars competing in seven different classes throughout the day. When you grew tired of racing (if such a thing is possible), located in pit row was a notable Champions Garage with eleven victorious Porsche racecars for you to peruse, and next to that was the Chopard Heritage

Clockwise from top left: Le Mans winner (1970) Richard Attwood interviewed; Chopard Heritage Display showcased some of Porsche's defining moments in history as seen here with a selection of Porsche 917s, 908s and 910s; Wolfgang Porsche enters the track in Porsche Number 1; Larrousse Porsche 911 ST, owned by Historika (driven by Patrick Long) flies through the corkscrew

Below left: Overall view of Chopard display. Impressive!

Below right: 356s parked in the owners' Corral



**“THE EVENT ATTRACTED
APPROXIMATELY 80,000
PORSCHE FANS...”**



A WeatherTech track official speaks with the driver of a 911 moments before entering the track for an exhibition lap



tent for you to get up close and personal with many famous race cars allowing you to begin piecing together the various elements in this storied history.

There was plenty of time to check out the paddocks as well, to see impressive displays of 356 Outlaws and cars from the R-Gruppe, along with a 959 collection, and chat with various members of the racing teams. There were also prize giveaways inside the Porsche Park plus a signature guestbook and a Porsche RRV1

billboard for all to autograph. And Porsche did not forget about its junior members with a near life-size neon green Lego Porsche car on display adjacent to the large dry white board featuring an outline of a Porsche 356 for kids to make their own design, a mini race track with mini Porsches to ride on, and a youth judging event sponsored by Hagerty.

“THE EVENT WAS DEFINITELY A CROWD FAVOURITE...”

One standout event, new to the Porsche Rennsport Reunion this year, was the first ever Porsche tractor race. Drivers were allowed a historic Le Mans-style start as the crowd watched 17 tractors race from the starting line to the Mother’s Polish Bridge between turns four and five. Notable drivers in this event were Jeff Zwart and John Oates (of ‘80s rock band Hall & Oates), but it was Patrick Long who claimed victory. This event was definitely a crowd favourite and will hopefully continue to be on the programme at future Rennsport Reunions!

Porsche Rennsport Reunion is not only a passionate tribute to the auto maker’s rich heritage but to all Porsche owners and enthusiasts as well. Although the event may be over, its memory will live on in the smiles of all who attended, as well as the thousands – millions? – of photographs taken that helped capture those memories. See you at the next Reunion? **CP**

Clockwise from top left: One Porsche enthusiast’s hand built tribute to the Type 64 parked in the Corral; ‘Marque of Champions’ display at the entrance to the Porsche Park; Jeff Zwart (of Pike’s Peak fame) does his best to gain more speed during the first ever Porsche tractor race at RR; Porsche 917/30 enters the track for an exhibition lap

Below left: A group of RR attendees pose for a photo with Chad McQueen under the Chopard tent

Below right: Now that’s what we call a pit lane...





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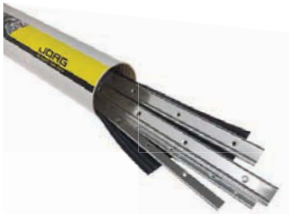
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Words & Photos: Fred Hampton

SOMETHING OF A PILGRIMAGE

In October this year, no fewer than 32 early Porsches descended on the spiritual – and literal – home of the marque, Gmünd in Austria, as part of the Pre-A International meeting. Fred Hampton is your guide to this magical event...





Above: Grossglockner Pass provided a perfect photo opportunity. The pass formed part of the test route used by Porsche in the early days

Whilst there have been forty-three annual European 356 International meetings, the first in Switzerland in 1975 and the most recent in 2018 in England, International meetings restricted to the Porsche models designated '356' and built from 1950–1955 prior to the advent of the '356A' were first started fourteen years ago, thanks to the effort and enthusiasm for the early production Porsches of founding organiser/co-coordinator, Albert Haefner.

With the arrival of the 356A in September 1955, the early 356s eventually adopted the prefix 'Pre-A', and this has passed into common use to identify the model as a 356 built in the timescale prior to the A-model.

These now annual events have usually attracted between twenty-five and thirty-five cars, establishing a community of owners and friends well known to each other. As a result, over the years they have always proved enjoyable for that reason, supporting the theory that 'some is good, more may not be better'.

In early October, thirty two intrepid owners brought their early 356s from France, Germany, Switzerland, Italy, Holland and Belgium, along with five more from England, to Gmünd in south Carinthia to mark the 70th Anniversary of Porsche, and to participate in the 14th European '356 Pre-A' meeting.

Gmünd being located in the south of Austria and only twenty-five miles north of the Italian border, reaching the venue was certainly a long haul for almost all of those participating. For the cars coming from England this was,

including the mileage on the event, a round trip of over two thousand miles. Such is enthusiasm.

The participating 356s covered the complete span of production, with the Gmünd being the oldest and a very late August 1955 Coupé being the youngest. These were complemented by cabriolets, including a rare right-hand drive example (very useful on the high mountain roads), coupés and Speedsters. However, the stars of the event were the three black cars transported from Holland, comprising two 1950 split-screen coupés and the Gmünd. These three were certainly the most photographed and admired wherever they stopped, even by bemused Japanese tourists in the parkplatz at the top of the Grossglockner.

The schedule of the event included a visit to the Porsche Museum and the Porsche Saw Mill Werks office at Gmünd, a drive up the Katchberg pass, one of the steepest hill climbs in Europe which Porsche originally used as a chassis test route for the first cars before fitting the bodies and, last of all on the final day, driving the Grossglockner Pass to the Franz Josef Höh at an elevation of 9844ft.

Most cars arrived to sign in at the hotel on the Thursday afternoon and then had the opportunity to visit the Porsche Museum, which housed amongst other 356 and 911 exhibits the wooden buck first used to create the body panels of the Gmünd-built Porsches.

A short drive away was the Werks sawmill office last seen twenty years ago, but now over restored. The group then moved on to receive an enthusiastic welcome in the main square by the Mayor of Gmünd.

Below: Smiling Jon Devereux and his Radium Green '53 Cabriolet formed part of a five-car British contingent. Weather was perfect for top-down motoring





Day one started with a clear blue sky and sunshine to encourage an exhilarating 132 kilometre drive for the pack of thirty-plus 356s up the Katchberg Pass. Some of the inclines were significantly steep – easy to understand why it was used by Porsche as a test route – and understandably the Gmünd did appear to struggle a little slowly on some uphill sections but persevered to reach the top. For the local observers, the sight of an unbroken stream of thirty Porsche 356s hurrying by brought waves and cheers from the bystanders in the villages.

A timely stop at the Alpengasthof Bacher provided a welcome break and an excellent lunch with memorable views of the landscape from the dining room windows; this was followed by the downhill run back to base at the Koller's Hotel in Seeboden. This five-star hotel, located on the edge of the Millstätter See (actually a lake), delivered caring and attentive service to the group throughout the three days of the event, as well as organising a most memorable cruise

around the lake. This was courtesy of Herr Koller, himself a Porsche owner, who kindly arranged the cruise in the hotel's own boat prior to the evening dinner.

On Saturday, under clear blue skies and sunshine once again, we had an early start and the longest drive, being a round-trip of 219 kilometres, to the top of the Grossglockner and back to Seeboden. Although there were some steep inclines, none were as challenging as some of those encountered on the drive up the Katchberg Pass on day one, and all returned without incident or breakdown.

Finally, as a thank you for a most enjoyable event, Albert was presented with a large illustration of the Black Gmünd by the Brits at the farewell

evening dinner. Where it will be happening next year is yet to be revealed, but no doubt the 'meeting of Pre-A friends' will be in the calendar for 2019.

Many thanks and respect to Robert Bröcker whose 'Have Gmünd – will drive' philosophy was a memorable highlight of both International meetings in 2018. **CP**

Above: Founding organiser/co-ordinator of the Pre-A International, Albert Haefner, owns this fine pair of Pre-As, a split-screen coupé and bent-screen cabriolet

“THE LONGEST DRIVE, A ROUND TRIP OF 219 KILOMETRES...”

Below, left to right: Original wooden buck used to hand-beat the first bodies on display at the museum in Gmünd; a nice souvenir of the Grossglockner climb; blue skies, sunshine and a split-screen coupé. Surely life doesn't get much better than this?



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Words and photos: Robb Pritchard

RED ALERT

When a former Porsche factory motorsport engineer builds a car for his own pleasure, you can bet your bottom dollar it will be something pretty special. Armin Knüpfing's ST-inspired 911 is a case in point...





Above: Knüpfing Motorsport's ST-style 911 sits pretty on a set of BBS E50s with 205/55 and 245/45x16 Continental Conti Sport Contact 2N2s

There are countless garages and workshops that rebuild and modify Porsches. Many are able to create eye-catching cars with unique modifications, but only a very few distinguished people can make a Porsche that is far more than the sum of its parts. Arguably Singer is currently the master of this, but although the name doesn't really slip off the tongue as well, Knüpfing Motorsport has just finished something rather special.

The deep red ST replica is stunning, but looks are perhaps the least of its attributes because, like Singer, its builder Armin Knüpfing is an ex-Porsche motorsport engineer, having been involved with such legendary cars as the 962, the 959 Paris-Dakar entries, as well as the 959 Le Mans effort. All of this special life experience has gone into Armin building himself the perfect Porsche.

