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No.6 July/August 2011

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Classic PORSCHE

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Printed in England
Garnett Dickinson Print Ltd; tel: 01709 768000

Worldwide Retail Distribution
Seymour Distribution Ltd
2 East Poultry Avenue
London EC1A 9PT

Classic Porsche is brought to you
by the team behind

911 & Porsche
World
Ultra VW
chp

Classic Porsche® is published by
CHPublications Ltd,
Nimax House, 20 Ullswater Crescent,
Ullswater Business Park, Coulsdon,
Surrey CR5 2HR
Tel: 020 8655 6400,
Email: chp@chpltd.com

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Welcome to issue #6 of *Classic Porsche*. Well, we've got some great news for you: *Classic Porsche* is now bi-monthly! Yes, such is the overwhelming response to the magazine, that we will now be publishing six issues a year, instead of four.

Of course, this means more work for us (that's if you can call researching, writing about and photographing classic Porsches 'work') but we don't care – after all, it's the least we can do in light of the positive feedback we've been receiving. Thanks, everyone – keep those letters and e-mails coming!

“After all, it's the least we can do in light of the positive feedback...”

There's a rather special feature from Delwyn Mallett in this issue. You see, Delwyn became the first 'outsider' to drive the recently re-created Type 64 Berlin-Rome car (above) at the fabulous Prototyp Automuseum in Hamburg! There's an incredible story behind this project, which Delwyn recounts in detail – turn to page 52 to get the inside story...

And to show how the classic scene still keeps its fingers on the pulse of modern technology, US-based reader Al Kosmol gives us the inside line on how he developed his own EFI system for his early 911. If you run an old 911 on carbs as your daily-driver, you might want to read his feature on page 44. It's quite a tale...

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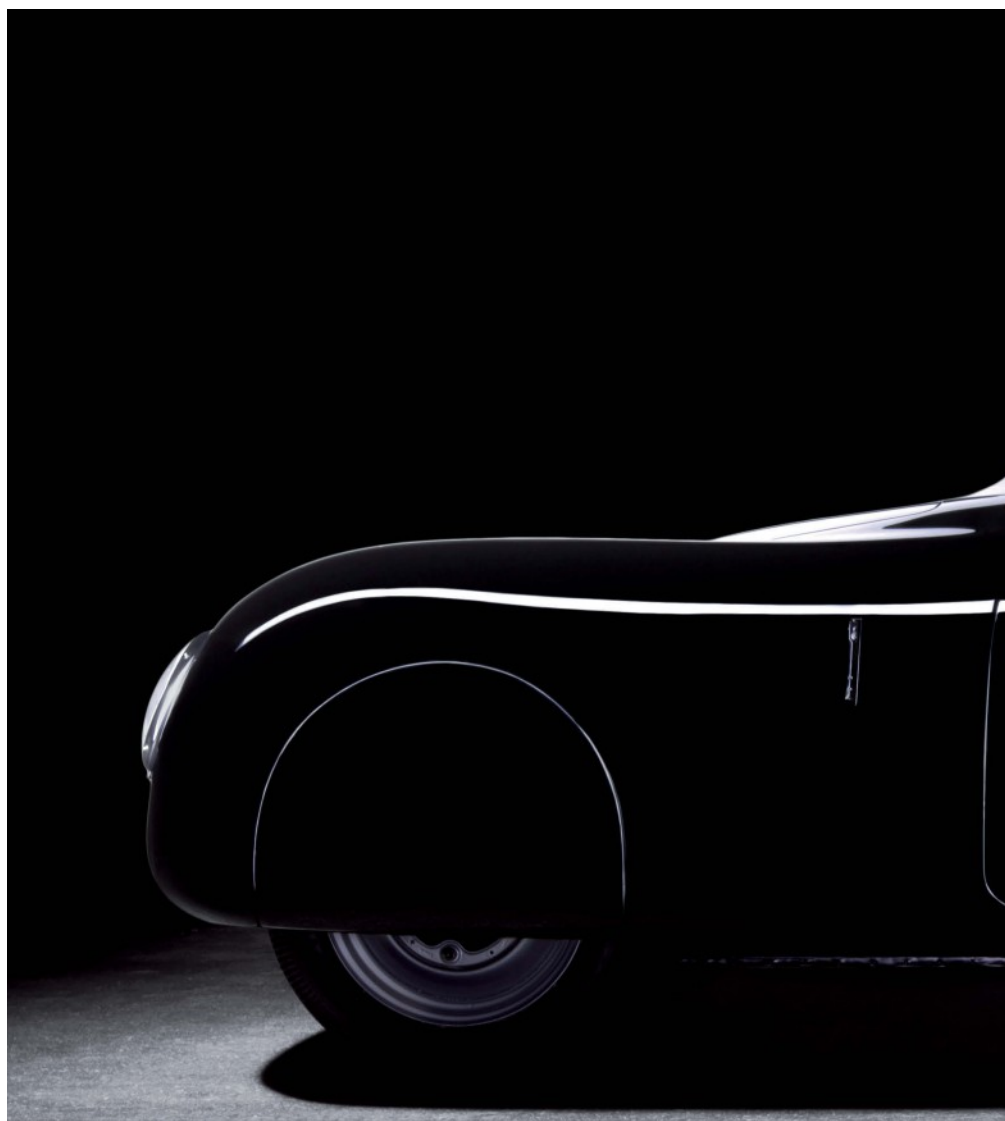
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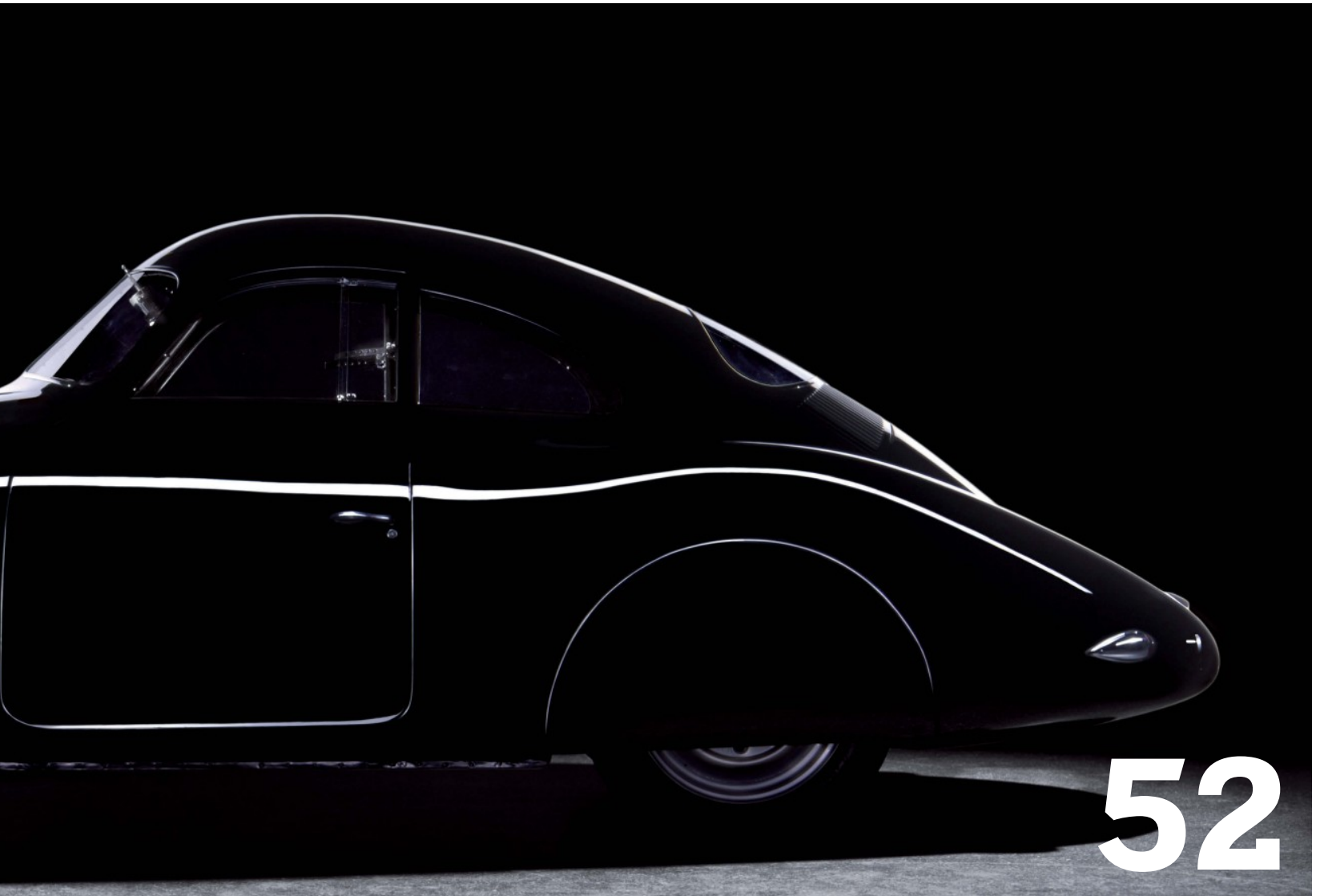
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SUBSCRIBE TO CLASSIC PORSCHE!
 Don't miss a single issue of the only magazine that covers every model of classic Porsche. Why not subscribe today? You'll save money, too! **Just turn to page 80**

NEWS & PRODUCTS

WHAT'S NEW IN THE CLASSIC PORSCHE WORLD GOT SOMETHING NEW? SEND THE DETAILS TO CLASSICPORSCHE@CHPLTD.COM

CLASSIC COCO CARPETS

We've all seen early Porsches fitted with those stylish yet hard-wearing cocomats, but what's the deal with them?

Well, the history of the cocomat mat began in Germany in the late 1940s. Porsche, under Ferry Porsche, first introduced the *Koko-Matten* floor mats for the newly-developed 356 sports car.

The original unbacked *Koko-Matten* were placed on top of the rubber mats on the floor of the 356 and acted as a carpet, but with the added benefit that any dirt would filter through to

the rubber below, where it could be swept or vacuumed up.

The *Koko-Matten* floor mats were in keeping with the 356's great look and their classic vibrant colors. *Koko-Matten* floor mats quickly caught on as factory accessory options with many other European car manufacturers, including Mercedes-Benz, BMW, Volkswagen, Alfa Romeo and Fiat, and were popular up until the 1970s, when fully-carpeted floors became the norm.

Now the cocomat is

back! Natural Auto Products began in 1996 in Agoura Hills, California, taking over the family's four-car garage.

The business has continued to grow, through a consistent and relentless pursuit of top-quality natural car mats, quality suppliers and building up an impressive wholesale dealer network.

Now located in Fort Mill, South Carolina, Natural Auto Products continues to manufacture the original classic cocomat, in addition to mats in other natural



fibres, including Sisal, Seagrass and Wool.

The range now includes no fewer than 21 colors in coco-matting, nine in Sisal, two Seagrass patterns and 10 wool colours. All come with a signature rubber

heel-pad, rubber bottom and leather-like vinyl edging. The company can also do special order colours in any of their natural fibres, subject to a minimum order.

See www.cocomats.com.

THE SPORTING LIFE

Anyone who collect Porsches almost certainly has a Porsche poster or two. Let's face it, Porsche's original sales posters were pretty stunning and, for the most part, highly original in their design.

They can be very hard to find. But help is at hand, courtesy of Tony Singer at Vintage Auto Posters.

Talking of his latest offerings, Tony tells us: 'Between November 1961, and June 1962, the Porsche factory issued four posters that were one of the earliest examples of "lifestyle branding". The series consists of the rifle, skis, golf clubs, and saddle; each very effectively connecting a sportsman with enjoying a Porsche. The designer for the Sporting Life group was one Hanns Lohrer.

'At this time, I have the complete set in English, as well as a set in a combination of French and German. Normally I have the golf clubs and the

saddle in stock, but having the full run has only happened once before!'

If you fancy adding to your collection, log on to www.vintageautoposters.com



CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is six issues old and published bi-monthly, you'll be needing a suitable means of storing those back copies. So what better than the official *Classic Porsche* binder?

Only just available, the binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

And there's 15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and get a 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices in brackets): UK - £9 (£7.65); Europe - £12 (£10.20); Rest of World - £14 (£11.90).

To order your binders call us on +44 (0)20 8665 6400.



CLASSICS AT THE CASTLE

We're counting down the days to this event – as will anyone with a passion for classic Porsches, stock, restored or race-ready. Since the first event in 2007, Classics At The Castle has established itself as a unique event for enthusiasts and owners of all Porsches built from 1948–1973.

Fred Hampton of the organising team team tells us: 'There will be exclusive parking for pre-'74 Porsches, and dedicated parking for more modern Porsches but you don't have to come in a Porsche to be part of the experience. We gather to celebrate the philosophy that: "Not everyone's idea of a perfect Porsche is a new one, AND not everyone's idea of a "classic" Porsche is a perfect one."

It's for one day only so, Porsche owner or Porsche enthusiast, the date to mark in your diary is Sunday 17th July. Don't miss the unique opportunity to see many special exhibits, including a rare appearance of a significant piece of VW and Porsche automotive history, the Porsche Design T64 Berlin-Rome car, which will be appearing courtesy of Prototyp Automuseum Hamburg, and which is featured in this issue of *Classic Porsche*.

There will also be a number of rare and significant historic Porsche sports racing cars which have performed notably in international motorsport. These will include the 1968 Daytona 24hrs-winning Porsche 907 longtail coupé which, with Vic Elford at the wheel, led a Porsche hat-trick across the finishing line. This was the first Porsche to win a 24hr World Championship endurance race and is one of only two remaining 907 longtails.

Plus, famously driven by Paul Newman at the 1979 Le Mans 24hr race to second place overall, the Barbour Racing 'Hawaiian Tropic' Porsche 935 Turbo and the Müller/Van Lennep 1973 Targa Florio-winning factory Martini Porsche 911 Carrera RSR will also be in attendance. Another significant car is the 1973 Porsche Cup-winning Samson-sponsored Kremer/Schickentanz 1972 Carrera 2.8 RSR.

Look out, too, for the RHD 356A coupé, first owned by band leader Billy Cotton, in which Jim Clark raced for the Border Rievers team in the early part of his career, along with a line-up of over fifty of the surviving original RHD Porsche 356s to celebrate Arthur Sheffield, the founder Chairman of the first club for Porsche enthusiasts in the UK, way back in 1961.

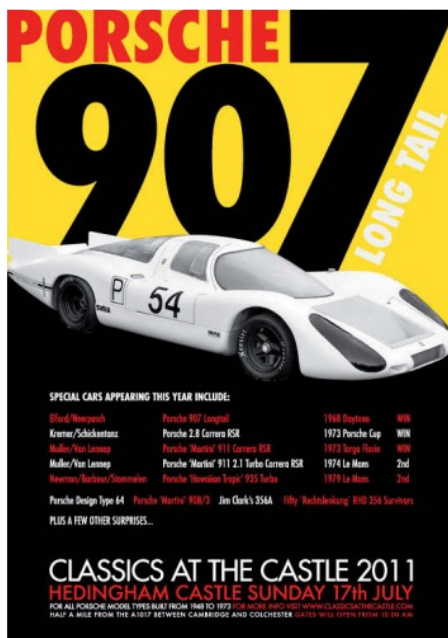
We are proud to say that the show awards are sponsored by us here at *Classic Porsche* magazine, for this promises to be a fantastic day out for all Porsche owners and enthusiasts. If the weather is anything like it was last year, don't forget to bring the sun lotion!

This year's event is supporting the Prince's Trust, and to that end, there will be a Guess-the-Mileage competition, featuring Mark Wrigley's beautiful 356C, the recent subject of a full-on restoration at Bruce Cooper's Sportwagen.

The Togo Brown car (centre right) has just returned from 356 International and to raise money for the Trust, in exchange for a donation, you can guess the mileage of this beautiful car. To give you a clue, the odometer has just ticked over the 4000-mile mark, but that's the only hint you'll get! Prize for the best guess is something rather special from the owner's collection...

All this and more on Sunday 17th July from 10am at Hedingham Castle, Essex, just off the A1017 between Cambridge and Colchester. Look out for the *Classic Porsche* stand – come and say hello!

For more information see www.classicsatthecastle.com



PORSCHE 907 LONG TAIL

SPECIAL CARS APPEARING THIS YEAR INCLUDE:

Elford/Newman	Porsche 907 Longtail	1968 Daytona	WIN
Kremer/Schickentanz	Porsche 2.8 Carrera RSR	1973 Porsche Cup	WIN
Müller/Van Lennep	Porsche 'Martini' 911 Carrera RSR	1973 Targa Florio	WIN
Müller/Van Lennep	Porsche 'Martini' 911 2.1 Turbo Carrera RSR	1974 Le Mans	2nd
Newman/Barbour/Sternstein	Porsche 'Hawaiian Tropic' 935 Turbo	1979 Le Mans	2nd

Porsche Design Type 64 Porsche 'Martini' 908/3 Jim Clark's 356A Billy 'Rachdenburg' RHD 356 Survivors PLUS A FEW OTHER SURPRISES...

CLASSICS AT THE CASTLE 2011
HEDINGHAM CASTLE SUNDAY 17th JULY
FOR ALL PORSCHE MODEL TYPES BUILT FROM 1948 TO 1973 FOR MORE INFO VISIT WWW.CLASSICSPORSCHE.COM HALF A MILE FROM THE A1017 BETWEEN CAMBRIDGE AND COLCHESTER. GATES WILL OPEN FROM 10:00 AM



24 Stunden Le Mans 1979

SPECIAL CARS APPEARING AT THIS YEAR'S EVENT INCLUDE:

Elford/Newman	Porsche 907 Longtail	1968 Daytona	WIN
Kremer/Schickentanz	Porsche 2.8 Carrera RSR	1973 Porsche Cup	WIN
Müller/Van Lennep	Porsche 'Martini' 911 Carrera RSR	1973 Targa Florio	WIN
Müller/Van Lennep	Porsche 'Martini' 911 2.1 Turbo Carrera RSR	1974 Le Mans	2nd
Newman/Barbour/Sternstein	Porsche 'Hawaiian Tropic' 935 Turbo	1979 Le Mans	2nd

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DUANE SPENCER PRCC LATEST UPDATES

1937-2011

Porsche 356 and 912 luminary Duane Spencer has died after a brief but brave fight against cancer. Best known in later years for his Shasta Design Engineering Company, Duane was a Porsche convert and enthusiast from the moment he was picked up in a Speedster while hitchhiking home in 1954.

A graduate aeronautical engineer, Duane purchased his first 356 in 1956 and very soon after got the racing bug. It didn't take him long to apply his knowledge and skills to making 356s go faster. By 1963 other Porsche owners had recognised his abilities and he soon had a nice 'side-line' business, which helped a lot as he now had a young family to support.

The family also meant an end to racing for a while, and the business soon expanded. By 1973 Duane had made repairing Porsches and VWs his business, and then in 1980 he received a call from an old boss in the aircraft industry offering him a job which he thought would last the winter. The job actually lasted seventeen years, during which time he was able to resume the racing career he had given up 25 years before. Duane retired from racing in 1996 after many successes in his 356 Roadster and 912 racing cars.

Duane was a big character, he knew his own mind and it always took a lot of persuasion to get him to change it. After many years in the aircraft industry, he was not a fan of flying and never got on a plane!

Duane went on to develop arguably the highest-quality and most successful range of pistons and cylinders for Porsche 356s and 912s. This is how I personally got to know him when, in 1997, I became the UK importer of his products. Over the years, we built a strong working relationship. He was a great inspiration to me in the development of my own Porsche business and I was very proud to count him among my friends. I will miss him and his wisdom greatly, as will the wider Porsche community.

He also wrote three technical Porsche books, all of which are a wonderful and valuable resource for any 356 or 912 owner.

In his books, and his products, he has left us with a legacy of his immense knowledge and how best to apply it. Thankfully he made arrangements that have secured the future of both before his untimely passing.

Our heartfelt condolences go to his wife Beth and the rest of his family.

Andrew Prill, Maxted-Page and Prill

Porsche Race Car Classic organizers announced that they will raffle a 2012 Porsche Turbo Cabriolet to help raise funds to support lung cancer research.

A maximum of 3000 raffle tickets will be sold at \$100 each with no limit to the number that may be purchased per person. 'We deeply appreciate Porsche Cars North America for providing this opportunity for people to show their support of lung cancer research as proceeds from the raffle will go directly to the Bonnie J. Addario Lung Cancer Foundation,' said event organizer Steve Heinrichs. 'And a chance to win the best open-top sports car in the world is enticing to say the least,' he added.

The drawing will be held at the Porsche Race Car Classic event on 16th October at Quail Lodge in Carmel, California. The winner will be announced the same day. The winner will get a choice of colour and certain options and need not be present to win. Go to the event website at www.porscheracecarclassic.com for details and to download a raffle form.

Steve Heinrichs told us: 'Now that the official event poster image is up on the website, I wanted to tell everyone why we are featuring the iconic 550 Porsche in the poster and why 550s are so important to us at the event.'

'Porsche raced its production cars almost from the very beginning in the late forties and in less than three years the urge to "purpose-build" a race car became irresistible. 1952 was a seminal year for Porsche: they were already racing production 356s and getting ideas from Glöckler and others, and the America Roadster project was in full (albeit very slow) swing.

'But most exciting, the 550 was being designed, with Ernst Furchmann and his colleagues putting together the soon-to-be-famous



four-cam race motor. The first 550 body was finished in October and the car finalised in May 1953.

'From the Carrera Panamericana, to the Mille Miglia, to Le Mans; from the first 15 prototypes to the production 550s and 550As, this car was at the forefront of Porsche racing.

'And looking back, much mystery still surrounds the 550: How many were made? Which were the *Buckelwagen*? Was 550-0043 ever a car? Which car did Field Marshall Tito own? Where is the James Dean car? Lots of fun stuff!

'Many readers will have recognized the car in the poster image, and know who the pilots are and what 351 means.* Sadly the car won't be with us except in spirit. The drivers? Well, we'll see...

*That said, more than a

dozen 550s are expected. That's about 10 per cent of the total number produced which, given how many were destroyed, is extraordinary. And it's just a start in explaining the spectacular range of Porsches that will be with us at the Porsche Race Car Classic, and nowhere else.

* Hans Herrmann with Herbert Linge – two of the very best Porsche pilots – drove 550-08 to the 1500cc class victory at the 1954 Mille Miglia. Their starting time was (not coincidentally) 3:51am...

All net proceeds from the event will go directly to the UCSF Thoracic Oncology Program and the Bonnie J. Addario Lung Cancer Foundation to aid in the fight to drive lung cancer off the planet.



Classic Porsche Back Issues

We're now completely sold out of issues #1, 2 and 3 of *Classic Porsche* but we still have limited quantities of #4 and #5, so get your order in now while stocks last! The price per copy is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us now on +44 (0)20 8655 6400.

GET WOOD!

Owners of early cars will know that the wooden footboards used on 911s can – and frequently do – rot with age. Wet shoes, leaky seals – both lead to damp carpets, which then causes the boards to deteriorate.

Help is now at hand, thanks to Ron Vincent who has started making replacement boards for both RHD and LHD coupés, and LHD Targas. They are

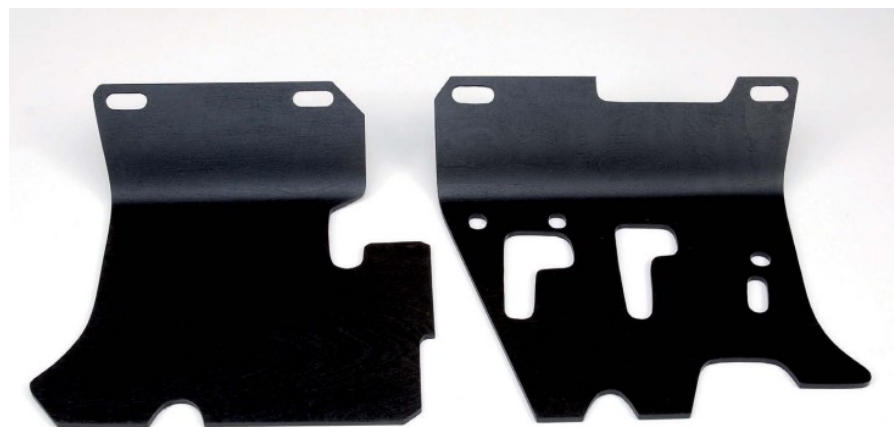


made by laminating 12 layers of wood to a thickness of 6mm.

Ron is also making quality reproductions of the troublesome wooden seat

frames used on 356 Speedsters (see above).

If these are of interest, then get in touch with Ron on 01372 810417, or e-mail ron@ronvincent.forceg.co.uk



PURE GOLD

Suspension specialists GAZ are now offering their GAZ Gold coil-over suspension systems for classic Porsches – more specifically, 911s built from September 1971 to the 1974 model year, including, they tell us, the 911S, 911T and the Carrera RS.

To make the new coil-over front suspension leg (as shown in the photo), GAZ requires a donor unit, which is used for its stub-axle and steering arm. These are thoroughly refurbished before being welded to the new unit, and then plated for long life and good looks.

The new struts are suitable for fast road, race and track day use, and GAZ is able to supply units with suitable damping rates and springs to suit the intended application.

GAZ tells us that 'Naturally, all the usual GAZ Gold features are included: there is a gas cell in the outer reservoir to help prevent cavitation. The units are then filled with a multi-grade high-viscosity index fluid to help resist fade under extreme conditions'.

The units are adjustable for bump and rebound, this being easily accessible while the unit is fitted to the vehicle. You can adjust the ride height, too, by a total of 50mm. Covered by a two-year warranty, the GAZ Gold coil-over units cost £265 (+ VAT) each. See www.gazshocks.com



ONE MILLION VISITORS TO THE PORSCHE MUSEUM!

The museum of Dr. Ing. h.c. F. Porsche AG, Stuttgart, has passed the million visitor mark just two and a half years after opening.

Museum director Achim Stejskal welcomed not just one, but 13 school children from India as jubilee guests. 'We are very pleased to have been able to surprise these Indian boys and girls from Mumbai,' explained Achim Stejskal. 'Almost 35 per cent of our visitors are guests from other countries. Fascination for the Porsche brand and its history continues undiminished, all around the world.'

The class from Mumbai was invited to take a look behind the scenes: in the museum workshop, which is not normally accessible to visitors, the school children were able to take a

seat in a 1954 Porsche 550 Spyder. At the end of their visit, the young jubilee guests received a special surprise: The Porsche Museum is to support their school project. The boys and girls are constructing a well in a village close to their school.

Since its opening on 31st January 2009, the Porsche Museum has provided more than 5100 tours through the 5600sqm exhibition and hosted ten special exhibitions. Many celebrities from all over the world, including Jerry Seinfeld, Paris Hilton (right), Jamiroquai, Robby Naish, Udo Lindenberg and Peter Maffay have also taken an interest in this historic vehicle collection on Porscheplatz. Apparently, tickets sold to date would stretch a total of 150 km from Stuttgart to Lake

Constance! Furthermore, since then more than 300 classics from the museum's collection have been travelling the world as rolling ambassadors,

attending historic racing and classic car events.

The Museum is open from Tuesday to Sunday, from 9am to 6pm. Entry costs €8

and €4 for concessions. Children under the age of 14 go free when accompanied by an adult. Further information from www.porsche.com



356/912 CONRODS

Anyone who has regularly run their 356 or 912 engine at high-rpm will be aware, sooner or later, that the stock conrods are not the strongest in the world. They're fine as long as you keep the revs within limits, but start turning your engine at high rpm for lengthy periods and there's every possibility you'll be looking at an expensive rebuild.

NLA-USA has just announced a new range of conrods designed specifically for the 356 and 912 engines. They're made exclusively for NLA by Crower Performance, and are claimed to exceed all existing conrods in terms of strength, precision and quality.

There are two designs available: H-beam and I-beam. Both are forged from 4340 steel alloy, and then heat-treated, stress-relieved and Magnafluxed. Only the highest-quality 280,000psi bolts from A1 Technologies are used, too. In addition, the hollow-dowel alignment system favoured by Crower ensures a positive cap match and no-hassle disassembly.

The big-end caps are precision machined to allow plenty of camshaft clearance in the 356/912 engine. The H-beams weigh 451 grams, the I-beams 464 grams. All are balanced to ± one gram. The cost is \$1495 a set. Check out www.nlaparts.com



Porsches (and food!)