As far as Porsche tuners go Armin is somewhat 'off the radar', but the fact that Porsche luminaries such as Jürgen Barth and Roland Kussmaul bring their personal cars for him to work on speaks volumes about the quality of his work. In addition to the car you see here, there are a couple of projects in progress in the workshop and it's only a matter of time before Porsche enthusiasts will be hearing Armin's

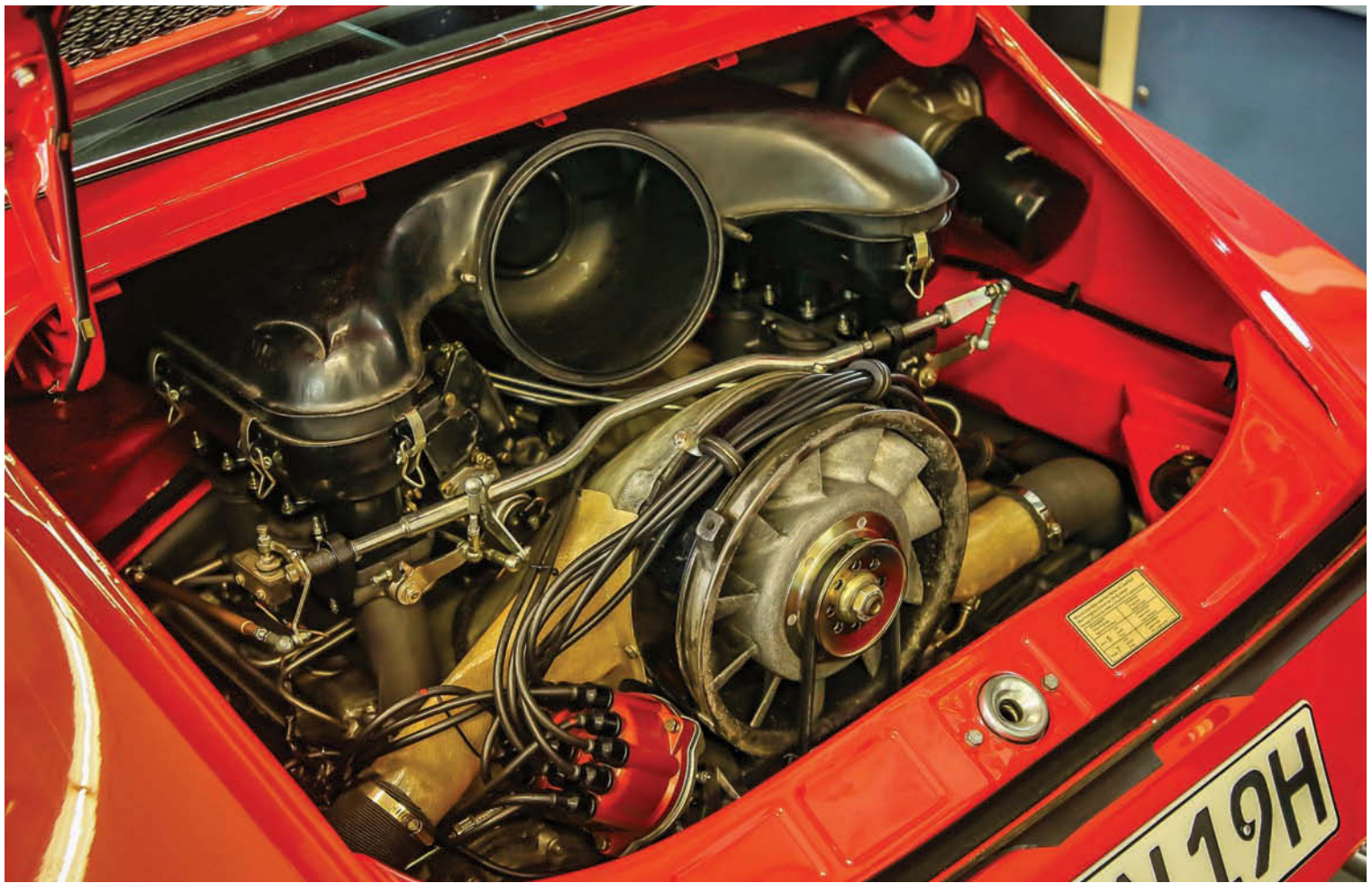
name a lot more often in the near future.

As well as the new car, Armin's background is also part of the story. Some lucky people land a dream job once in their lifetime, but Armin managed to walk straight out of engineering college into the team that was turning aluminium sheeting into the chassis for the first 962. The IndyCar project, 2708, was another with which he was involved, but the biggest was the Dakar as he worked on all of the cars, from the 1984 911-based 953 to the full development of the 959.

The list could have grown longer but at the end of the 1980s he took a couple of weeks off to help out with his family's business...which somehow turned into thirteen years. But one day in the mid 1990s a friend asked if he would put his old skills back to work by tuning his road-going 911, which Armin was happy to do in the evenings and weekends. The work was of such good quality that the local Porsche dealer asked if he would like to step up and help get their Cup cars ready for the track. Again he agreed, and not too long after was providing race support. 'Normally if you leave Porsche then you don't get to come back,' he says. 'But they knew I left for family reasons so they said yes and I got back into it from there.'

Below, left and right: The brainchild of a former Porsche engineer, the brilliant red coupé looks sensational, whether it's coming or going!





This was all part-time work, but after a few years he began getting enquiries from his old place of work and important Porsche people began bringing their personal cars for him to service and tune. And now with this absolutely stunning ST replica, he's reached another point in his career: based on his experience in Porsche motorsport, together with his experience of building modern race cars and fine-tuning classics, he's created his own car from scratch.

Armin once owned a real ST, bought at a time when prices were humorously lower than they are today, and over the years did many regularity events in it, until a road traffic accident with an uninsured Italian on the Targa Florio in 2013 brought it home that it was much too valuable to throw around rally stages. He came up with a great compromise, though: he sold the original, rummaged around the workshop for all the ST parts he'd collected, bought a relatively worthless 1973 911E bodyshell and began to make a replica

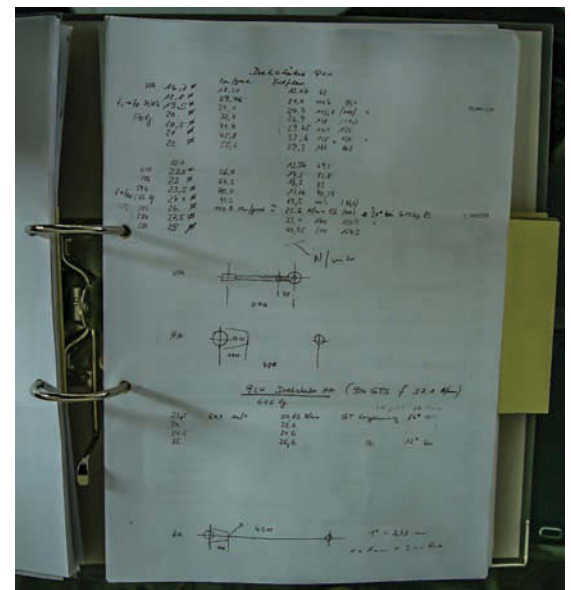
which would be as good as, if not better than, the original – and equally importantly be worth a mere fraction.

With the experience he'd gained at Porsche, this was always going to be a stand-out build, but with the contacts he'd made there it became extra special. His friend Roland Kussmaul had been part of the development team for the original ST back in 1970 and, not only did he still have the original FIA homologation papers, he personally helped Armin by sketching out the design for the oil cooling system. In 1970 components were pilfered from parts bins rather than made from scratch which is why, for example, the ST had a pair of coolers from a 356 Carrera 2 mounted in the front bumper. Armin's has the same.

The homologation book was also invaluable as it had all the exact drawings and measurements for small but important things such as the additional plates that reinforced the suspension mountings and torsion bar tubes. As STs

Above: Motivation comes from a 3.4-litre engine based on a 930 case, running Schrick cams and dual-plugged heads. Power is estimated by Armin Knüpfung to be around 320bhp

Below right: Friend Roland Kussmaul still had a lot of the paperwork relating to the original ST, info that helped with the build. A complete build log details the transition from stock 911E to ST



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were competition-oriented cars, many details were unique, such as the bolts on the shock mounts used in place of those on the road cars, so that the mechanics wouldn't have to waste time looking for a special tool.

Another essential focus on the ST was extreme weight saving. With a kerb weight of just 960kg it was a seriously lightweight car, and if a couple of kilograms could be saved somewhere they were. Stripping out the soundproofing and carpets obviously saved a bit.

Armin's wife Marion is an interior expert and works on many projects that come out of the Knüpfing Motorsport workshop. As spartan as it is, it's her excellent craftwork on display inside. Map pockets aren't normally a major topic of conversation when discussing a car such as this but the insides of the doors have a special set of map pockets, out of no lesser a car than Gérard Larousse's 1970 Monte Carlo 914-6 GT: 'I restored this car and for some reason the new owner said he didn't want them,' Armin explains. 'I kept the pockets and had the idea to use them, so I asked him again and he still didn't

want them, so now they are here.'

The interior does have a nice concession to comfort, though. Armin intends to use the car year round in all conditions so he fabricated the heating pipes out of much larger 38mm tubing. Another precaution to protect against the ravages of winter motoring is that the bare shell was treated in a 280°C cathode dip paint bath.

The build is not an exact replica by any means and one major difference is the engine. The original ST had a magnesium engine block which was very light but Armin thinks that they were also a little too soft, and so he chose an aluminium one. But not a

2.5, though. Half a century ago the 2.5 was perfectly adequate for powering Porsches but Armin used a 3.3 930 block which he bored out to 3.4, ported the cylinder heads and added a dual plug ignition set up. Schrick cams were installed, although not motorsport based ones.