Do you want to join the CHP crew (the people behind *Classic Porsche* and *g11 & Porsche World* magazines) for a chat over a pint, or some fine food? If so, then join us at the Blue Ball public house in Walton-on-the-Hill, near Tadworth, Surrey, on two more Monday evenings this summer: 27th June and 5th September. It's not far from the M25, junction 8. There's a large car park, a well-stocked bar and an excellent restaurant, with reasonably-priced quality food.



SOUTHBOUND NEWS

Back in the 1970s, a car-mad 16-year-old Dave Nunn was offered a job with a firm of vehicle trimmers in Winchester. After a five-year apprenticeship, he worked for various such companies in the south of England before eventually, deciding it was time to go it alone. Today his business, Southbound, is one of the most respected sources of rare and original trimming products for classic Porsches.

David recently contacted *Classic Porsche* about a new range of fabrics that he has sourced, matching perfectly the samples shown in Porsche's own books (see below). He tells us: 'We have approximately 45 cloth materials in stock for Porsche, and we are also able to source old seat fabrics for other makes, such as VW, Mercedes, Opel and Ford.'

'The leatherette Blue/Black pig skin effect shown in combination with tweed colour code 300 is new in stock with us after many years out of production – it was used for only a few years from 1974 to '76. We have it available in the red and beige, as well.' For more details of this new range, contact David on 01264 8100809 or log onto the website at www.southboundtrimmers.com

ULTIMATE POLISHES FROM MEGUIAR'S

The new Ultimate range is Meguiar's most advanced yet. Ultimate Polish produces a deep, wet reflective gloss and adds depth of colour especially on darker coloured cars. It leaves the paint finish incredibly clear and glossy with mirror like reflections. The ultimate pre-treatment before applying Meguiar's Ultimate Wax!

Ultimate Wax, available in a liquid or paste, is Meguiar's most advanced hydrophobic wax yet. Ultimate Wax is a pure synthetic wax that provides extended protection with amplified reflectivity that won't leave a white residue on trim and plastic. Cross linking synthetic polymers form a long lasting protective barrier, amplifying reflections for incredible depth and mirror like shine.

The all new Meguiar's thin film technology delivers even easier application and removal even when waxing in the full sun. Each Ultimate Wax



contains a Meguiar's Soft Foam Applicator Pad and Microfibre.

Dominik Berry, marketing manager for Meguiar's UK, comments: 'With Meguiar's Ultimate we have simply set the bar higher. We invest in producing the very best car care products and

the new Ultimate Polish and Wax will offer longer lasting protection than ever before.

'Ultimate Wax uses synthetic hydrophobic polymers, which makes them amongst the most technologically advanced on the market and helps create long lasting water beading. The products are easy to use and create a great result – that's why they are the 'ultimate' in car care!'

Polishing and waxing are two key steps within Meguiar's five-step detailing guide, which is included in the Meguiar's 2011 'Brilliant Solutions' catalogue.

Following the washing and preparation stages, polishing is recommended, especially for dark coloured cars, to build up a more intense shine, while waxing helps protect paintwork and cultivates the ultimate in high gloss.

www.meguiars.co.uk, call 0870 241 6696 or e-mail info@meguiars.co.uk





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From the AeroKit and Sports exhaust system to Sport Classic wheels, whatever you choose from the Tequipment range, you will be able to enhance the style and high performance look of your 911.

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Classic Motorsports Magazine, September 2009

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GUEST WORDS

TOM LUBBOCK REFLECTS ON THE PLEASURES OF 'BUFFING', THE RITUAL OF SHARING PORSCHE MINUTIAE BETWEEN FRIENDS...

Yesterday I was privy to a conversation between my nextdoor neighbour and a friend. They are both avid collectors of Vietnam War military memorabilia and were musing about the intricacies of a recently acquired bulletproof vest.

They discussed the subtle differences in the fastenings of this particular example, comparing it to others they had previously seen.

To the outsider it would be easy to assume how strange the conversation was and question why two grown men could seem so excited over the smallest of details.

However, to me it was a perfect example of enthusiastic 'buffing'. Buffing, you see, in this instance is nothing to do with polishing metal or paint, but buffing in the sense of sharing and demonstrating one's knowledge of a common passion.

That discussion over a piece of military clothing reminded me of a couple of things. Firstly it brought to mind the strange looks my good lady gives me when I enthuse about a new classic Porsche I've seen or read about – the same look, in fact, when I wax lyrical about my other passion, vintage Heuer chronographs.

However strange a discussion about a military artifact may seem, it was no different to an exchange between two classic Porsche fanatics about Thyristor failure within a 3-pin CDI box, the profile of a rear RSR arch or the correct paint finish in an engine bay.

I'll happily admit that I personally find some

aspects of Porsche fanaticism strange, though. For example, I've never got to grips with concours: turning up and parking your car in a field only to have an 'authority' tell you what's wrong with it just doesn't float my boat – but I completely respect those who do enjoy it.

However, when it comes to being part of a community of like-minded people, and feeling free to 'buff' away to your heart's content, I do understand.

I was recently reading a thread over on the DDK forum (ddk-online.com) reporting on a recent club trip to the inaugural Spa Classic meeting, and it struck me how much of the coverage was about the DDK members who attended and the banter that flowed. On reflection, relatively little of the report was actually about the cars in attendance.

Of course, it all starts with the cars or, more to the point, classic Porsches. We love them. We love the way they look, we love the way they drive, their handling connects with us like no other car, and of course their mechanical and structural challenges test our patience to the extreme. But it goes deeper than that – well at least I believe it does.

When you discover, get to know and meet up with like-minded addicts, this amplified level of enthusiasm is fuelled by finding a safe haven where you are granted permission to 'buff away' about the most detailed intricacies of Stuttgart's finest creations.

I've been fortunate enough to see such a community flourish and

grow within DDK over the last few years – friendships made, members assisting other members, parts exchanged, and several memorable get-togethers.

Its success could be attributed to a number of elements: the fact we don't take ourselves too seriously, or the lack of moderation, or formality, perhaps?

More importantly I think it's down to the community spirit and the kindred spirits of those parties involved.

As we count down to DDK's next European adventure in September, I'm already looking forward to experiencing more of this banter. A few days at the Nürburgring, and a visit to the Spa 6-hour race, and all of this in a safe haven where buffing is

de rigueur, and observed with encouragement rather than judgement. Of course, I'm also looking forward to doing a few thousand spirited miles in an old Porsche, but I suggest the experience will be all the more memorable due to the company and camaraderie.

There's no doubt our hobby is getting harder to enjoy, thanks to rising fuel prices, looming legislation and the scarcity of parts, to name just a few of the barriers. So fight back! Search out like-minded enthusiasts, get involved and get welcomed into these communities.

Your love for classic Porsches just might grow deeper and you'll discover that buffing is not only OK but actually, for those with shared passions, it's quite normal behaviour!

Thomas Lubbock loves his Porsche – and his classic Heuer chronographs. But most of all, he loves the camaraderie between fellow enthusiasts...



DELWYN MALLETT

OUR NEW REGULAR COLUMNIST REFLECTS ON HOW DREAMS CAN SOMETIMES COME TRUE. ALL IT TAKES IS PATIENCE...

I'm not sure which came first, my first Porsche or my first book about Porsche. All I'm sure of is that they were both second-hand.

The book wasn't actually a 'proper' Porsche book, being the story of the creation of the Volkswagen. Its title was *Beyond Expectation "The Volkswagen Story"* by K.B.Hopfinger, and when published in its updated second version in 1962 cost 18/6.

For younger readers, and I imagine that's most of you, that somewhat cryptic number indicated that the book cost 18shillings and sixpence in old money – 'old' money being the stuff that we used before the arrival in 1971 of the new metric currency.

But, back to the story: pencilled inside the cover is the secondhand price, 6/-, or 30p in today's money. The Porsche, a ten-year-old 356A Coupé, cost me £350, by the way.

Although the book was about Volkswagen, the greater part of it was inevitably about Ferdinand Porsche and, unlike today's authors on the subject, K.B.Hopfinger was actually able to draw on personal interviews with the great man himself.

Perversely, most 'car books' back then didn't carry many pictures of cars, the printing of photographs being the most expensive part of publishing, and when they did they were usually small.

At the top of page 161 appears a tiny 7x8cm picture captioned '1938 – Porsche personally supervised the design and testing of the Volkswagen sports model.'

Frustratingly there was no other mention in the

entire book of this extraordinary streamlined Volkswagen that looked more like a Porsche than a Beetle. It would take a couple more years and another book – and another Porsche – before I could discover more.

The book, again second-hand, was titled *Porsche – the Man and His Cars*, by Richard von Frankenberg, and translated from the German by Charles Meisl. The cover price was 50/- (£2.50) and the pencilled-in price is 33/- (£1.65).

By comparison, the RHD Speedster that I had bought at approximately the same time cost £350 – it seems that the price of second-hand books was increasing considerably faster than that of second-hand Porsches!

The caption to 'plate 32' (how quaint we were back then) on the bottom of page 137 added a lot more information to my scant knowledge of the 'sports VW', 'The very first Porsche-like car, built on a 1939 VW chassis for the Berlin-Rome trial, which did not take place owing to the war. It produced 40bhp with a maximum speed of over 88mph. Now owned by the well-known, one-armed Innsbruck driver, Otto Mathé.'

By now, I liked the 'Porsche-like' car a lot. I more than liked it, I was smitten by it. I soooooo wanted the Berlin-Rome car. But I didn't live near Innsbruck, had never until that moment heard of Otto Mathé, and was sure that of all the people on the planet who coveted his car, I was the least likely to be in the running.

So I dreamed on.

In 1981 Otto Mathé, brought his long-retired VWK10 to an 'oldtimer' race meeting at the Nürburgring

where, displayed alongside 356.001, it was the centre of attention.

In the flesh it was even more wonderful than I had imagined and my longing intensified, but by now the value of 'old' Porsches was on the up and (inexorable) up. Not long afterwards I had dinner with Ferry Porsche, who'd sold the car to Mathé in 1949, and I expressed my surprise that he had never bought it back for the museum.

Ferry assured me that it would eventually return as Mathé had left it to Porsche in his will. So that was that then, the Mallett dream would always remain a dream.

Years later, so the story goes, Mathé trailed the T64 from Innsbruck to Stuttgart to present the car to the museum but the gateman wouldn't let him in and he drove off in an

understandable fit of pique, vowing that Porsche would not get his car back. Which they didn't.

Mathé died in 1995 and the Berlin-Rome car, now immensely valuable, moved on to a major collector.

And then, a year ago, rumours began to circulate that one of the long-thought-lost Berlin-Rome cars had been rediscovered and was being reconstructed.

And then, I received an offer that simply could not be refused. The e-mail message read, 'Delwyn, why don't you come to Hamburg on Saturday and drive our T64?'

You can read the full story in this issue of *Classic Porsche* but, suffice to say that, after almost half a century of aching anticipation, the thrill of driving the real thing was way beyond expectation.

Happy at last – after a lifetime spent lusting over the Berlin-Rome car, Delwyn Mallett finally gets to drive the Prototyp Automuseum's recreation





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DUEL CONTROL

Every year Dutch engine builders Duel show off their talents at the Spa Six Hours with some fabulous short-wheelbase classic 911s

Words: Johnny Tipler

Photos: Pete Robain (workshop) and Johnny Tipler (racetrack)



You don't need to stand inside the protective wall at La Source hairpin for long to see who's quick and who's sick. Lap after lap, the fast boys all but kiss the apex, the slow ones run wide. And one of those consistently on the coloured strips is the scarlet 911 of the Duel équipe, cornering like no other.

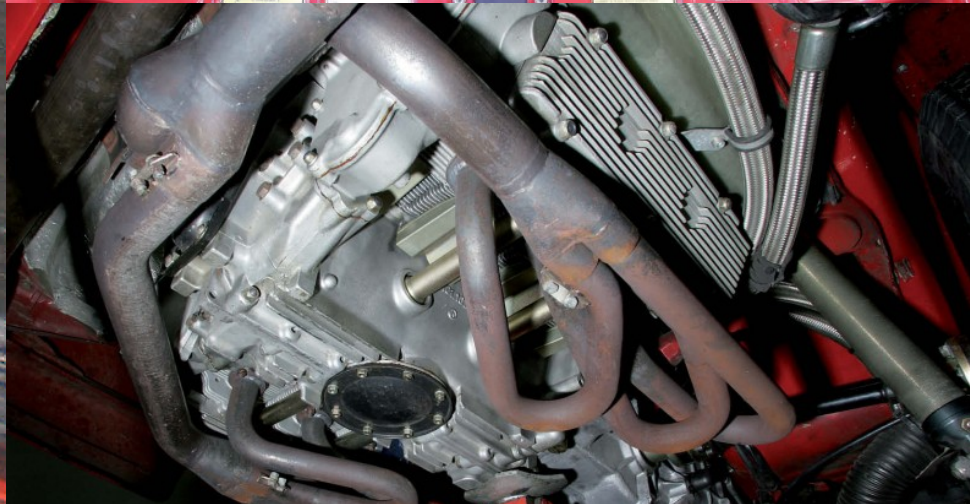
From the moment it commits to the turn you know it's sliding in that balanced, on-the-limit way that's peculiar to early 911s: an inexorable, graceful drift, throttle on, through 180 degrees before plummeting down the old start-finish straight to Eau Rouge.

Duel 911s are unmistakable. It's not just the bright red narrow-body coachwork and black Fuchs wheels; their sound is even more distinctive. Staccato gearshifts punctuate a unique spine-tingling six-cylinder soundtrack – a banshee scream that tells you, day or night, that a Duel-built car is in the vicinity. So what's the story?

Begun in 1990 by the personable Ed Poland, Duel stands for Dutch Engine Laboratories, and for the last 15 years Ed's majored on flat-sixes. The firm is located at Heerhugowaard, a village 20km north of Amsterdam, and not so far from Zandvoort circuit. I first met Ed and the Duel contingent in race mode at Spa-Francorchamps at the 2006 Six Hours when they were running a pair of red 2.0-litre 911s and a yellow (subsequently silver) 911 for customer Henk Melse.

The best placed Duel car came 6th overall, against far mightier opposition ranging from GT40s, Cobras, Mustangs, Astons and E-types, to class-rival TVRs, MGBs and Elans. Keen to see how they operated, we visited their premises on a neat industrial estate between Alkmaar and Hoorn in north-eastern Holland. As well as a race shop, Duel has become one of the Netherlands' leading Porsche restorers, handling powertrains and running gear as well as bodywork, sourcing rare race and rally parts and providing trackside support.