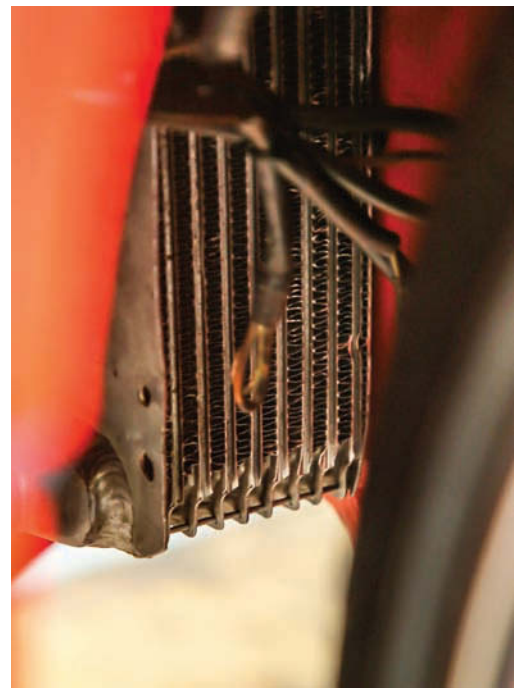
'I want to enjoy driving to the events I do in Italy or other places,' says Armin, 'so I needed a car that's easy to drive for normal road use. Although this engine doesn't have all the

“AN ESSENTIAL FOCUS ON THE ST WAS WEIGHT SAVING...”

Left: Armin Knüpfing used to work at Porsche on such projects as the 962 and 959-based Paris-Dakar cars

Below: No fuss interior features a period Halda Twinmaster, a must for regularity rallies. Armin's wife Marion helped out with interior trim





power it might be possible to extract from it, it has a much smoother power band.' It hasn't been properly tested on a dyno yet but Armin's educated guess is that it puts out around 320bhp, which is a significant increase on the original's 230bhp.

The bespoke Eisenmann exhaust with 38mm headers help the car sound as good as it looks. This prototype turned out so well that Eismann will soon be offering this as a catalogue part. Other special details include a 100-litre Lupoline fuel tank so that it has enough range to compete in long distance events where fuel stations might be a little hard to find.

The three-piece wheels are BBS E50s with Continental Conti Sport Contact 2N2s, 205/55-16 on the front and 245/45-16 on the rear. The brakes are from a 930, not an unusual choice, but the suspension is from the SCRS parts shelf. A history in Porsche's motorsport department does have its advantages...

The build was all done in Armin's spare time so, from finding the shell and collecting parts, it was two years before

the finished car was ready. The first test was a tail happy jaunt around local lanes seeing what 320bhp in a 930kg car on old tyres felt like. But unlike many builds that have random Facebook comments to deal with, Armin's ST's first audience was a much more discerning crowd.

As a founding member of a group of former and current Porsche employees who meet every month to discuss or propose projects that some might like to get involved with, it had a very critical appraisal. Such Porsche luminaries as Peter Falke, one of the company's most famous engineers, and Jürgen Barth, the ex-motorsport director, regularly attend. He wasn't expecting any fanfare, though as Swabians (people from Stuttgart) are famously reserved. But the smiles and pats on his shoulder were enough to let him know that his fellow club members were impressed. As they should be.

But don't think for one moment the story ends here: Armin has a few more amazing builds in the pipeline that will be gracing these pages soon. As they say in all the best stories, watch this space... **CP**

Above, left to right: 100-litre tank is vital for those long-distance events where fuel stops are few and far between; attention to detail throughout the build was exemplary; front-mounted oil coolers are located in each front wheelarch

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Words: Keith Seume Photos: Porsche Archiv

PLASTIC FANTASTIC

There's an old adage in the motor industry that goes something like 'win on Sunday, sell on Monday'. It could have been written for Porsche which had built its reputation on race victories – both class and outright – since the very early 1950s. The 904 GTS was arguably the last true dual-purpose road/race car built...



In the early 1960s, Porsche had concentrated on two principal arenas of motorsport: Grand Prix – with single-seaters in both Formula One and Formula Two – and the new GT (Grand Touring) championship. In the latter, it was the two-litre class which held the most interest. Indeed, Porsche won the 2.0-litre GT championship in 1961 with the Abarth-Carrera GTL, powered by the venerable Furhmann-designed four-cam engine.

This was no mean feat, for the Porsches were, on paper at least, outclassed, relying as they did on an engine with a swept volume of just 1.6-litres running against opposition fully exploiting the 2.0-litre capacity allowed by the regulations. In 1962, the imbalance was redressed with the introduction of the 1966cc Carrera 2 coupé, which was duly homologated for race use and allowed Porsche to claim the championship once again.

We can probably thank Carlo Abarth for the birth of Porsche's 904. No, he didn't play any role in its design, nor (as far as we are aware) did he even discuss such a vehicle with Porsche's engineers while he was collaborating on the highly successful Abarth-Carrera project. Abarth had already won the 1.0-litre GT championship in 1961 with Fiat-based entries, and it soon became clear that he was now setting his sights a little higher.

In 1963, Abarth began work on a new model, the Abarth-Simca, a slippery coupé with which he planned to attack the 2.0-litre GT championship. He twisted the knife a little deeper in Porsche's side by 'stealing' Hans Herrmann, employing the former Porsche pilot as a test and race driver. Alongside this came news that Alfa Romeo was also setting its sights on the same championship with its new Guilia TZ coupé.

This unplanned pressure brought to bear on Porsche proved to be a blessing in disguise as it meant that the race department at Stuttgart had to step up its game. Forays into the world of Formula One had proved expensive for relatively

little return, meaning that questions were asked of the true value to be derived from such a venture. Nobody, however, doubted the worth of racing in the GT championship, using a car that customers could identify with. Like we said at the beginning: win on Sunday, sell on Monday...

But what avenue to follow? Past home-built sports-racing cars such as the Type 718 coupés, as raced at Le Mans in 1961, had been successful ventures but their method of construction – hand-formed aluminium bodies over complex tubular steel chassis – did not lend itself to the new GT rules, which called for a minimum of 100 examples to be built in a 12-month period. Abarth's creations were generally rebodied production cars, using the floorpan and basic drivetrain supplied by another company, such as Fiat or, in this instance, Simca.

Porsche's ageing 356 did not really lend itself to this method of construction – not if it was to be a race winner.

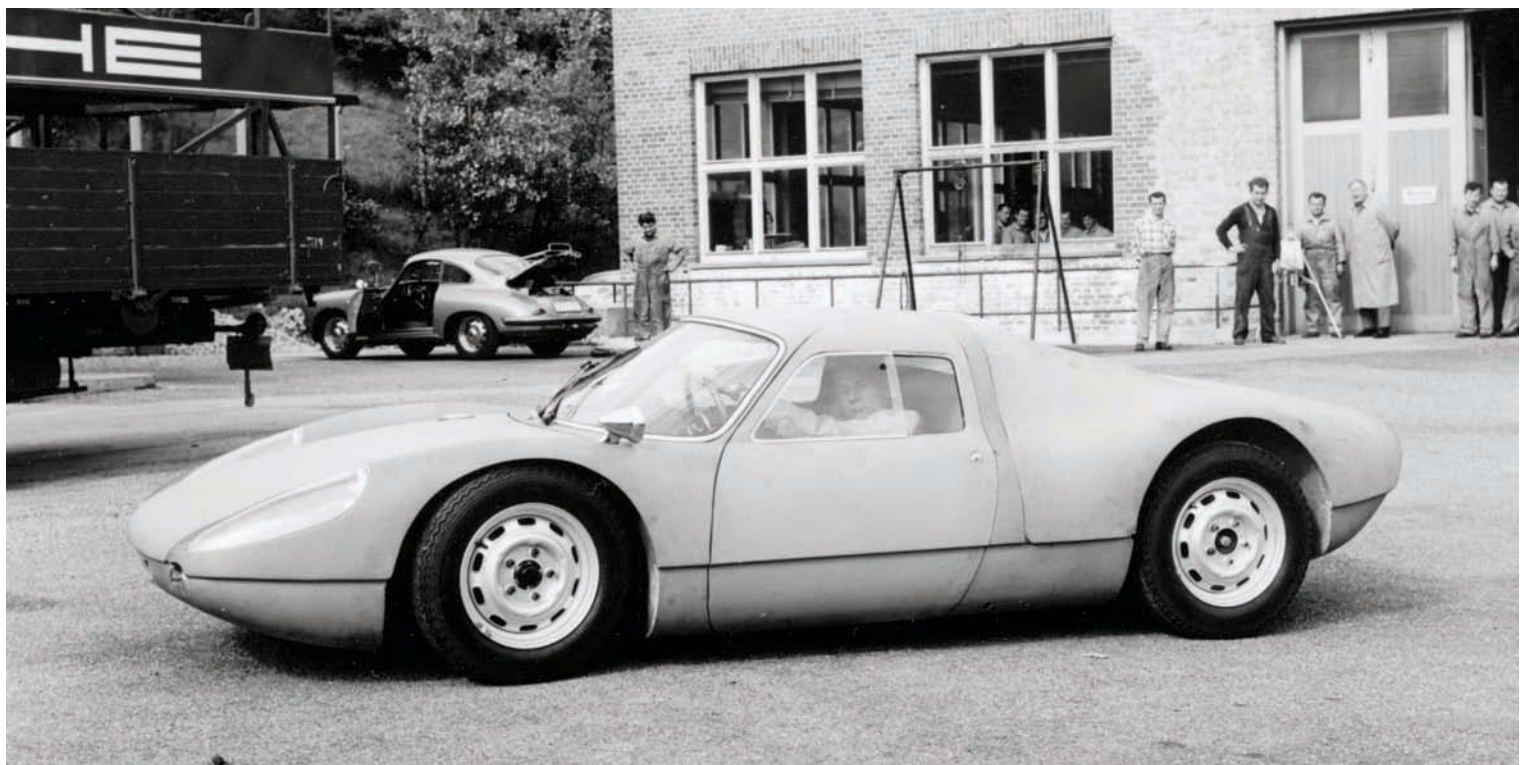
Plans were already well advanced for its replacement – the Type 901 – but that was still some way off production. What Porsche needed was a car that could be built quickly and easily, and at reasonable cost. A car that could be used in multiple motorsport disciplines if the maximum return on the company's investment was to be achieved.