The firm is staffed by Ed and three technicians, plus another on college work experience, and as well as hands-on tasks they write computer programmes to evaluate scenarios such as what kind of exhaust is needed for a particular application, and the result is tested on the dyno to see if it works in practice. Using one of their 911 race cars as a demonstrator, the figures showed 210bhp at 8000rpm.





With an engineering career founded on racing engines – he originally built Formula Vee flat-fours – Ed considers 911 powerplants to be works of art. When building a car he takes the holistic approach, starting with a stripped-out shell that he can seam-weld and refettle with componentry that’s been right through his workshops. ‘If I prepare the whole car and then something goes wrong, I can blame no-one but myself,’ he says.

Ed studied mechanical engineering at college, and everything else stems from practical experience, gained on the premises or at the circuit. ‘If I want to try something new, I’m thinking about it 24 hours a day, figuring out how to make it better,’ he says.

Ed’s passion for motorsport got Duel off the ground. ‘I began to work on Porsches, and they performed well in the Dutch championships. Many customers expressed an interest in having something similar, so we started to prepare cars for them, too.’ A Finnish customer won 30 consecutive rallies in a 911 powered by Duel engines. Sponsored by Porsche Finland, this was originally the 911 driven by 1968 European Rally Champion Pauli Toivonen (father of the late Henri).

During our visit, a Carrera 3.0, a Carrera 2.7 RS, and a 3.2 were going through the workshop, and in the garage sat more classics, including a 2.4-litre 911S and a pair of short-wheelbase 2.0-litre racecars. At the back of the garage there’s the rolling-road, with the engine and gearbox workshop alongside, where we found dismantled flat-sixes and 915 transmissions undergoing meticulous preparation on benches and trestle tables.

A Duel-built 911 racer typically starts life as a 1965 narrow-body car. The 2.0-litre engine is blueprinted in-house and is good for 6000rpm. The shell is stripped, seam-welded and all extraneous furniture and trim jettisoned. Perspex sliding vents are inserted in the side windows and air scoops fitted in the rear three-quarter windows. They introduced a couple of modifications last year: ‘After dark at Spa the headlights behind you are blinding in your mirror, so we’ve installed a permanent roller-blind in the back window,’ Ed points out. Most people simply tape strips over their rear windows, Duel goes one better...



There's a big rear light on the car's back shelf, as well as the roof-mounted riding lights for nocturnal identification by the pit crew, with different coloured bulbs for each car. Duel favour high-intensity headlamps (though not Xenon) for optimum aerodynamics rather than the batteries of spotlights that many cars carry up front, and use brighter bulbs and a modified electric circuit so that the beam is stronger.

They have found that spotlights compromised engine cooling as well as air-flow to the two big oil coolers located in the front wings, though for the last couple of years they've carried a pair of small driving lamps for illuminating the kerbs right and left. Apart from auxiliary lights and the 100-litre fuel tank, they use the same specification for the seven races in the Dutch championship and three other long-distance events. The gearing isn't altered for Spa: 'We do make changes for

section of pipework. As a result it's quieter and there's no loss of horsepower.' The Duel system is supplied in open-exhaust format, with the silencer and all the bracketry required for installation.

Carburation is another area of Duel expertise. 'Early 911s used what were effectively six separate Solex carburettors,' says Ed. 'That was a hell of a system, and it didn't last even a year. Very quickly Porsche went over to Webers.' Duel modifies the carbs and intake manifolds and, in conjunction with the exhaust system, the result is an extraordinarily broad power band. 'We now run our competition engines on full-race camshafts without sacrificing power in the mid-range,' he says, 'and because of the width of the power band we get better fuel consumption. Crucially, the cams produce 20bhp more at 5000rpm, which continues to build as the revs rise to 8000- or 9000rpm. You end up having the top-end

Duel-designed six-into-one exhaust system releases an extra 20bhp and helps give the cars their distinctive sound. Anyone who has heard the Duel team cars at full-chat won't forget the aural experience in a hurry...

“We can build longer ratios into our gearboxes, which means having to make fewer shifts...”

some circuits, but for Spa it's basically the same as Zandvoort,' says Ed.

And how's that distinctive bark'n'bite achieved? 'The headers flow into a single pipe so they help each other, and that's why they sound so raucous.' Designed for the 2.0-litre flat-six, the Duel-designed exhaust system lifts the power band from between 3000- and 6000rpm to 5000-8500rpm. 'Nothing much happens below 5000rpm,' Ed concedes, 'but the system releases an extra 20bhp.' Indeed, at certain points on the graph the Duel exhaust showed a power increase of 35 per cent against the best of the silenced race cans or after-market exhausts they've tested on their dyno.

It's testament to the strength of the engines that they can take such high revs, lap after lap. 'At most circuits in Europe you can't make too much noise,' Ed adds, 'so we put a damper on it, which fits neatly around the rearmost

performance of a race car, and the torque of a road car.'

There's a beneficial effect on the transmission, too: 'We can build longer ratios into our gearboxes, which means having to make fewer shifts.' The upshot is that the engine and gearbox have a longer lifespan, an obvious advantage in endurance racing.

For road use Duel installs bigger valves and enlarge the intake ports, finding another 20-30bhp and boosting output to 220- or even 230bhp, though for competition work the cars have to run with normal-size ports and valves. For long-distance events, like the Spa Six-Hours, they also run with 100-litre fuel tanks.

Duel has developed a fully adjustable suspension damper kit to fit 911s from 1965 to 1975, suitable for road, race and rally. 'A short-wheelbase 911 is quite tricky through long, fast corners,' says Ed. 'You can adjust the damper settings so that it drives more like a long-



wheelbase car, and you can change the settings from circuit to circuit. We also make longer dampers for rallying for the taller ride height.'

Duel's own racing Porsches, the pair of identical 911s, are sponsored by Ben Pon, erstwhile 906 racer and Porsche concessionaire in the Netherlands. One is from 1964, the other a 1965 car, and both run 2.0-litre flat-sixes, their original 130bhp output hiked to the muscular 204bhp we saw on the dyno.

Everything meets the homologation requirements of a 1965 car, and the detailing is impressive: from the side-window openings to the air vents in the rear-three-quarter windows to the roll-cage, a way more complex concoction than anything used back then but still managing to appear right for the period.

Duel 911s are built to very high standards, as Ed points out: 'When you're asking a lot of money from your customers, they naturally want to see something as close to perfection as possible. So we spend a lot of time achieving that. Sure, it has to work mechanically, but its presentation must be perfect, too.' To reproduce one of their red 911s would cost in the region of €100,000.

Ed is concerned with authenticity, but is inclined to make improvements wherever possible. 'The problem with historic race cars is that everyone stands still. They are always looking in the Porsche history books and saying, "That's what you've got to do". But we are 40 years further on, so we can do better. Our present-day figures of 200bhp would be unheard of. They were getting maybe 180- or perhaps 185bhp back then.'

Duel employs two, sometimes three, drivers per car for

long-distance events like the Spa Six Hours, and for four-hour races there's usually just one driver change. 'You can race every weekend if you like,' says Ed, 'though we only do the FIA races. We cover the whole of Europe, with events at the Nürburgring, Monza, and also in France and Spain. Then we do the Dutch championships, with races at Zandvoort and Assen, plus rounds at Zolder and Spa, and last year we came to Silverstone for the first time.'

So how come the Duel 911s go so well? Back at Spa-Francorchamps, Pascal Pandelaar, one of the team's regular drivers, tells us how it feels: 'Although it's a short wheelbase car, we managed to get a really good set up, so it's like driving a long wheelbase car, especially on Dunlops. It handles great and you can do what you want with it. It really is bomb-proof.'

While team-mate Roman Caresani set the qualifying time, Pascal drove five laps and put in two really quick ones, just to see how the car behaved with 50 litres of fuel on board, since that would be its average fuel load in the race. 'You can push the car wherever you want and as hard as you want. It's an oversteering car, and I like to upset it by putting a bit too much lock on and unwinding it so it slides, and steer it with the throttle. That is the quickest way with the 911. There is always grip from the Dunlops and even when you are sliding too much they will be friendly. So we are happy with the set up as it is.'

The most challenging aspects of Spa? 'Well, driving in the darkness in the rain is really demanding for everybody. Maybe even trickier at dusk.' Maintaining that pace over a six-hour marathon requires considerable skill, technique and courage. For Ed, the crucial thing is to maintain his

Race-preparation, Duel-style, starts with a narrow-bodied 911 - usually a 1965 car - which is then stripped to the bare skeleton and restored, seam-welded and prepped to perfection. These may be race cars, but they're as well finished as many a show-queen...

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rhythm: 'For the two hours you are driving you always have to be careful, you don't have a moment to rest. The cars will run OK, that is no problem; it is mostly the drivers that make mistakes. To hold your senses really sharp for two hours is very hard.'

Last year (2010) they prayed for rain, and though the first four hours were clear and bright – till dark at least. By 8.00pm the Ardennes rain had set in. The downpour caused much standing water in different parts of the circuit, and the attrition rate was high. Nevertheless the Duel camp was delighted by the meteorological about-turn and the singleton 911 of Poland/Caresani/Kooy moved up the running order, peaking at 16th in the chart.

We sipped coffee in Duel's F1 pits garage and stared at the monitor, willing them to climb a place or two. Positions fluctuated as others refuelled and swapped drivers. I took a deep breath and returned to La Source to try and snap something with the flash.

Unfortunately that was when the red 911 stopped coming round, its alternator succumbing to ingress of water, causing Roman Caresani to abandon ship. The sister car of Henk Melse/Theo de Prenter kept the flag flying and ended up 17th, second highest of the five Porsches to finish in the event.

The Duelistas weren't too downhearted, because every year they learn something new which can be applied to their inventory of 911 tweaks. You can rely on them being back in 2011, for sure, though there'll be a twist: they will be running a pair of 904/6s, and that could put them in with a chance of a podium. Get the beers in – we'll happily go Dutch! **CP**

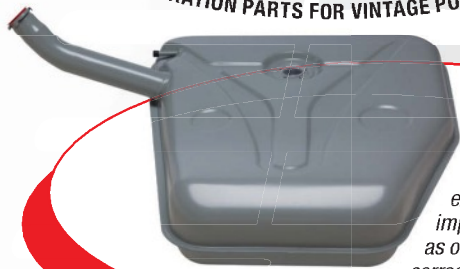


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MAGNUS FORCE

So you like 911 Outlaws? Then you will love the hideout of Magnus Walker, who has become something of an iconic figure within this small segment of the Porsche fraternity. A British expatriate, Magnus currently owns 15, or more, early 911s, all housed in an old brick building located in LA's trendy art district. Follow *Classic Porsche* as we discover this atypical collection – and its atypical owner!

Words & photos: Stéphane Szantai



Magnus Walker's esoteric collection of early 911s centres around cars built in the 'Sport Purpose' style – or Outlaws, if you will! They are built to be driven – and driven hard – on both road and track...

As a teenager growing up in Sheffield, England during the 1970s, nothing predestined Magnus Walker to become a Porsche devotee. Let's face it, the industrial city was not a hotbed of supercars back then, yet he developed a liking for these exclusive automobiles – Porsches in particular. His passion led him to send a letter to the German manufacturer in 1977, when he was 10 years old, following a visit to the London motor show where he discovered the Martini 930 Turbo. 'I wrote that I wanted to be a car designer,' says Marcus, 'and I actually got a reply back from the factory saying, in essence, to get back in touch with them when I would be a little older'.

Magnus moved to the United States in 1986, but didn't purchase his first Porsche until 1994 – the year he started his rock & roll-inspired clothing company called Serious Clothing, in Los Angeles. He and his wife Karen bought the brick structure seen in the pictures in 2000. 'Then a year later, we accidentally fell into the film location business, where we rent a portion of the building to production companies for photo shoots, movies, TV reality shows...

'This additional income enabled me to buy more Porsches than I need. Without having such a large place, I obviously wouldn't have as many cars!' Magnus and Karen lived on the second floor until 2004, when having filming crews on site became too much of a burden – they consequently moved into a nearby loft.

The brick building still accommodates their clothing business today, along with the film site and the desirable Porsches, of course. Covering 26,000 square-feet and erected in 1906 (a truly ancient construction by LA standards!), it is



1968 coupé has been transformed into a 911R-inspired hot-rod, and is soon to be powered by a potent 2.5-litre motor

located in the city's formerly decaying art district, which has seen many transformations in the last six years. Modern converted lofts and residences are slowly replacing industrial warehouses – the neighbourhood has become quite desirable, in fact.

As previously mentioned, Magnus bought his first Porsche in 1994, specifically a 2.7-litre-equipped '74 911 with a slant-nose conversion. Until it changed hands in 2000, Magnus had spent a ton of money upgrading it, a 3.0-litre motor included.

Hoosier slicks for the most part. I mainly compete at Willow Springs (a couple of hours north of Los Angeles); but I've also used it on another half-dozen tracks on the West coast.' He even won his class on numerous occasions and considers the car his prized model, among an impressive fleet of 911s.

Magnus ran competitively from 2000 until 2006, spending up to 40 days a year at Porsche club race events. During that period, he also wound up buying four other 911s and a variety of other collectible automobiles, including two

“I thought it would be cheaper than racing. Well, it didn't quite turn out that way...”

1966 911 (below) is a matching numbers car, although the engine now displaces 2.2-litres. Car runs SC brakes and Minilite wheels. White '71 911T is dual-purpose street/track car with twin-plug 2.4 motor

He also acquired a '71 911T in 1999, a model which soon became his dual-purpose #277 street/race car. It still sits prominently in his collection, now wearing his beloved white/red/blue 'Martini' colour combo. Its aggressive look takes inspiration from the '73 Carrera RS.

Currently, the coupé runs a 2.4-litre 'S' twin-plug '72 engine. 'It's basically a streetable track car that I've raced for the last 10 years, after joining the Porsche owners club in 2001', adds Magnus. 'It gets driven to and from the track on

1969 Dodge Super Bees, a '65 Ford Mustang and a '79 Ferrari 308GTB, among others. But the Porsche passion soon took over and he slowly let the European exotics and American muscle go...

Around 2006, he decided to take a step back from track days, figuring out that the money spent racing could be transferred over into acquiring Porsches. 'I thought it would be cheaper than racing. Well, it didn't quite turn out that way', he muses.





The theme of the collection revolves around the idea of gathering only 1964 to '73 911s, with an emphasis on 'sport purpose' – cars you can aggressively drive on the street and take to the track. For one reason or another, he hasn't owned a '73 yet, but other models come and go. At various times, he has had three '68s and four '65s; he purchased four '67 911Ss within a period of 12 months, too, simply because opportunities came to him.

However, finding one of the elusive '64s has been more of

Among his favourites is the gun metal 'R-styled' '68 with the blue stripes, a coupé that epitomizes his interest. The R played an important role in the 911's history, evolving from the S and leading to the ST, RS and RSR; yet, it has not been vastly duplicated. Magnus' version is more of a hot-rod interpretation of the R, which received rave reviews on a couple of Internet forums in particular. It runs a 2.2-litre engine, but it will eventually receive a 2.5 based on a 2.0 '68 'S-spec' lump.

Red and white coupé (above left) is a 1972 911T, with a touch of 911R and 911 ST – hence the moniker '911STR'! Recently-acquired race-look '67 911S (middle) awaits the Magnus touch... Magnus often rents out the second floor of his storage facility (above) to film companies

“The theme of the collection revolves around the idea of gathering only 1964 to '73 911s...”

a challenge. 'I've run wanted ads for more than 18 months, with no luck. Ironically, from one of those ads, I ended up stumbling upon a rare '76 Euro Carrera, one of 113 made for homologation purposes with a 2.7-litre RS motor rather than the 3.0-litre.' Magnus still has the car and, shortly after our photo session, he finally acquired a '64 with its original engine and gearbox, one of 232 made.

Depending on whether you count project cars and parts cars, he currently estimates the 911 tally at 'about 15'.

The orange 'ST-styled' '72 coupé with the Minilites also went down a storm within the Outlaw crowd. 'Imagine you're a club racer buying a new R in '68, which by the time the '70s come along isn't competitive any more, as other participants run 2.2s, 2.3s and 2.5s. So instead of buying a new factory car, you turn your R-car into an ST-car. That's why I call it the STR', explains Magnus. This beast relies on a stiff suspension setup, 930 Turbo brakes and an RS 2.7-litre flat six, with a compression ratio of 9.5:1.

1967 911 S (below) may not be a matching numbers car, but who really cares when it's the driving experience you're after! Slate Grey looks wonderful with the natural-finish Fuchs wheels. It's one of our favourites...





He also truly enjoys the Irish Green '66, now featuring 'au nature!' Fuchs rims. While the body has been mostly resprayed, the stock engine with 110,000 miles has never been taken apart. Magnus comments: 'That's my go-to car. When I need to do some errands, that's the car I use!' Another of his favourite rides is the silver '65 on Fuchs with smooth bumpers, the 310th 911 ever assembled and one of the first 50 imported into the United States (by Brumos in Florida). The red '65 with factory chrome steel rims parked next to it incidentally sports number 365. Two rare Porsches for sure!

same gruelling test run by their builder, who adds: 'After finishing a 911, I always perform 300-mile drives, which combine canyon roads and freeways. If anything goes wrong, it will likely happen on that day. In fact, if I sell a vehicle, I want to make sure to put at least 500 miles on it.'

This is one of the many lessons he has learned since acquiring that first 911 in 1994. He also points out: 'With my background being hot-rod/performance, I generally don't buy restored cars, as I prefer complete basket cases or projects that need everything. Chasing cars is almost an addictive

A few spare cars await their fate (top left)... This 1969 911S (above left) will become a 911R-inspired hot-rod. 1965 911 (above) was the 310th car ever built, and one of the first 50 imported into the USA

“I generally don't buy restored cars, as I prefer complete basket cases that need everything”

More cool tin fills the place, including a silver matching-number '66 on Minilites, with the original 2.0-litre motor built to 2.2, in addition to SC brakes. Nearby sits a fully redone '67 911S painted Slate Grey, a colour made famous by Steve McQueen in his movie 'Le Mans'. This model features a non-matching-number '67 S powerplant, pushed to 2.3 litres, and an RS-style plaid/German vinyl interior.

Of course, since Magnus enjoys working on Porsches so much, you can expect to see a bunch of other project cars come out of the Walker compound. They will all suffer the

drug. But I doubt I will restore 912s again... I've done two in the past and they taught me an important thing - it costs the same amount of money to restore a 912 as it does a 911.'

Since the mid-'90s, Magnus has had a good run with his clothing company and film location business; he now hopes to turn his Porsche hobby into a sideline restoration venture. But he is quick to thank his wife Karen for allowing him to live his passion on a daily basis: 'She's an integral part of everything that goes on. I think I'm the luckiest man alive.' We're inclined to agree... **CP**

CONTACT

If you have questions about Magnus' cars, feel free to shoot him an e-mail, or call:

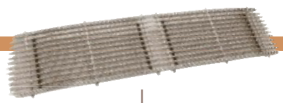
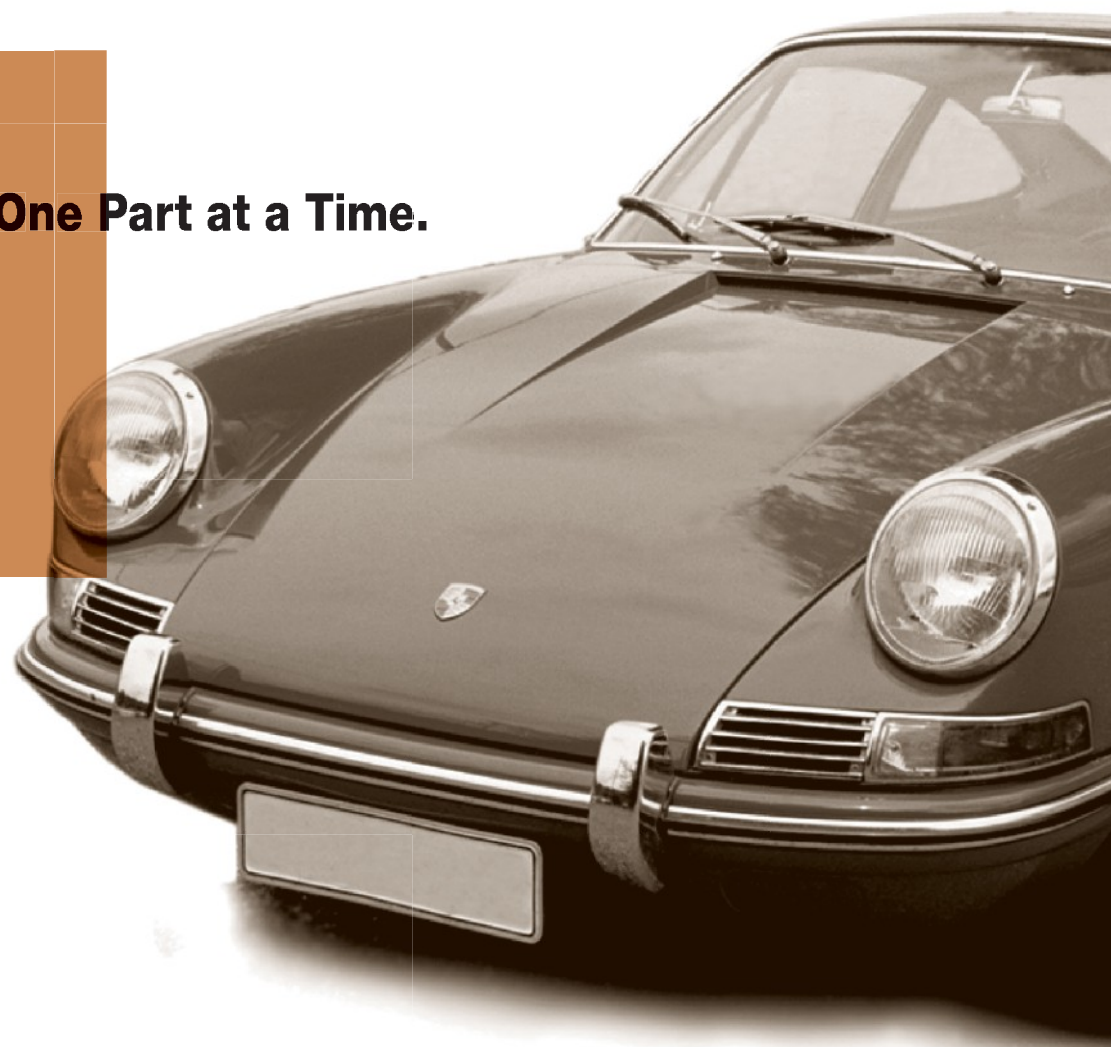
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Irish Green '66 is Magnus' daily driver, the one he chooses to run errands in. Motor has 110,000 miles on it and has never been apart



911

Legends are Restored One Part at a Time.



1965-1968



1966-1983



1967-1973



1970-1973



1973



1974-1975



1978-1989



356C, SC 912

Rear Engine Grill
Fits 911/912 1965-1968
SIC-559-041-21
\$742.25

Paint Code Plate on Door Lockpost
Fits 1966-1983
SIC-701-111-05
\$9.32

Silver Three Clip Hubcap for Alloy Wheels
Fits 1967-1973
SIC-361-032-00
\$29.13

Headlamp
Fits 1970-1973
SIC-631-113-00
\$194.63

Rear Bumper
Fits 1973 911 Carrera RS
911-505-021-01-GRV
\$574.29

Side View Mirror
Fits 1974-1975
SIC-731-017-00
\$76.50

930 4 Piston Brembo Turbo Brake Calipers Set of 4
Fits 1978-1989
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PORSCHE



There's life in the old dog yet

The last Glöckler-Porsche ever built was found in a canyon, 14 days after a deadly accident in the early 1960s. It carved out a miserable existence in a junkyard near Los Angeles, only to be brought back home for resurrection over thirty years later

Words: Britta Bau Pictures: Stefan Bau





Although it might seem strange, there were thoroughbred Porsche racing cars built before the Porsche company itself started building such things – blame it on Walter and Helm Glöckler. The two cousins had been infected with the racing virus from birth for, as far back as 1927, Otto Glöckler – Walter’s father and an enthusiastic motorcycle racer – finished first in the opening race for 250cc-class motorcycles at the famous Nürburgring circuit.

In 1948, Walter Glöckler – who meanwhile had evolved into one of the first post-war Volkswagen dealers in Frankfurt – took up car racing and built a Hanomag-based, mid-engined race car with a tube chassis, in which he won the 1949 Schauinsland Race in Freiburg.

In 1950, Glöckler and his executive service engineer, Hermann Ramelow, created another home-built race car, modelled on the tried and tested prototype: a mid-engined sportster with tube frame, telescopic shock absorbers and a 1086cc Volkswagen engine, which already featured the cylinder heads of the Porsche 356 and, running on alcohol, had an output of over 60bhp.

Given that the whole vehicle with its aluminium body

(made by Carl-Heinz Weidenhausen) weighed only 450kg, the tiny engine gave the car enormous performance. Glöckler immediately achieved victory in the 1950 German Sports Car Championship, and attracted the attention of Porsche’s engineers.

As early as 17th March 1950, two weeks before the very first Porsche 356 left the factory halls in Stuttgart on Maundy Thursday that year, a dealer’s contract was signed between Porsche and the Glöckler family. By signing this contract, Otto Glöckler and his son Walter became one of the first Porsche dealers in the world. Glöckler agreed to badge his cars as Glöckler-Porsches to bring publicity and recognition to the company and its products while Porsche, in turn, assisted with the latest engine developments. Thus, seven Glöckler-Porsches were built in all between 1950 and 1954.

For the 1951 season, Glöckler and Ramelow built their next special racing car. It was a low-slung sportster similar to the previous models, but this time behind the driver sat the latest 1500cc Porsche engine, featuring Mahle pistons and an Oettinger camshaft. The engine again was tuned to run on alcohol – a wise choice not only for performance

Side profile is most bizarre, but also stands to show how advanced the styling was. Cutaway wheel arches make a big difference to the aerodynamic efficiency



Four-cam engine was the first to be used outside the Porsche factory and is the oldest-known example in existence. Knock-on wheels hint at competition use and hide four-wheel disc brakes



Dash houses early Porsche gauges set behind woodrim wheel. Driving position is very upright. Porsche 356 origins become clear under the front lid...

and engine cooling but also because of the erratic quality of gasoline in post-war Germany – and reached a maximum output of 86PS (85bhp).

The car rode on magnesium alloy wheels with integral brake drums. Extensively lightened, streamlined and meticulously constructed to balance strength with light weight, distinguishing features included the extended rear

version of the 1500. The body was similar to the 1951 model but – unlike all the former Glöckler-Porsches – it did not have a tube frame, but relied on a shortened 356 chassis. The drivetrain, though, remained unchanged. Helm Glöckler won the 1.5-litre class of the German Sports Car Championship in this car and, after a couple of racing appearances throughout Europe, it was sold to the

“Thus, seven Glöckler-Porsches were built in all between 1950 and 1954...”

wheel arches. Glöckler also fitted a lightweight removable hardtop, which was carefully designed and constructed with windows flush-fitted to preserve smooth air flow. The car again was a great success and Glöckler also set several international speed records, among others in September 1951 at the Montlhéry race circuit in France.

At the beginning of 1952, Walter Glöckler built another

American car importer Max Hoffmann, who shipped it to the US where it successfully contested various hillclimbs and sportscar races.

In 1953, Glöckler and Ramelow built another version of their tube-framed car, fitted with a 1.1-litre four-cylinder engine, specially designed for the German racing driver, Richard Trenkel. The car was a roadster design featuring

Dashboard resembles that of early split- and bent-screen Porsches. Interior is basic but then the car was built with competition in mind. Very stylish, though





Tail lights have more than a hint of an early Chevrolet Corvette, but are reversed Opel units, blended into the extended rear wings

an extremely flush windscreen; the coachwork was lower than on any previous Glöckler design, with extended front wheel arches. In this, Richard Trenkel won the 1953 German Sports Car Championship.

At the beginning of 1953, at the behest of Swiss importer Hans Stanek, Glöckler had started creating a roadster which bears striking resemblance to the legendary 550 Spyder which Porsche presented later that

commonly known as 'the four-cam Carrera' today. In fact, this engine is the world's oldest Carrera, number 16 – the 15 engines built prior to it had all been Porsche prototype test engines. Number 16 was the first engine to be given to the Glöckler company for experimental purposes.