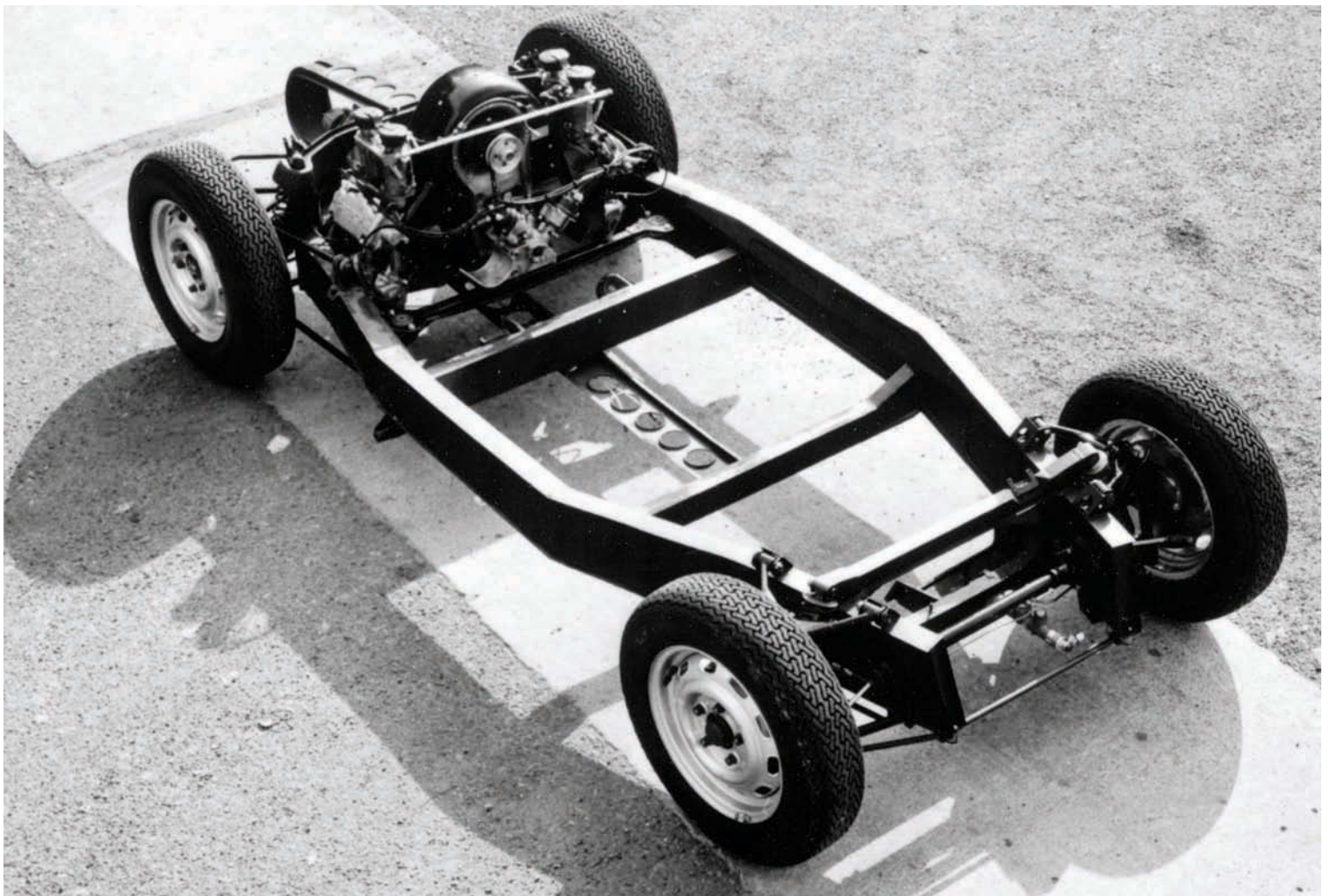
With the 901 in the pipeline, the most obvious engine to use would be the all-new six-cylinder engine and matching five-speed transaxle under development for the new model. It was proposed to mount the engine ahead of the transmission, a layout which previously had been the domain of outright sports-racing cars, rather than those which were intended to see road use. It was a decision which attracted considerable interest both within Porsche and among its rivals. It is worth noting at this point that until the advent of the Boxster and its later sibling, the Cayman, Porsche only ever produced one road-legal mid-engined design other than the 904: the VW-Porsche 914.

“WHAT PORSCHE NEEDED WAS A CAR THAT COULD BE BUILT QUICKLY”

Opposite: Porsche Type 904 at the Rally Monte Carlo 1965. On the right is Peter Falk, left is Rolf Wütherich

Below: The very first roadtest of the prototype 904 (chassis #001), unpainted glassfibre body and all. It was one of just three prototypes built





The task of designing such a vehicle fell into the hands of Ferdinand Porsche III – better known by all as ‘Butzi’. By his own admission, he was not personally interested in competing, or even test driving Porsche’s race cars, but he did value the contribution such activities made to the company. According to Karl Ludvigsen in his seminal work *Excellence Was Expected*, Butzi also welcomed the opportunity ‘to experiment with new body forms’.

Butzi’s design for the new sports-racer was quite unlike any previous Porsche. It was very low, at just under 42ins, and as a consequence presented a far smaller frontal area than even the streamlined Abarth-Carrera which preceded it: 14.2sq ft compared to 15.4sq ft. The 904 was slightly longer than its predecessors, with a wheelbase set at 90.6ins (2300mm), compared to 82.7ins (2100mm) for the 356 and 718 RSK. The Type 901, for the sake of comparison, had a wheelbase of 87ins (2211mm).

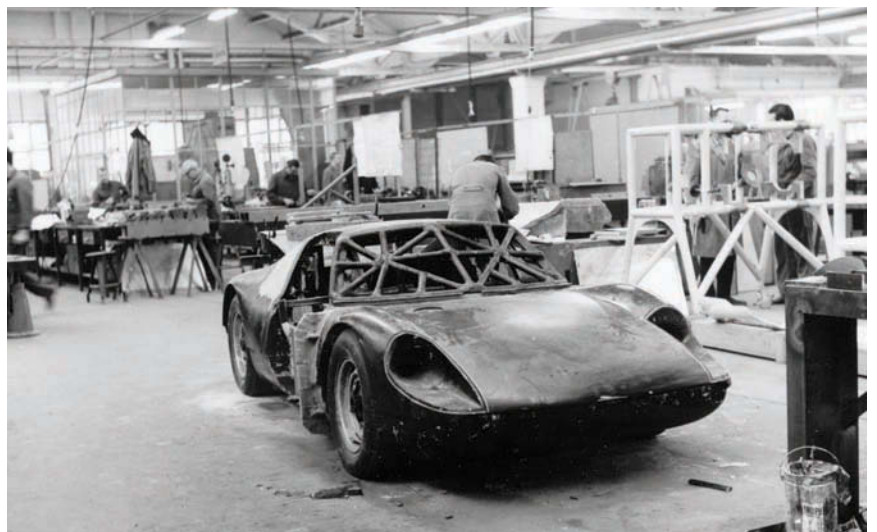
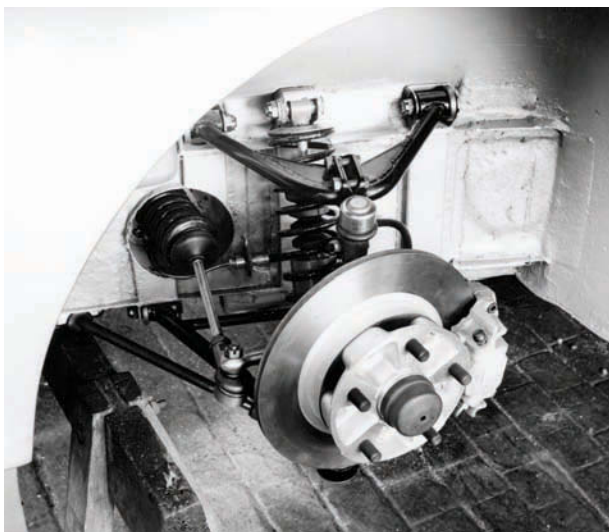
There is little argument about how beautiful the 904 is as a design. Butzi learned a lot about airflow over a mid-engined car from the old 718 coupé, and incorporated many of its basic design features in to the 904: the long nose, doors which cut into the roofline to ease access, the deep windscreen – all were elements carried over from the 718 coupé. But somehow they all integrated seamlessly in Butzi’s design. It was a classic case of if it looks right, it probably is right.

There were several unique elements which set the 904 apart from other Porsche designs. Principal among them was a strongly defined swage line which ran the full length of the car, from its nose right back to the rear quarters. The line defined the lower edge of the rear body panel, which opened clamshell-fashion to give access to the engine and transmission. The swage line helped to visually lengthen and lower the 904 in profile.

Above: Perimeter chassis was bonded into the bodyshell to save weight. That’s fine until rust sets in

Below left: Coil springs and parallel wishbones represented relatively new territory for Porsche. Rough finish of glassfibre can be clearly seen

Below right: The original body buck was made by Porsche, from which moulds were taken by Heinkel



Other features set the 904 apart. At the front, a wide, flat 'boot lid' opened to give access to the fuel tank and brake reservoirs, while long Plexiglas covers protected the headlights and helped give the car a very sleek look. At the rear, a flicked-up tail panel was in stark contrast to the long overhang at the front. Hella supplied the round light units used at the front and rear for turn signal, side/tail and brake lights, these also forming part of the defining character of the 904.

There was one other significant design element: the roof. This was a buttressed design, with sail panels on each side flowing smoothly into the rear quarters, with a flat panel above the mid-mounted engine. In the upper B-panels behind the doors, slatted air scoops were fitted – but not, it should be noted, to the very first of the three prototypes.

As noted by Ludvigsen, Porsche had of late shied away from spending time with its race cars in the wind tunnel – arrogance on the part of the designers, or simply a case of saving time and money? In the case of the 904, that is neither here nor there, for later tests showed that Butzi's slippery design had a coefficient of drag of just 0.33 – an impressive figure by the standards of the time.

What really set the 904 apart was the decision to mould the body from GRP – glass-reinforced plastic, or glassfibre as it is more widely known. This decision was largely driven by technical director Hans Tomala who had gained experience with the material on Porsche's Grand Prix cars and the W-RS roadster. In both cases, glassfibre panels had been used in a non-structural manner, but for the new project, Tomala saw

the benefits of using glassfibre as an efficient way to increase its torsional strength.

Tomala's idea was to build a perimeter chassis, fabricated from steel components which were then welded together to form a rigid structure. By itself, the 904's chassis was more resistant to twisting than the 356's substructure, which had formed the underpinnings of the Abarth-Carrera, but Tomala wanted to take things a stage further by bonding the chassis to the body so they became as one. It was a novel idea and which worked well, even if many years down the road it would prove to be the bane of restorers who struggled to repair rusted chassis members.

A preliminary buck was made from wood and resin filler in the Porsche workshops from which a set of female moulds could be taken. But who to entrust the task of laying up the glassfibre bodyshells and allied panels? This task fell on a name which will be familiar to aviation enthusiasts – especially those with an interest in World War II aircraft: Heinkel.

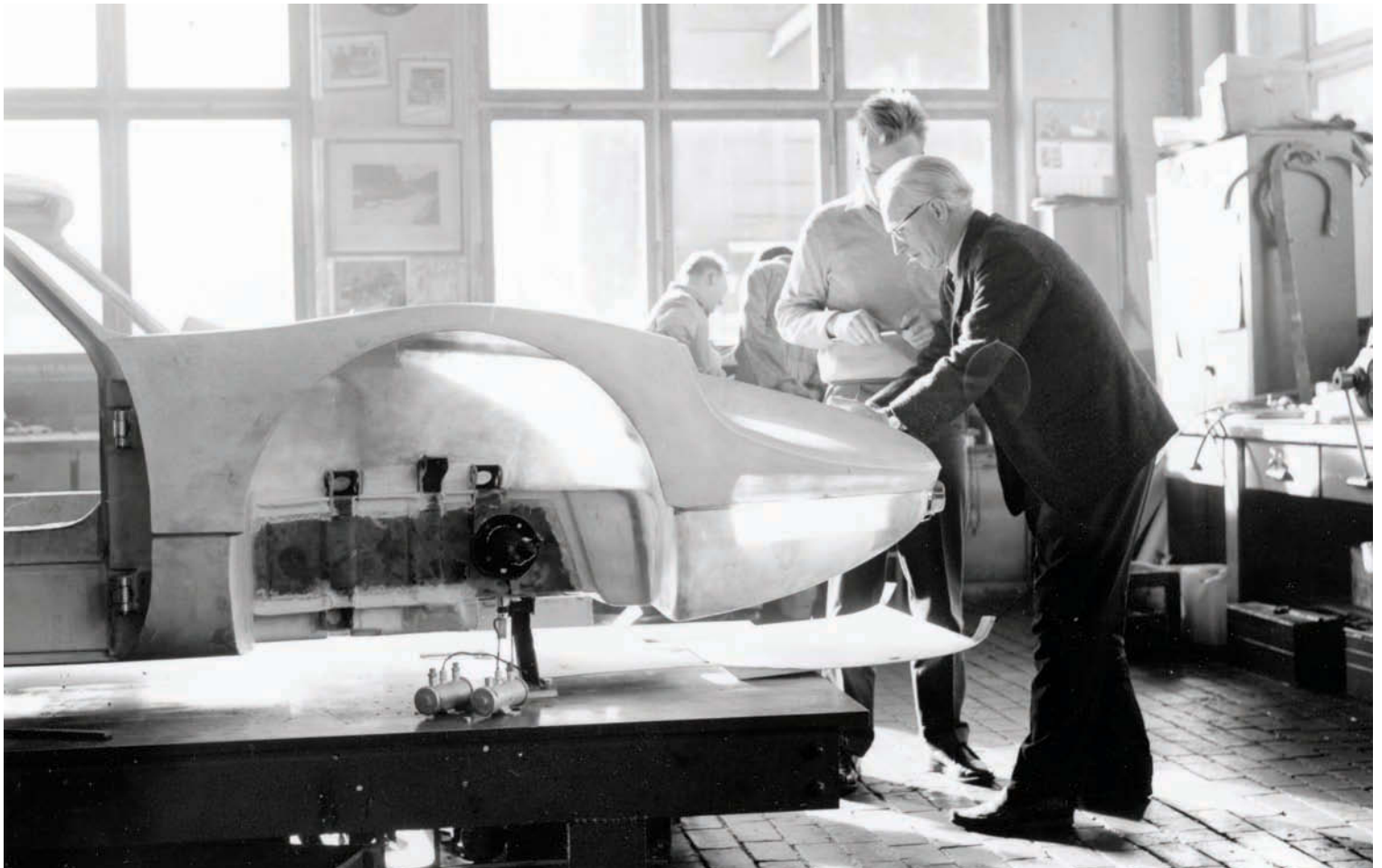
Ludvigsen describes the construction of the body in some detail: '(Heinkel) hand-laid the 904's skin to a 2mm thickness. They built it up of three layers of glassfibre, one woven and two in

mat form, impregnated with a BASF polyester resin trade-named Palatal. The main fixed body parts, the underbody, cockpit interior and roof, were bonded to each other and around the frame, which had previously been coated with a special paint to strengthen the bonding'.

The chassis itself was fabricated in-house at Porsche and comprised a pair of box-section members running down each side of the bodyshell. These side members were formed from

“A PRELIMINARY BUCK WAS MADE FROM WOOD AND RESIN...”

Below: You can get a pretty good idea of how light the 904 GTS body moulding was from the daylight showing through the panels. This photo was taken in the race department at Zuffenhausen





channel sections which were closed off with corrugated steel strips spot-welded in place. Cross-members were located under the cockpit and supplemented by a pair of hoops, which acted as open bulkheads at the front and rear of the chassis.

The combined body/chassis structure weighed a little over 135kg (300lbs) and proved to be 50 per cent more rigid than the aluminium-bodied Abarth-Carrera, and stiffer, too, than the 356C coupé which was then in production. An added benefit, as pointed out by Ludvigsen, the whole structure became even more rigid as the GRP moulding 'aged'.

But what of the drivetrain? The gearbox was to all intents and purposes the same unit which would see service in the forthcoming 901 which, of course, would not go into production until the following year. It was a five-speed unit based around a tunnel-style transmission casing and featured a ZF limited-slip differential unit. This was a new design using clutches rather than the old ZF unit, which was a pre-war design relying on a sliding-cam system. The driveshafts were of the Nadella type, as used on the first 911s and 912s.

The 904 had been designed from the start to use the new six-cylinder engine destined for the 901, but time ran out. There was no way by mid-1963 that the six would be ready, so the decision was made to use a revised version of the

Type 587/2 2.0-litre four-cam engine which had originally seen such sterling service in the Abarth-Carrera and the Carrera 2. With just 155bhp available, there was concern that the venerable four-cam might not be up to the job of allowing the 904 to see off new opposition from Alfa Romeo and Abarth (with the new Simca-based coupé).

Hans Mezger was the man who took care of this 'deficiency', increasing the size of both inlet and exhaust valves, as well as making changes to the camshaft timing as well as increasing duration and valve lift. Weber 46IDM carburettors allowed the engine to breathe at the higher rpm it was now able to operate. However, increased engine speeds would place greater strains on the bottom end, so Mezger redesigned the conrods and also increased the diameter of the crankcase through bolts. Oil passages within the crankcases were also enlarged to provide a greater flow of oil to the bearings.

With new Ferral-coated aluminium cylinders, the Type 587/3 engine was rated at 180bhp at 7200rpm, and 145lb ft of torque at 5000rpm. These were the figures attained with the competition exhaust system, the barely-muffled 'road-legal' set-up capping the outputs at 155 and 124 respectively.

Three prototypes were built, the first of which is distinguishable by the lack of intake vents behind the doors.

Above: Ghost-like image emphasises the lightness of the bodyshell. Once bonded to the steel chassis, it formed part of a very rigid structure

Below left: November 1963 and the 904 is shown to the world's press for the first time, where passenger rides were on offer round the Solitude circuit

Below right: The prototype vehicles lacked the distinctive intake behind the doors. These were added later to improve cooling



The bodies were unpainted, save for a coat of primer. As work was still progressing on the revised engine, each of the prototypes was powered by the old Type 587/2 engine from the Abarth-Carrera. The first tests were carried out late in August 1963 at Weissach, with further more extensive tests held at the Nürburgring and Hockenheim.