Rumour has it that the Glöckler coupé should have competed in the legendary Mille Miglia, but surviving documentation can only verify the fact that it participated

“Rumour has it that the Glöckler coupé should have competed in the legendary Mille Miglia...”

Car #7 has had a full life. It even sported a two-tone paint scheme at one point. Liège-Rome Liège event was short-lived, as car broke down after an argument with a railway crossing...

same year at the Mondial de l'Automobile in Paris. This car has now been officially acknowledged by Porsche as the inspiration behind the 550 Spyder. The formerly red-and-white Glöckler-Porsche returned to Frankfurt in 1958 and has been on public display at the Porsche Zentrum Frankfurt ever since.

The car you see here is the very last of the Glöckler-Porsches. Number seven, the sole coupé ever, was built in 1954 and fitted with one of the first Fuhrmann engines,

in the Liège-Rome-Liège rally. After many years of withering on the vine, that very coupé has reappeared – perfectly restored and with a fascinating story to tell.

Back in its day, the car had been radically modified – as was the Frankfurter's custom. The taillights, for example, are reversed Opel light units. Ulrich Weinberg, one of the most skilled automobile restorers in Germany, literally knows this coupé inside out: 'In 1994, a friend of mine brought the car to Germany, where it led another secret





Wraparound rear window gives the interior a light and airy feeling, aided by the roof windows. Car still wears a Porsche chassis plate, but Glöckler badge tells the whole story... Brakes are currently discs all round



existence until he offered it to me for restoration in 2003.' In addition to the completely rundown and incorrectly-restored vehicle, a vast number of separate car parts were also included in the delivery. The restoration and renovation of the rare classic took more than five years in all – time for Weinberg to get to know the car and its history in every single detail.

The basis is a shortened 356 chassis, but with the rear spring plates lengthened by approximately 10cm. However, due to its expansive aluminium body, the complete vehicle actually ended up being longer than the 356, since the aim was to improve the car's directional stability on the Liège-Rome-Liège rally. An additional third headlight was also mounted in the nose. And that four-cam Carrera engine made sure the aerodynamic coupé had plenty of performance to make full use of the slippery shape...

According to the Liège start records, the car broke down quite soon after the start when, speeding over a railway crossing, it demolished a main oil feed pipe (located externally beneath the front axle), starving the engine of its lubrication. The car was then repaired and taken to Porsche for experimental purposes, before being shipped to the USA.

There, it was purchased by a long-since forgotten

young Hollywood actor, but fate was to deal a cruel hand: the unique vehicle, with its driver still on board, plunged into a canyon after a driving error. It was a full fortnight before both car and driver were recovered... The wreck finally ended up with the legendary Rudi Klein, a German butcher, who emigrated to the States and for decades collected junk cars in Hollywood, which he partly restored and hired out to film companies. This is how he came to own the Glöckler-Porsche.

When, in 1994, the car finally found its way back to Germany, perhaps a little surprisingly, Porsche did not show any interest in restoring it. The car ended up being rebuilt elsewhere, and this almost proved to be the end of the unique Glöckler-Porsche, for its condition had seriously deteriorated and many significant mistakes were made during its 'restoration'.

This is where we have to thank Ulrich Weinberg, who assumed control, stepping in and completely disassembling the vehicle. During a five-year-restoration, he breathed life into the sorry Glöckler and dedicated his time to restoring it to its former splendour. Looking back, in a masterpiece of understatement, he simply states: 'This was clearly one of the most elaborate and complex restorations of all time...'. **CP**



Third headlight was a distinctive feature of #7. Without it, the front view is very similar to that of a Porsche 550 Spyder. Zagato-style windows cut into the roof were an unusual feature

LETTERS

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

WRITE TO THE EDITOR,
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CLASSICPORSCHE@CHPLTD.COM
PLEASE INCLUDE YOUR
NAME AND FULL POSTAL
ADDRESS

DONOHUE DETAILS

In your article 'All in a Day's Work' (issue #5) were several photos of a car on which I have been trying to gather reference in order to build a 1/18 model of it – the g17/30 prototype which Mark Donohue was developing.

The g17/30 has been my favorite car of all time since seeing Mark demolish the competition on my first visit to Riverside back in 1973. Over 25 years, or so, of collecting racing memorabilia, I focused my attention on Mark's cars, in particular the g17/30.

At one time I had Mark's personal one-off seat used in the g17/30, various parts that came from Otis Chandler, who bought g17/30-003 from Roger Penske after Mark was killed in Austria, factory blueprints, and all sort of models, books, posters, etc. I had collected over 1000 pages in two ring binders which had everything I could find on just the g17/30.

One interesting item I just recently parted with was an original drawing (below) which used to hang at Penske Racing which used a photo from one of the g17/30 pre-season testing sessions to make the presentation artwork which Roger used to help secure the Sunoco

sponsorship in 1973.

I am hoping that you might have a few more photos of the prototype, or possibly with your contacts in the Porsche racing community, could help me find a few more photos of the car, especially with the elongated tail (the version I am going to make my model of).

I'm a pretty particular model builder, and will make both of these as accurately as I possibly can and one thing I don't have good photos of is the bodywork from behind.

Picking up your magazine and finding these rare photos was the last thing I expected to find. Hopefully, with your readers' help, I can find a few more photos of both prototypes which will allow me to make fitting special models of two cars which helped rewrite racing history back in 1972-3.

Please keep surprising me with wonderful photos of unique racing Porsches!
Doug Switz
ebay917k@aol.com

Keith Seume replies: Can anyone help Doug in his search? If so, please let him (or us) know.

LAST 356...

I would like to take a moment to tell you what a wonderful job you are

doing with your excellent new magazine, *Classic Porsche*. I greatly look forward to each new issue.

I am actually the owner of the 1965 Porsche 912 pictured in the bottom centre photo on page 10 of the Winter 2011 issue (No. 4). Thank you very much for printing my car's picture along with the article about Porsche's search for its oldest cars in the US.

I particularly enjoyed the article you wrote about the final 356 ('End of the Road') in that issue. I was delighted to see the precise dates that you provided for the final production dates of different 356 variants (ie, 21st January and 28th April 1965).

Although I have seen other books and articles claiming September 1965 as the final production date (leaving aside the ten cars you noted that were produced in 1966 for the Dutch police), I am confident that oft-quoted September 1965 date is not correct.

My uncle actually ordered what is now my car as a 356 in early 1965 for European delivery in June, but after the order was placed, Porsche advised him that 356 production would end before his June delivery, and they offered to switch his order to a 912 instead.

On occasion, other classic Porsche owners have challenged me about this, noting the September information that is sometimes published.

Steve Torkelsen
Via e-mail

Keith Seume replies: The dates we published came from Porsche's own archives, by the way.

ORIGINAL 912

I thought *Classic Porsche* might be interested in my car. I am the owner of a very original 912 that has not changed much since it left the factory in 1967.

It was in storage for over 30 years and, therefore, still has some very interesting and desirable items that may be of interest.

Inside, there is a small plate bearing the original owner's name which is still attached to the ashtray. There is a fully-working Kienzle clock (that keeps perfect time) and a Blaupunkt 'Manhattan' radio that still works. In fact, the only non-original addition is the wood-rimmed steering wheel.

As far as the engine is concerned, the fuel filter, fuel line and air filter decals are the only non-original additions. The only other replacement parts have been consumables, such as the coil, spark plugs and oil filter.

The bodywork still wears the original factory paintjob in Slate Grey, with just a few touch ups. It even has the original plastic plugs for the drain holes located in the underside of the sills. The wheels are 4.5J steel rims, date stamped 07/1966.

Dimitri Economos,
Hectorville
South Australia

Reader Dimitri Economos is the proud owner of this very original 912, which sat in storage for 30 years. The only changes to the engine, for example, are the coil and other 'consumables'



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FINAL FLING

The Group B rally Porsche 911SC RS had its finest moments in the hands of one of the fastest of the Flying Finns. Twenty-five years on, *Classic Porsche* remembers Henri Toivonen

Words by Paul Davies

Photos: PD archive; Porsche AG; Martin Holmes

It's early 1983 and we're in France in the snow, in the hills somewhere north of Monaco. It's Rallye Monte Carlo practice time, and the icy road changes to dry asphalt as we enter a tunnel. After the exit, the road immediately turns 90 degrees left. The driver alongside me sets the car sideways before we charge into the daylight, and we are pointing in the right direction as he powers away. I can see there's nothing but cold air and a sheer drop on my side of the car.

Three years later, in what now seems a surreal moment, I'm in a telephone box outside the Jarama race circuit in Spain, taking time off from a motor cycle Grand Prix qualifying session to call the UK to find out how the International Welsh Rally is progressing. That's when I'm told that Henri Toivonen has been killed in an accident on France's round of the World Rally Championship, the Tour de Corse.

Henri was driving an Opel Manta 400 for that Monte practice session – he would finish sixth on the event in the Ascona 400 of the Rothmans Opel Rally Team – and in Corsica, in May 1986, he was behind the wheel of a Lancia Delta S4. Between the two, he could have won the European Rally Championship in a Porsche 911.

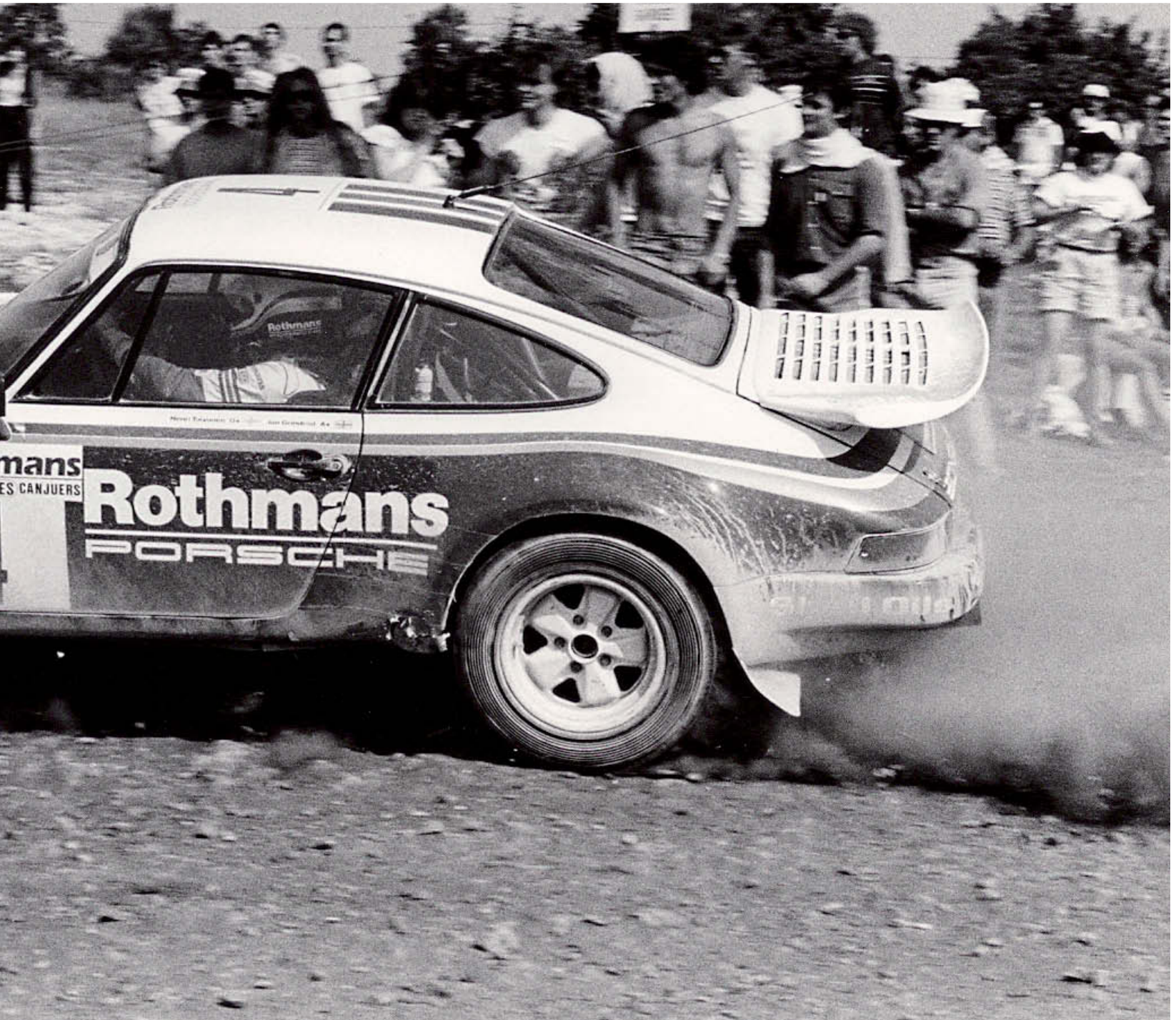
In 1980 Henri became the, then, youngest person to win a world championship rally – the Lombard RAC Rally of Great Britain, in a Talbot Sunbeam – and, after two years with Rothmans Opel fighting an uphill battle with old technology, he signed with Lancia for world championship events. At the same time he was free to continue driving for Rothmans.

The purpose-built, mid-engined, Lancia 037 in which he contested WRC rallies in 1984 was, probably, the ultimate two-wheel-drive rally car of the era; the Porsche was a more 'modest' affair. Conceived by the factory as a customer competition car, it was the final fling of the 911SC model. Porsche used the FIA, governing body, regulations to firstly homologate the SC into Group B (no problem, only 200 production cars were needed for this) and then took full advantage of the rules to make an evolution model (RS) with the final 20 cars of the production run-out of the model.

I've got a copy of the homologation form for the 911SC RS and – unlike those for, say, the Ford Escort RS I also have – it's pretty unimpressive, certainly not bugged full of mods and tweaks stretching the rules to the limits of credibility. It reveals the 911SC RS (Type 954, if you want to know) was lightweight (960kg) by virtue of aluminium and glassfibre panels, and thin glass, and with what were essentially 930 Turbo brakes and suspension, plus coil-springs supplementing the torsion bars. The engine had revised cylinder heads (still single plug and two-valves per chamber), mechanical fuel-injection with a Bosch pump and individual throttle bodies, and a free-flow exhaust



Top, left to right: Henri Toivonen, the greatest rally driver never to be crowned world champion; testing the 911SC RS at Weissach; on the way to victory in the 1984 Costa Smeralda Rally Above: With Ian Grindod on the Mille Pistes Rally in 1984 – another outright win





system with equal-length primary pipes. The form lists two sets of ratios for the gearbox, a sintered metal clutch and a limited-slip differential.