The new transmission proved to be a weak link in the 904's chain, with the new ZF limited-slip differential being one source of problem, along with broken mountings, oil leaks and poor shifting. These failures highlighted a problem with the design of the rear of the 904's chassis when it was discovered that it was only possible to work on the transmission (specifically, change gear ratios) with it removed from the car. By redesigning the tail end of the chassis, it would in future be possible to remove the rear of the transmission casing and carry out ratio changes with the gearbox in the car.

The plans was to build the 100 examples necessary to satisfy the entry requirements for the GT championship, with the 1964 season being the target. In November 1963, Heinkel delivered the first body and chassis units ready for production, while that same month, Herbert Linge took one of the three prototypes back to the Nürburgring to assess the various revisions which had been made following those preliminary test sessions in the summer. With a lap time of around 9mins 30secs, everyone was happy for the press to meet the new baby.

The press launch was held at the Solitude circuit, just outside Stuttgart, at the end of November where it was announced that the new car would be offered for sale at a price of DM29,700, compared to DM23,500 for a Carrera 2. It was also announced that it would be powered by the Type 587/3 four-cylinder engine and, significantly, that the new 'six' would not be available in the first 100 homologation cars built.

Edgar Barth and Herbert Linge acted as chauffeurs, doing hot laps of the tree-lined circuit with members of the press – and potential customers – as passengers in one of three cars available (believed to be chassis numbers 002, 003 and 005). Of the 100 cars in the first production run, 10 were to be retained by the factory, the rest offered for sale. Within a fortnight, all but 21 had been sold. The name? Officially it was called the 'Carrera GTS' – '904' was to remain the internal factory title, although it was soon adopted by all and sundry.

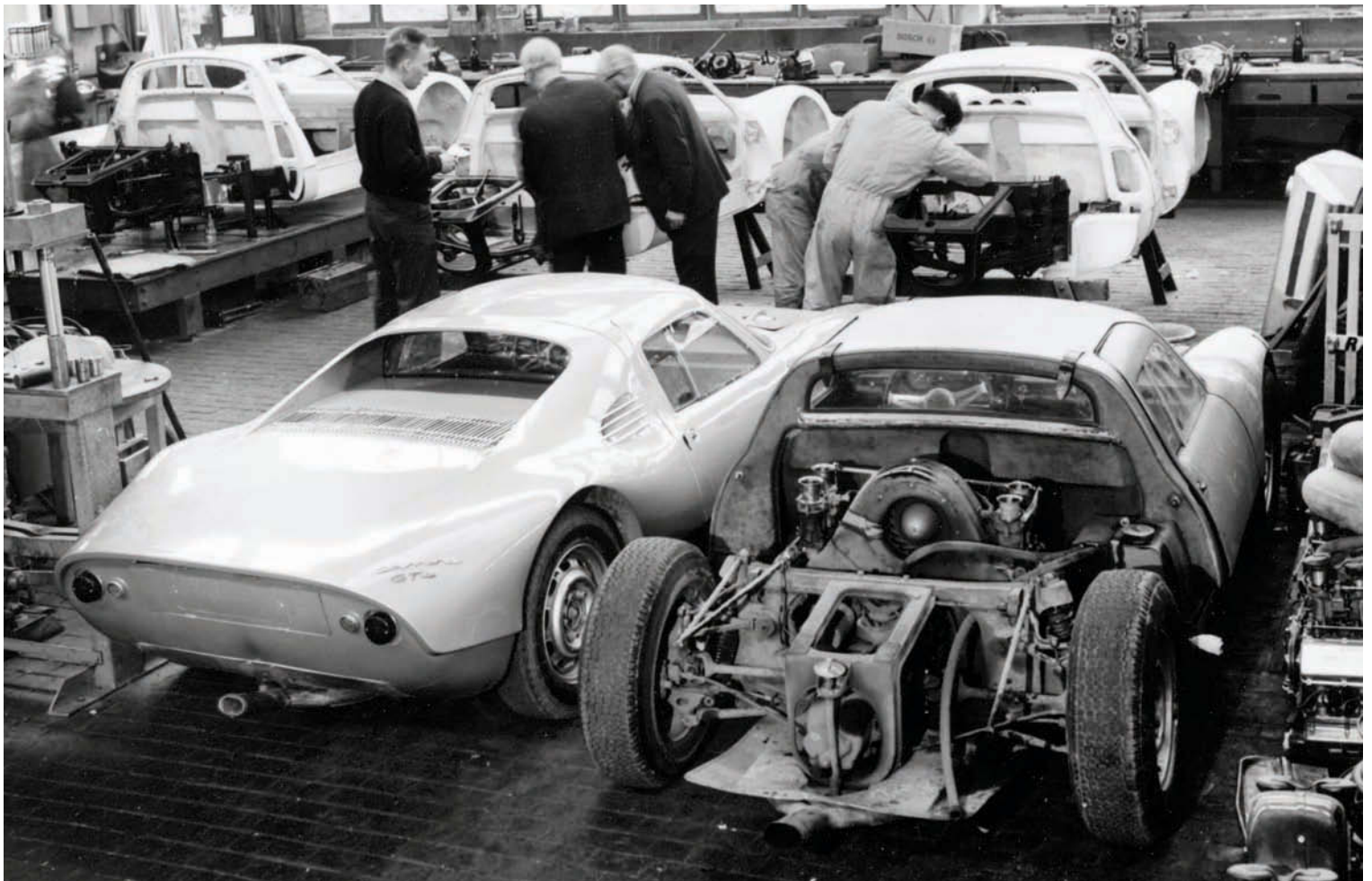
The first deliveries took place on 17 January 1964, these being two cars for Otto Zipper in Los Angeles. In all, 106 904s were listed as having been built, four of which were assembled from spare parts to satisfy demand.

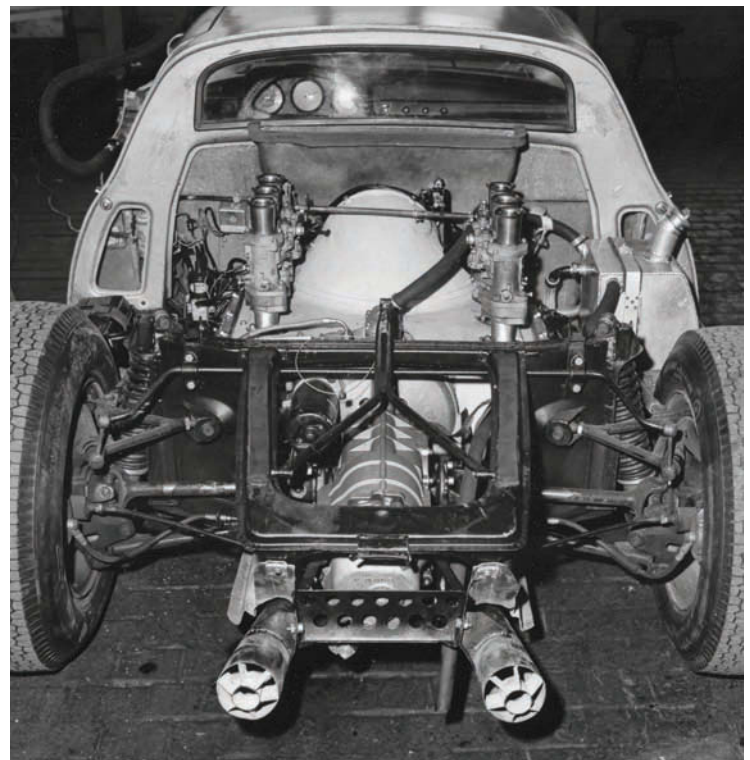
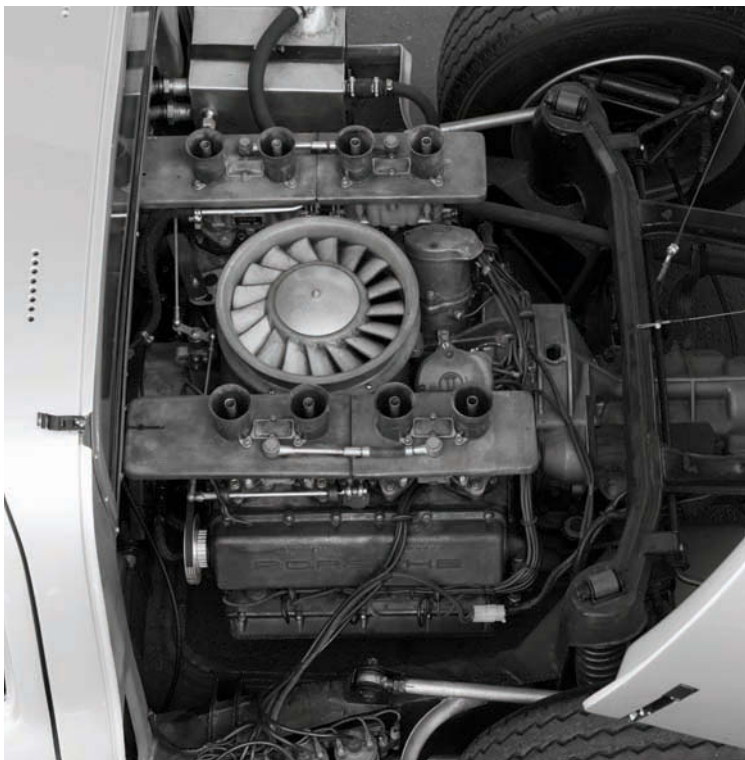
However, chassis numbers suggest otherwise, with a final figure of closer to 120 being likely (it is difficult to be accurate here as there is no definitive factory listing).

The 904 proved to be an incredible all-rounder, with a factory entry in the 1965 Monte Carlo Rally as proof. Driven by Eugen Böhringer and Rolf Wütherich (famous as James

“THE NAME? OFFICIALLY IT WAS CALLED THE CARRERA GTS...”

Below: Once the body and chassis had been bonded together at Heinkel, the cars could then be built up back at the Porsche works





Dean's passenger on his fateful last journey), the tiny Porsche excelled in the snow-covered mountains, finishing an amazing second overall.

But what of the six- and eight-cylinder versions? The latter was created using the Type 771 engine from the 718 coupé. It was intended as a contender for not only class but possibly overall honours in GT races. It first appeared at the Le Mans test day in April 1964, followed by a race entry in that month's Targa Florio. The 904/8 (not an official title, but one which has been adopted to differentiate between different versions of the 904) held the lead for a while until the rear suspension eventually broke. It was, however, a promising start.

Two eight-cylinder cars were appeared at the Nürburgring 1000km race in May, Edgar Barth's entry crashing out, while the second car – driven by Jo Bonnier and Richie Ginther – finished in fifth following problems with the throttle linkage. The same two cars were then entered for Le Mans but both were forced to retire with clutch problems – but not before being clocked at 175mph on the Mulsanne Straight!

After an unsuccessful appearance at the Reims 12-hour race in July, a single 904/8 was entered in the Paris 1000km event at the banked Monthléry circuit outside the French capital. This car, driven by Colin Davis and Edgar Barth, finished a very creditable third overall, and second in class. Of more significance, though, was the appearance in that race of the six-cylinder 904, which was officially known as the

906 – not to be confused with the later Carrera 6, which is also widely referred to as the '906' – although it is often referred to unofficially as the 904/6.

This was the model the 904 was always meant to be, powered by the new Type 901 engine destined for Porsche's new road-going coupé. Two examples appeared at a test session in Monza in December 1964, one with Solex carburettors, the other with Webers. After more than 1600 miles of testing, the cars returned to the factory where various changes were made to improve airflow to the engine and transmission, amongst other things.

Just 10 904/6s were built by Porsche for the 1965 season, but plans changed somewhat when the FIA announced that for 1966, just 50 cars would need to be built to run in the new Sports Car class, allowing Porsche to consider building an entirely new car. The 904/6 was used throughout the 1965 season, the highlight of which was a fourth overall at Le Mans, winning on handicap, finishing as the top sub-2.0-litre entry and also taking honours in the Index of Performance.

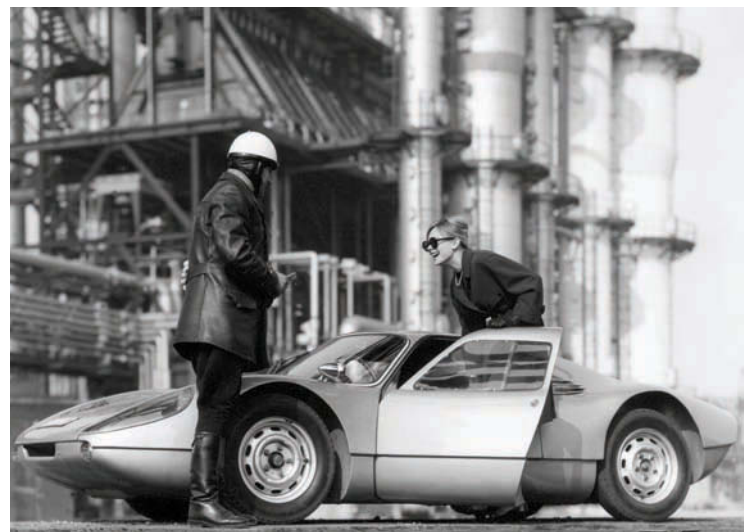
The 904 will, rightfully, go down in history as quite possibly the greatest all-rounder – certainly of its time. Conceived as a GT-class competitor, suitable for use on the road and a successful Monte Carlo Rally competitor, Butzi Porsche's beautiful little coupé was also the very first mid-engined road car sold by Porsche, and the first to use a glassfibre body. It was far more than just a pretty face in the factory line-up. **CP**

Above left: Type 771 flat-eight engine was also tried in the 904 chassis. One such car was clocked at 175mph at Le Mans

Above right: 1965 photograph shows the prototype 904/6 (known internally as the 906, but not to be confused with the Carrera 6, which was also widely known as the 906...)

Below left: Prototypes featured this stylish two-spoke steering wheel. Production versions used three-spoke Nardi woodrim

Below: Race on Sunday, drive to work on Monday – just watch out for the motorcycle cops...



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Words & Photos: Kieron Fennelly. Additional photos from FVD Brombacher

FVD BROMBACHER

Freiburg is famous for its historic *Altstadt* (city centre) and its green mountainous hinterland, the Black Forest. But for Porsche enthusiasts it is also the home of one of Germany's best known Porsche specialists, FVD Brombacher





Above: There's no missing the FVD Brombacher building when you pass by. Willy Brombacher (above right) started the business in the late 1980s

Opposite: Willy and his team pose with 911SC celebrating his company's 34-year history. The first product was a modified intake system for the SC

Below, left and right: FVD Brombacher will handle everything from a simple service to a full-on restoration and race prep

Willy Brombacher's father had a business making wood fittings and furniture. Car-mad Willy soon graduated to Porsches and he and some friends occupied a storage room at the back of the premises to modify a 911SC for the track. The SC proved noticeably successful yet it looked no different from any other of its largely standard 911 competitors. Willy's trick was to replace the flap air intake with a far more accurate air mass meter. Suitably mated with the SC's standard K-Jetronic fuel injection, this enhanced horsepower and torque sufficiently to give Willy's car a critical advantage.

Fellow competitors were obviously keen to know his secret and, seeing a business opportunity, Willy formed FVD

Brombacher to sell not just his air mass meter, but other upgrades, such as dampers and suspension parts. By 1989 he had moved to the premises at Umkirch just outside Freiburg and was offering to tune your 930 to 450bhp. His most ambitious project yet used the 964 C4 as a basis for a 959 look-alike. TÜV certification in 1992 of his 300hp power kit for the 964 endowed FVD Brombacher with a certain official credibility.

FVD is an old German term, *Fahrzeugvertriebsdienst*, which roughly means motorcar distribution service, but these now obsolete initials have helped to give a useful exclusivity to the company's title. FVD Brombacher's

speciality has always been development, supply and fit, but Willy's own racing activity over the years also served as very effective advertising, especially in the late 1990s. It was then

“COMPETITORS WERE KEEN TO KNOW HIS SECRET...”

speciality has always been development, supply and fit, but Willy's own racing activity over the years also served as very effective advertising, especially in the late 1990s. It was then





with his own 993 GT2 that Willy really came to the forefront: the return of GT racing heralded by the BPR series seemed made for the 911: the 964 RSR opened the batting, but the 993 GT2 was perhaps the most consistently successful participant over its six-year career, and an FVD Brombacher-prepared GT2 would win the German championship three years running.

Porsche did not replace the competition 993 GT2, turning instead to GT3, but by 2000 Willy had already decided to hang up his helmet and devote his time to developing his business, in particular in the US where he travelled extensively promoting his brand, establishing a parts warehouse in Florida which remains his US base. North

American sales today account for 20 per cent of FVD Brombacher's turnover.

Today the company carries out rebuilds and restorations as well as preparing client race cars, though its parts sales covering everything from the 356 to date are a larger business. Besides supplying proprietary items such as dampers, FVD Brombacher also develops and tests its own parts. Sales manager Alexander Ben Mahmoud says the company also supplies parts to other tuners. When asked about the danger of assisting competitors he says generously that the market is big enough and it is a measure of the esteem of Willy's engineering that others turn to his company.

A typical popular aftermarket FVD Brombacher part is a

Above: We were pleasantly surprised to see a 914 in for service, but FVD Brombacher has the experience to work on any model of Porsche, from the 356 to the current 991

A TRUE AIR COOLED DEVOTEE

Pierre Armspach is a seasoned club racer who long campaigned a 2.7 RS in French championships where he came across FVD Brombacher-prepared cars. He was already running his own business, Air Cooled 911, but after meeting Willy, they agreed to turn this into FVD Brombacher France, and Pierre represented the Freiburg tuner for ten years.

In 2004 his family circumstances changed and he had to give up his business. But rather than retire, such was his commitment to FVD Brombacher that he came to work at Freiburg where he is the air-cooled guru as well as the main point of contact for French-speaking customers. He says the company can supply virtually anything for the 356, but its heart, or certainly his, is in the air-cooled 911.

The French VHC (Véhicules historiques de compétition) series now includes the SC and Pierre sees a demand for rebuilding these cars for the track. Historic competition at top level can be almost as expensive to enter as GT3 because of the cost of preparing a forty-year-old 911, but once race-ready, running costs in VHC – tyres, suspension and engine parts – require far less outlay, and maintenance is relatively simple. He has even seen well-heeled GT3 exponents turn to VHC out of a sense of having missed something by not competing in historic 911s.

It is a long time since Pierre Armspach has done any serious racing himself, but he still does the occasional sprint or hill climb, 'pour le plaisir', with his RS replica and is always pleased to take customers along to give them a taste of historic motorsport, which, though he of course does not quite say so, you do have the distinct impression he thinks is altogether more fun!



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Above: Busy workshop caters for all Porsches, from the earliest air-cooled models to the latest water-pumpers

beautifully made bespoke 987 exhaust which, thanks to its less restrictive shape and modified manifold, boosts both the power and drivability of the standard 3.4. The FVD Brombacher 3.8 Cayman of 2006 was probably the first seriously tuned Cayman on the market anywhere.