I've also got a list headed 'necessary rally modifications'. True to Porsche 'works' rally car spec, it's a case of select the best gear and final drive ratios, beef up the suspension depending upon the road surface, and add all the usual stuff, like roll cage, underbody protection, additional electrics and co-driver essentials. Oh yes, engine-wise it says the air filter element is removed (surely only for asphalt rallies?), there's rally 'muffler' on the exhaust, and there's an electric speed governor to keep the engine below 8000rpm. And that's about it.

Although Porsche wanted a 'customer' competition car – and not all of the 20 cars ended up in blue and white livery – there's no doubt the driving force behind the rally car was the tie-up with Rothmans. By 1984, the tobacco giant was well into support of the world sports car programme with the Group C 956 and 962. Most of the rally cars received their final preparation at the Silverstone workshops of the David Richards-run Rothmans Rally Team, with various drivers and cars competing in markets

(Markku Alen famously once said it was too tough). Between Belfast in the north and Waterford in the south it stopped for the night at Dublin, and it was there that Henri decided to have some fun and visit a local go-kart track. In the team camp we soon got news he'd crashed and hurt his back, but the injury was kept hush-hush.

He carried on south in pain to pull out that lead but (perhaps fortunately for him) the g11 gearbox began to fail. The hunt was on for a replacement – with Porsche privateer Ronnie McCartney, who had become a sort of unofficial helper for the team, haring around desperately trying to find a local owner who would 'lend' his 'box' – but before one could be obtained, the Porsche was sidelined.

After the Irish incident Henri continued to rally the Porsche, taking outright wins on three European rallies – Costa Smeralda, Ypres, and Madeira – on his way to that massive points lead. But the back injury was aggravated by the famous jumps of the 1000 Lakes Rally in Finland – where he finished third in the 037 – and after that he did not drive for the rest of the year.

Madeira was Henri's last event in the Group B Porsche – even a few years ago you could still read his name painted

Above, left and right: the opportunity to drive Derek Bell's 956 on the Isle of Man was too good to resist; brother Harri, himself an accomplished racing driver, father Pauli, a very successful rally pilot, and Henri Toivonen

“Henri quickly mastered the 911... and soon had an 81 points lead over his nearest rival...”

deemed essential to the sponsor's commercial ambitions.

Rothmans' 911 rally talent during '84 and '85 was formidable. From the Irish Republic came Billy Coleman, from the UK it was Jimmy McRae and (just once) Roger Clark. From France there was Guy Frequelin and Bernard Beguin, and in the Middle East, the Qatari driver Saeed Al Hajri. Then there was Henri Toivonen making a bid for the 1984 ERC crown, a title his father, Pauli, had won in a Porsche 911 way back in 1968.

Henri quickly mastered the 911 (as he did any car) and by the two-thirds point of the championship had an 81 points lead over his nearest rival, Carlo Capone (Lancia 037). Then he was forced to rest because of a back injury, and Capone took the title.

That back problem – which also meant he would only drive one further event for Lancia that year – had its cause in an incident on the earlier Circuit of Ireland. Although a low co-efficient rated event in the European series (the higher the co-efficient the more points you got) the Emerald Isle was important to Rothmans, and so the team's star driver was called out. Three stages from the Belfast start Henri and co-driver Ian Grindrod lost six minutes with an 'off', but by Waterford they were a further six minutes in the lead.

In those days the Circuit was longer and more demanding than most current World Championship rallies

white on the asphalt in the north of the island. He was back with Lancia the following year, in the Delta S4, taking two more WRC victories, on the '85 Lombard RAC and then the '86 Monte Carlo.

There are a number of postscripts to this story. First, Henri enjoyed driving almost anything; he raced a Formula 3 car at Thruxton once, and even took a 956 for a trip on the roads of the Isle of Man, hence the kart incident was not out of character. Second, on the advice of his father, he mapped out his motor sport ambitions in a notebook, and at the time of that accident in Corsica he was on target. Nineteen eighty-six was going to be his year.

A third postscript, and on a personal note. I last saw Henri before the start of the '85 RAC Rally. I wished him luck and left for a sports car race in Malaysia; he went on to take his second WRC victory. Now I'm reminded of him every time I drive into my garage: on the wall in front is a set of reindeer antlers he gave me as a present on one of my trips to Finland.

He was a natural talent, a rally-driving Ayrton Senna. In much the same way that Stirling Moss will go down in history as the greatest Formula One driver never to be Grand Prix world champion, Henri Toivonen was the rallyman who, in this case fatally, missed his sport's ultimate prize. Fortunately, we did get a chance to see him in a Porsche. **CP**





Above, left and right:
 celebrating victory in the
 1984 Costa Smeralda Rally;
 on the way to victory in the
 1984 Madeira Rally
 Below: flying high on the
 1984 Ypres Rally, with Ian
 Grindod as co-pilot...



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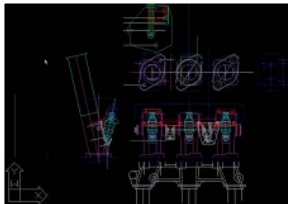
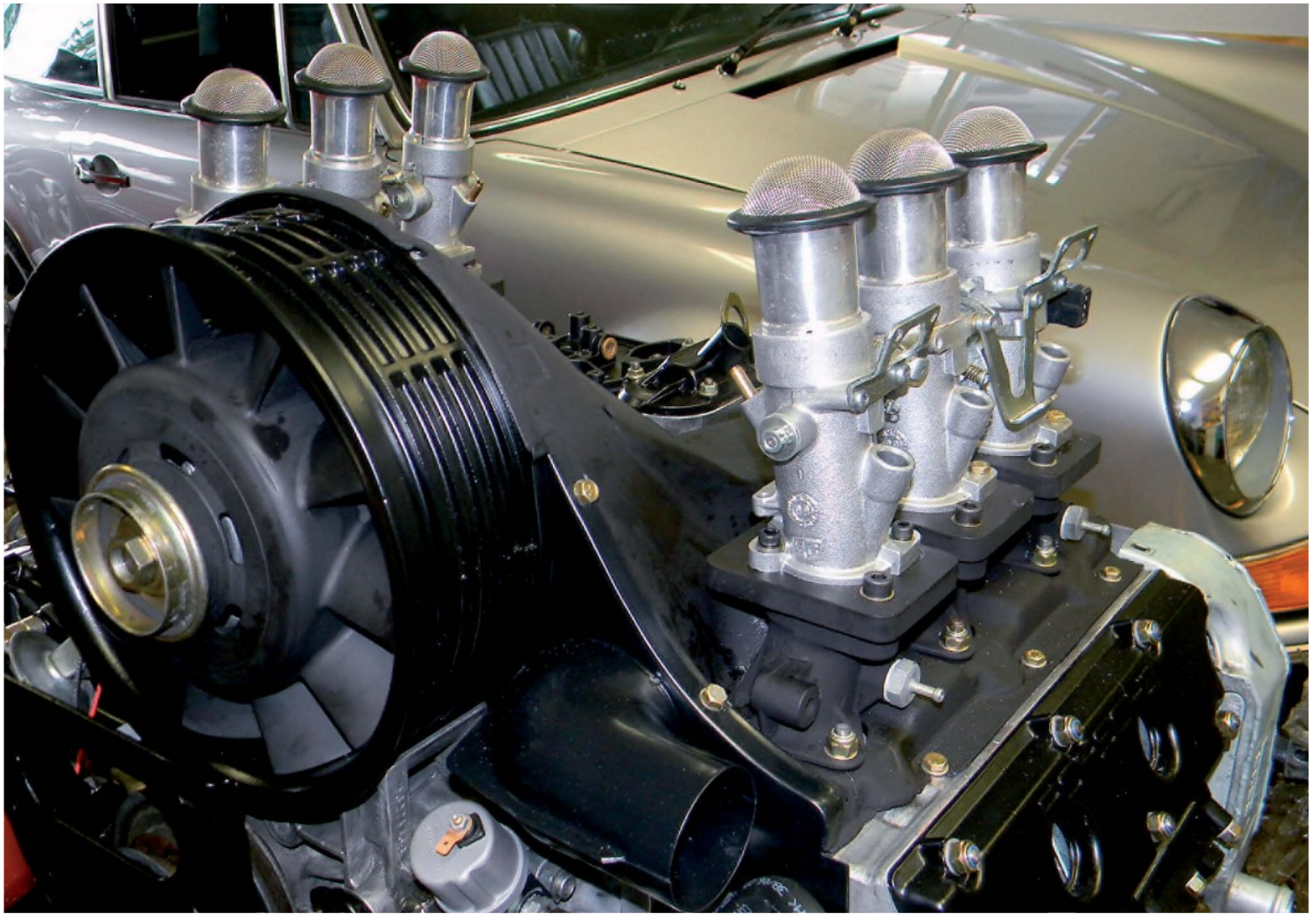
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INJECTING TECHNOLOGY

Modern fuel-injection with a classic twist - that was the challenge Al Kosmal set himself when he decided the ancient Webers on his early 911 left a lot to be desired. In part one of his tech tale, Al explains the thinking behind his DIY electronic fuel-injection, and details the initial installation

Words & photos: Al Kosmol

I purchased my first 911 about 15 years ago. Like most, I was blown away by the capabilities of the 911, box stock, but like some I started down that slippery slope of modifying for better handling and more power. I am a Director of Engineering (Industrial Design) by profession, and a hot-rodder, a do-it-yourself tinkerer by inclination. This combo drives me to take perfectly good, working things apart and try to make them better, simpler, faster – and often results in interesting outcomes and the occasional garage fire.

As I was rebuilding my perfectly good 2.7 CIS engine to RS-like specs, (E-cams, 9.5:1 JE pistons, Nikasil cylinders, SSIs, etc.), I had the occasion to seek out a good set of Webers, rebuild them, reconfigure them for my application, and then dial them in on my engine.

The end result was outstanding, with great throttle response, excellent sounds, and a very retro-cool and clean engine bay.

It was all very nice, but the whole time I was playing around with those 30-year-old carbs, as beautiful as they are, I kept thinking, 'There has to be a better way to do this. I wonder what's out there that is relatively new, plentiful, less expensive and relatively easy to implement for the do-it-yourselfer – like me'.

I started researching and collecting motorcycle carburetors (Keihin, etc) that seemed to be likely candidates for a modern setup. They seemed perfect, but before I moved forward on that I took another perfectly good 2.7 CIS engine and modified it using a 3.2 EFI intake and the Tbitz EFI kit, with Megasquirt as the ECU. I was hooked – EFI is the way!

Now, just about that time, I obtained a 1971 911E roller, which included a matching numbers motor and transmission in a box. After a two-and-a-half year restoration, and many thousands of dollars later, I'm back.

As part of my 71E resto, I completely rebuilt the MFI system (with the help of MFI expert and pump dyno guy, Mark Jung). Wow! The process of assessing the condition of 30-40-year-old parts, hunting down replacements, getting it all back together, calibrating, setting up the MFI and dialing it in on the engine – it's a big deal, but the results are outstanding, even more so than the carbs.

But the whole time I was playing around with them I kept thinking, 'How can I have the fantastic throttle response, maintain the functionality and retro-cool looks, but do it with new parts and modern fuel management – and do it without breaking the bank?' So I set about designing a DIY, ITB, EFI (get out your acronym decoder equipment) kit for the masses, myself included.

As I was discussing my intake, ignition and engine management ideas with local Porsche nut and friend, Tony Otero, he said, 'Why don't you try some of these ideas out on my engine?' Before too long, Tony became the Beta tester for the first prototype system, which will soon be installed in his fantastic IROC clone (of which more later) and, in no time at all, his 2.7-litre motor was on my engine stand.

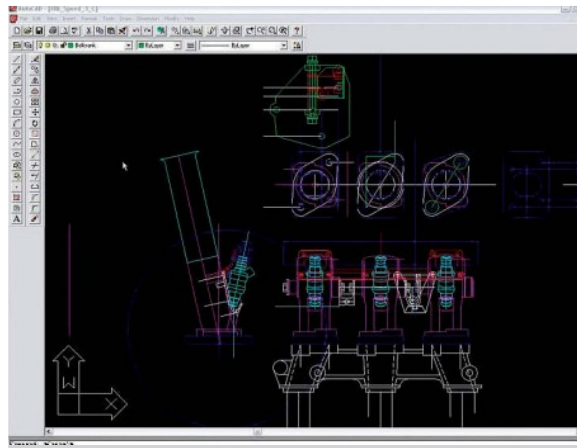
MULTIPLE CHOICES

I have come up with a few different variations on the same theme, which I shared with Tony, along with cost estimates:

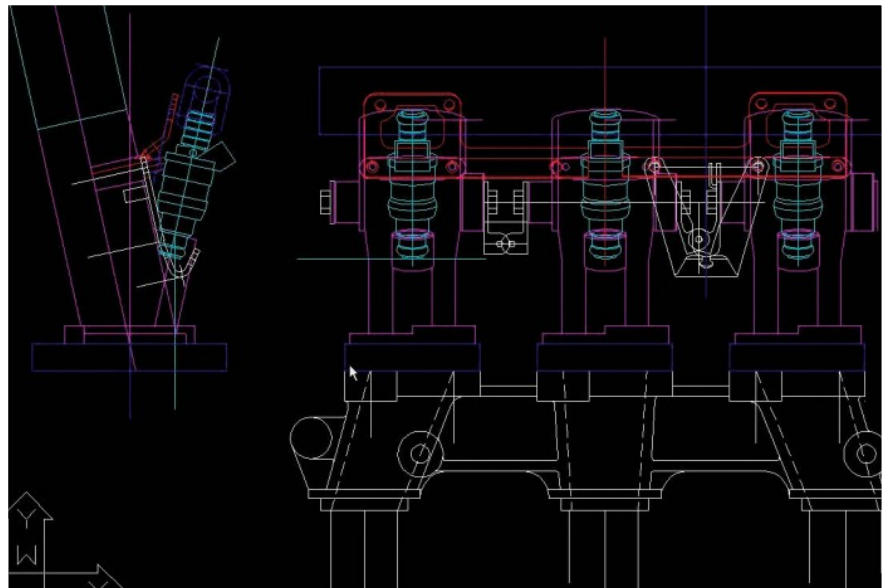
1. MFI throttle bodies, mounted on top of 930 spacers, modded to accept EFI injectors, with Weber velocity stacks, coil-on-spark ignition, Megasquirt controller.
2. Triumph Speed Triple EFI throttle bodies adapted to Weber (or equivalent) stacks, Megasquirt, etc.
3. Same as those above, but with Ford EDIS ignition.