But the 'old timers' are not left out – far from it. The company's catalogue shows thousands of parts ranging from software modules for the current 991.2 Turbo to components for Weber carburettors for the early 911s. FVD Brombacher insists that it has proven all its catalogue items. In terms of customer demand, Alex says that owners of 356s and early 911s are simply looking for restoration and maintenance; until a few years ago, the 3.2 was a popular candidate for modification but here, too, owners are now looking for originality in what has become a valuable car. Amongst the air-cooled cars today, a favourite for modification is the 964: 'The RS is now too expensive to risk on the track so people are looking for RS type mods to race them,' says Alex, who believes the 964 is the finest embodiment of the traditional and 'modern' 911.

“BUT HERE, TOO, OWNERS ARE NOW LOOKING FOR ORIGINALITY:”

In the US, FVD Brombacher's market is essentially parts for the water-cooled cars and the company's strength, says its representative, is not only its by-return service, but its ability to identify and deliver the right item and advise correct fitting. 'You would be amazed how often we have seen cars in trouble with incorrectly fitted or simply wrong parts.'

He is also proud of FVD Brombacher's expertise with classic parts. 'We have a local guy who can make factory-quality trims that have become almost unobtainable because he is working from the original factory specification.'

FVD Brombacher remains a family company: Willy's daughter Franziska completed a law degree then decided to work for her father's business and her two younger brothers, both currently finishing their formal educations, are poised to join her. With only 40 employees at Freiburg Umkirch, most of whom speak English and French, the company is able to be light on its feet and distinctly service-oriented; yet its workshop and long experience of engineering 911s for racing are a serious measure of its ability. Overall, FVD Brombacher comes across as an unshowy yet impressively rounded operation. **CP**

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Below left: Exhaust systems form an important part of FVD Brombacher's business

Below right: Franziska Brombacher (right) helps run the business founded by her father. Alex Ben Mahmoud is the sales manager





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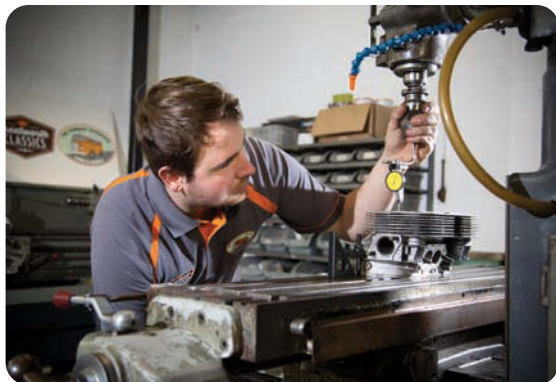
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356



356 Porsche for sale, 1965 356C coupe, car is a show car but a great driver, 9 out of a 10, have cared for said car 40 years, serviced and maintained very well, needs a new driver who really wants a real nice collectable car, £85,000, worth more than asking price. Tel: 561 633 5901. Email: garyr356@aol.com (Florida, USA). C58/006



356B Coupe, absolutely beautiful 356B which was originally supplied in South Africa 1963 but has lived in the UK since 1970 with only three owners in that time. In 2015 the car was subject to a complete rebuild which included a bare metal respray, most importantly, the engine was completely rebuilt 100 miles ago using Shasta 1720cc pistons/cylinders which makes the car now very lively, £83,000. Tel: 01484 721559. Email: tony@klassiker911.com (West Yorkshire) Trade. C58/007

911



911 993 Carrera 4 convertible, Stunning Arena Red 1996 911, MOT, full service history, 83,000 miles, major overhaul by Daniel James Performance in 2016 so this is a proper sorted example of this rare car, £47,995. Tel: Frank, 07860 253290. Email: frank.nash@btconnect.com (Essex). C58/019

911 Carrera Sport Convertible, in excellent unrestored condition, G50 gearbox, Marine Blue with Linen leather interior, full service history, all MOT certs, Porsche CoA, only 45,000 miles from new. Previously owned by a PCGB Regional Organiser, personal registration, I have owned the car for 11 years, £44,000. Tel: Damien, 01245 223262 (Chelmsford). C58/020

911 (993) Carrera, 1995, automatic with Tiptronic and sequential, owner from Dec 2010, £57,000. Tel: +34 669 511850. Email: tomashernan@icloud.com (Madrid, Spain). C58/021



911 SC 3.0L (1979), imported from Monterey, California in 2016, under 500 miles covered in the UK. Great paintwork, runs smoothly and has been looked over by a specialist air cooled mechanic, wouldn't take much to have this car fully restored. The car is registered for UK roads and is tax and MOT exempt as of early next year, tasteful colour combinations with nice options. This is an excellent chance to purchase a solid Californian import with no rust while prices of these cars are lucratively appreciating, £35,000. Tel: Simon, 07548 528887. Email: sa_22@outlook.com (Tyne & Wear). C58/002



1976 3.0 911 Carrera Targa, silver, 1 of 3500, only 1750 in Targa form, 64,000 miles, 10 owners from 1976 to 2000, specialist's report from purchase date including engine rebuild 2001 (new bolts and clutch etc), majority of MOTs present and some history from 1986 etc, whale tail, off the road for a few years. In family since year 2000, MOT 12 months although not required as historic vehicle, part restored paint only (pictures available) conducted by Paul's Restoration, Barwell, Leicestershire, 3500 miles in 18 years, excellent condition for 42 year-old vehicle, excellent tyres and brakes, SSI exhaust system. On personalised plate 3 letters plus 911 not included in sale, real sensible offers for this iconic vehicle. Tel: Andy, 07976 763103. Email: cepukltd@aol.com. C58/008



911SC Coupe 1978 Cosmic Blue, paint to sample, first year model, 3 litre, manual 5 speed, numbers correct, original blue leather interior and carpets. 153,000 miles, Blaupunkt radio/cassette. Certificate of Authenticity, full history back to new, only 4 owners in 40 years. An exceptionally great car always maintained correctly and always garaged, bodywork and interior high standard, for sale £48,000. Tel: 07970 791908. Email: jenny.narbett158@btinternet.com (Devon). C58/025



1989 911 Carrera Club Sport, 1 of only 53 RHD, the only red one with white decals, while the rest were white with red decals, 97,000 miles, recent body and trim refurbishment, rare opportunity, serious enquires only. Tel: Simon, 07494 902953. Email: sbr1962@hotmail.com. C58/024



911 3.0 SC 1982, this manual 5 speed 911 3.0 SC is finished in Light Blue metallic with blue leather interior, this iconic 911 3.0 SC comes with a specification that includes 16-ins Fuchs alloy wheels, electric sunroof and electric door mirrors. This beautiful vehicle boasts a fantastic, full service history, £45,990. Tel: 01484 721559. Email: tony@klassiker911.com (West Yorkshire) Trade. C58/009

1975 911 2.7 Targa SC restoration project, on carburettors for restoration, has been dry stored for 8 yrs, V5 present and with only 58,000 miles on the clock, engine turns over on the key but will need attention and work. Will require full body restoration as well as leather seats need looking at, the Targa top will need recovering inside and out. Silver in colour, unfortunately there is no other paperwork or service history, hence the low price, £14,000. Tel: 07780 663312 or 07488 374108. Email: richrichardwheeler@gmail.com (Essex). C58/022

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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). C58/023

944



944 Lux 8V collector's car, manual coupe in Guards Red, the car is a one owner on an F-plate and has covered only 5063 miles from new, the condition is as would be expected from an effectively nearly new car and is as it left the factory, the pictures show the car in the washed/leathered condition ie not polished or detailed. The car is fitted with very comfortable optional Sport seats and runs smoothly, the oil was changed at 1000 miles by Malaya Garage in Billingshurst, Sussex and the oil, oil filter, antifreeze, fuel filter and fuel pump were changed a couple of years ago, all documentation is available for review. Due to the unique mileage/condition this car is now considered to be a collector's car and almost certainly one of the lowest mileage 944s still in existence. The price is £34,000 due to its unique sale features, any questions please ask but only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey). C58/004

Other Marques



VW Corrado 2.9 VR6, 1995, 159,000 miles. Spec includes: BMC induction kit, Milltek exhaust, Weitec coilovers, Momo steering wheel and recently refurbished 16-in Vento Cup Speedline wheels. Full MOT and service history with extensive paperwork. This car has been meticulously looked after and comes with many original spares, £5750. Tel: 07463 796312 (Surrey). C58/010

Parts

Genuine 911 Porsche parts 1965-67, front brake calipers (48mm pistons), front wishbone arms with new ball joints, rear brake calipers, rear trailing arms with hubs and stub axles, all refurbished. 5.5" and 6" x 15" deep dish Fuchs wheels, Weber 40 IDTP carburettors, spacesaver 15" wheels, 4.5" x 15" steel wheels, Hardi fuel pump (new) plus many more parts. Tel: Brian, 07770 962354. Email: info@classicporschearts.co.uk. C58/003



Porsche 964 Cup 1 wheels with tyres, set of 17-inch Cup 1 wheels from a Porsche 964, believed to be Italian made Mille Miglias, 7.5 fronts and 9 rears. All very good condition apart from odd stone chip on wheel faces, fitted with Yokohama AD08 205/60/R17 89W fronts and 255/40/R17 94W rears, all with 6mm tread, £650, for more information please contact. Tel: 01325 377125. Email: petergherbert@outlook.com (North Yorkshire). C58/005



Complete gearbox for 1964 Porsche 911, all complete, in good condition, no broken parts, £15,000. Tel: 07537 129889. Email: dd6557680@gmail.com. C58/013

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. C58/014

Miscellaneous

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. C58/015
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Porsche 911 Performance Handbook, 2nd edition, 272 unmarked pages, great condition, only £4.50. Tel: 07399 359072. C58/026

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, £5 each. Tel: 07809 206694. Email: alan@brytech-eng.co.uk (Beds). C58/017



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