All these options are currently in different stages of development, but after much discussion, Tony chose number three, so all that being said, here goes!

I have collected a few sets of these throttle bodies, so



Computer-aided design (CAD) is a wonderful tool, says AI, allowing him to design on-screen (left and below) the adaptors needed to install Triumph Speed Triple throttle bodies on Porsche inlet manifolds



Adaptors were fabbed and machined to allow smooth transition from the oval port shape of the Triumph throttle bodies to the round ports of the Porsche inlet manifolds

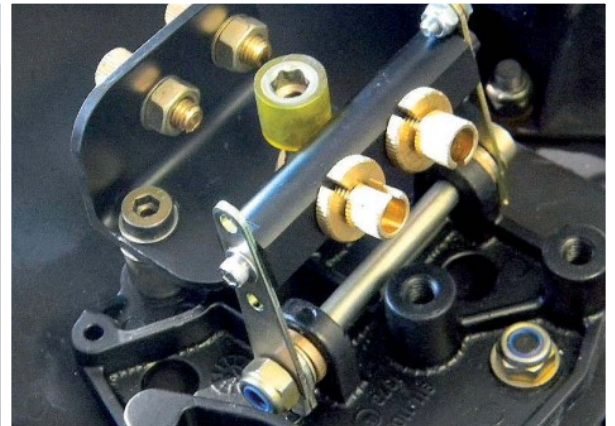


After some work, the Triumph fuel-rail brackets and butterfly actuators were made to work with the wider spacing dictated by the Porsche manifolds

Fuel rails were fabricated from scratch using aluminium extrusion, which was then machined to Al's specification. Brushed finish looks very 'factory' (right). Even at this early stage (far right) the installation looks most impressive



Al chose to use a cable linkage and designed some parts that mate to the stock 911 bellcrank support (right and far right) and provide the ability to actuate the cables, and adjust them independently



Test stand (below) proved very useful in that it allowed the engine to be run up out of the car. Laptop, Megasquirt and Innovate LM-1 (below right) enabled Al to adjust all fuel, idle and ignition settings out of the car

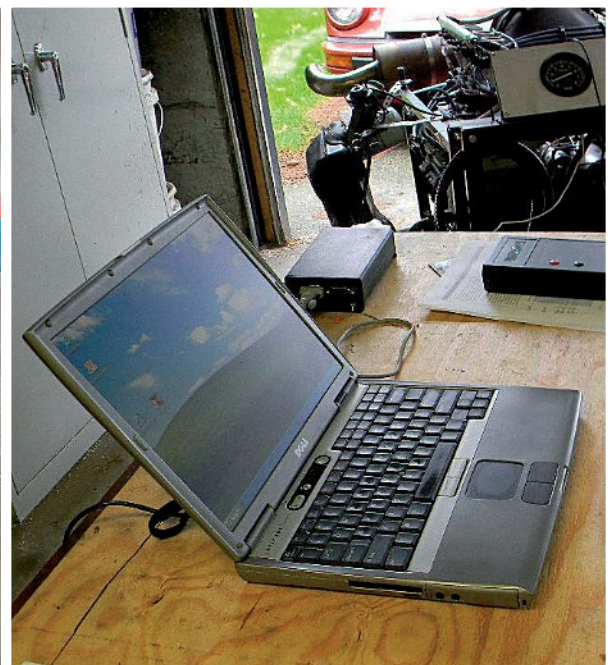
I grabbed a set off the shelf and started taking dimensions off the engine, manifolds, throttle bodies and, using this information, prepared a layout of the system. I used this as a baseline for developing the rest of the system (adaptors, linkage, fuel rails, and so on) – CAD is a wonderful thing...

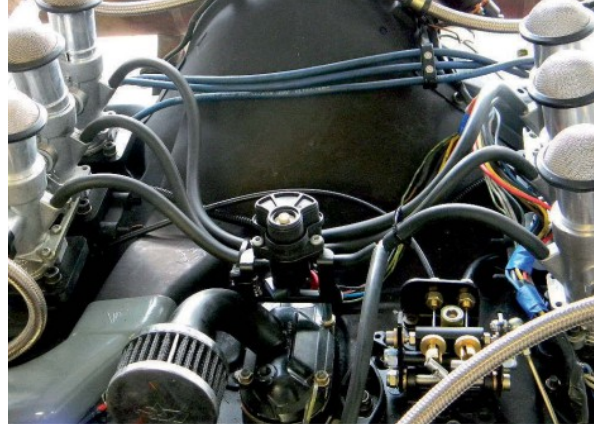
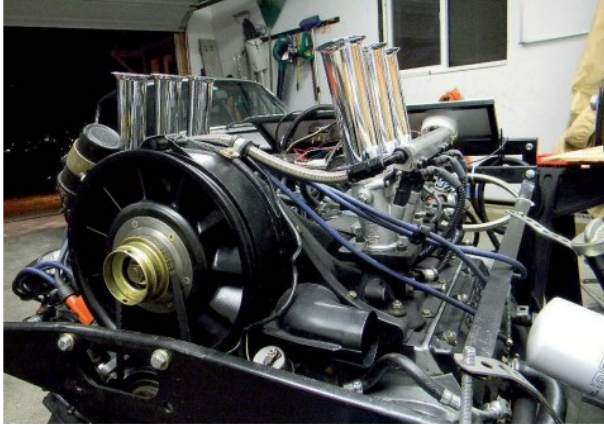
WORK BEGINS...

I prepared machining drawings and with the help of local machinist Larry, and occasionally employing my own machining skills (I have a small milling machine in my basement), we set about fabricating the bits. First up were the adaptors which mate the throttle bodies to

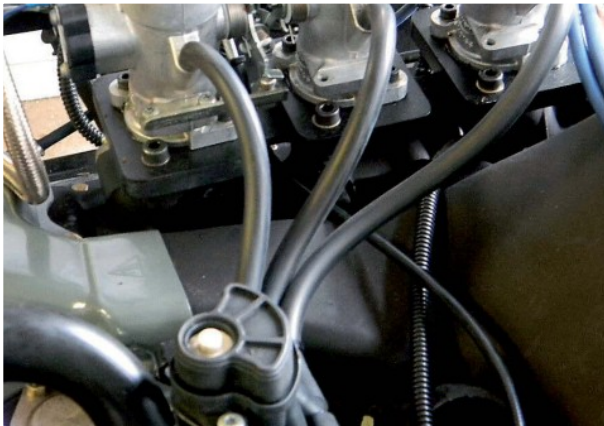
Weber intake manifolds. The Speed Triple throttle bodies are approximately 41mm in diameter and transition to an oval port at their base. As many will know, the Weber manifold port is round. The adapter design that I came up with not only mates the throttle bodies to the manifolds but, in an attempt to keep the turbulence down, also smoothly transitions the port shape from oval to round.

With a little forming, machining and fabbing, the Triumph fuel-rail brackets and butterfly-actuator parts were modified to work with the wider Weber spacing. The fuel rails were purchased as stock extrusion and were then machined to my specifications. They fit and work very well. Once I gave the rails a brushed finish and





Six-inch velocity stacks (far left) were calculated to be the optimum, but would probably be too tall to fit in engine bay. Triumph idle air stepper motor and valve (left) was programmed to work with the installation



Although there is still a little tidying up to do (far left) this set-up proved to work very well – the engine starts and idles happily, regardless of temperature. Ready to install in friend Tony's IROC-inspired 911 (left)

powder-coated the mounting brackets, things were starting to look nice. At this point I figure if it works as good as it looks, I'm in business!

The fuel injectors that I used came with my throttle bodies. I 'back calculated', based on the Speed Triple engine specs, that the injectors would be suitable for the 2.7. These were then cleaned and flow tested, the test report verifying that they matched my calculations and would meet the 2.7 911 engine requirement.

Now that the throttle bodies, injectors and fuel rails were fitted, I needed to move on to the throttle linkage/actuation. I opted to try out a couple of different linkage designs, both cable and Weber carb style. For the

engine management, programming, feedback and data-logging capabilities.

Although my main interest is in the EFI kit, my plan for this engine is to implement both the EFI and ignition (EDIS) systems. However, I have opted, at this time, to install and test the fuel/intake system first, and limit the debugging efforts to one complex electro-mechanical system at a time.

The Megasquirt controller is truly amazing 'bang for the buck'. Mine was purchased from DIY AutoTune as a complete, tested unit, but you can purchase it as a kit and build the PCB (printed circuit board) yourself. It will control fuel, ignition, idle air, and more.

“I hit the wiring diagrams and hooked up the Megasquirt unit, Innovate LM-1 and my laptop”

first system, I've opted for the cable linkage and designed some parts that mate to the stock 911 bell-crank support, and provide the ability to actuate the cables and to adjust them independently. A little machining in the basement, combined with some nice motorcycle cable adjusters and things are starting to come together.

Take a look at the 'before' pic of the engine and an early photo showing a bit of evolution, both aesthetically and mechanically – yes, I've been busy. You can also see that it's getting a little crowded in my garage!

I've continued to make progress on both the EFI install and the general beautification program and I'm just about ready to start testing. Several years ago, I purchased an engine test stand, made for big American V8s. I quickly modified it to accept 911 engines. After moving the engine to my test stand, I hit the wiring diagrams and hooked up the Megasquirt unit, my Innovate LM-1 and my laptop. This, while being within the financial means of most DIY guys, is a very powerful combo and provides

Please note, though, that it does take some 'spool up' time to become proficient at tuning, but both the Megasquirt and the DIY AutoTune websites provide great support, manuals, tuning programs, links and forums, and I tapped into all these sources, at one time or another, during this project. A special thanks to Matt Cramer at DIY AutoTune for his help. He knows his stuff!

TUNE-UP TIME

So, on to the tuning. I am not going to bore you with all the tuning minutiae, but I can't emphasise enough the importance of reading the Megasquirt manuals before starting this process. The Megasquirt controller is a powerful unit with lots of capabilities. Many of the terms and tuning concepts will not be familiar to you, unless you've been down this path before. I have used this system once before, but I still took my time to gain a sufficient understanding of the steps required, and the order they logically should be done in.



However you look at Al Kosmol's home-brewed EFI system (above), it is undoubtedly a thoroughly professional installation. If it runs as good as it sounds on the YouTube video (see text), this should be a very potent yet practical combination

The unit from DIY comes with a wiring diagram and the interconnect cable wires are colour-coded, and logically marked to facilitate hooking up the wiring.

Laptop, Megasquirt and Innovate LM1 are on the bench, with the engine on the stand. This setup allows me to control fuel, air-fuel mix, idle air control, ignition, etc, and I can monitor and data-log all the above, plus rpm, temperature, throttle position, and on and on. It makes for a very flexible, and powerful, set of tools for the DIY tuner.

VIDEO EVIDENCE!

I spent quite a bit of time tuning and data-logging, analyzing, tuning, more data-logging, more analyzing – here's a link to a video of one of my first well tuned start and idle sessions: <http://youtu.be/BoNoayYUui8> (Note: getting the start and idle is a critical first step, and leads to feeling the tuning love!). As you may have noticed from the video, I've added some six-inch velocity stacks. Based on my calculations, these should be close to the correct intake length for this engine. The combo is a bit tall, though, so I may have to cut them down to fit under the engine lid, once filters have been chosen and installed.

To ensure this unit will provide great cold starting (those of you with Webers know what I'm talking about...), I've elected to implement the idle air control function. Luckily, the Speed Triple units included the idle air stepper motor/valve, so I installed it and programmed the stepper motor to open and close the valve proportionately to the temperature. I'll need to clean up the plumbing a bit, but this really works great. The engine starts and idles well, regardless of temperature.

I have spent considerable time tuning this engine on the test stand, wringing out the bugs, and now I am in the final stages of completing the beta test unit.

I set about designing a DIY, ITB, EFI kit for the masses. Did I get there? Overall, it's been a success – the Triumph Speed Triple ITBs worked like a champ, but did I succeed in developing the ultimate, do-it-yourself, retro-cool, EFI kit? I'll let you all decide, but overall I am very happy with the results and I'm continuing to develop this kit, along with other configurations that I want to try out.

Now it's time to move this little project along, out into the real world and install it into its rightful place: my friend Tony's beautiful IROC clone. Stay tuned – there's plenty more to come! **CP**



Right: Black-anodised ('stealth-look!') fittings help retain a factory appearance (right)



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HISTORY REBORN

When the phone rings, asking if you'd like to drive the freshly-recreated T64 Berlin-Rome car, you don't dare hesitate. Delwyn Mallett looks at the history behind this amazing car - and drives it for *Classic Porsche*

Words & photos: Delwyn Mallett/Prototyp Automuseum

If Professor Ferdinand Porsche's ambition had been fulfilled sooner, the sports car bearing his name would have rolled onto the world stage a decade earlier than it did. And, rather than bearing the number 356, it would have been called the Porsche 64.

In 1938 the Porsche design bureau was commissioned to build a three-car team of Volkswagen-based sports cars, or *Rekordwagen*, to contest a planned race from Berlin to Rome, conceived as much for its propaganda value in promoting the Axis between Nazi Germany and Fascist Italy as for a sporting event. The cars were built but the race was 'interrupted' by World War II.

Of the three cars, the first was involved in an accident early in the war and dismantled, the second vandalised and effectively destroyed by joyriding American soldiers at the end of the war, and the third famously survived, eventually being sold to the one-armed Austrian driver, Otto Mathé.

The act of automotive vandalism suffered upon car #2 has become part of Porsche folklore, and the desecration and destruction of what is now regarded as the 'first' Porsche, precursor to the 356 and direct ancestor of today's 997, was assumed to have been absolute. But now a series of chance discoveries and a remarkable reconstruction have resulted in the resurrection of one of the most important cars in Porsche history.

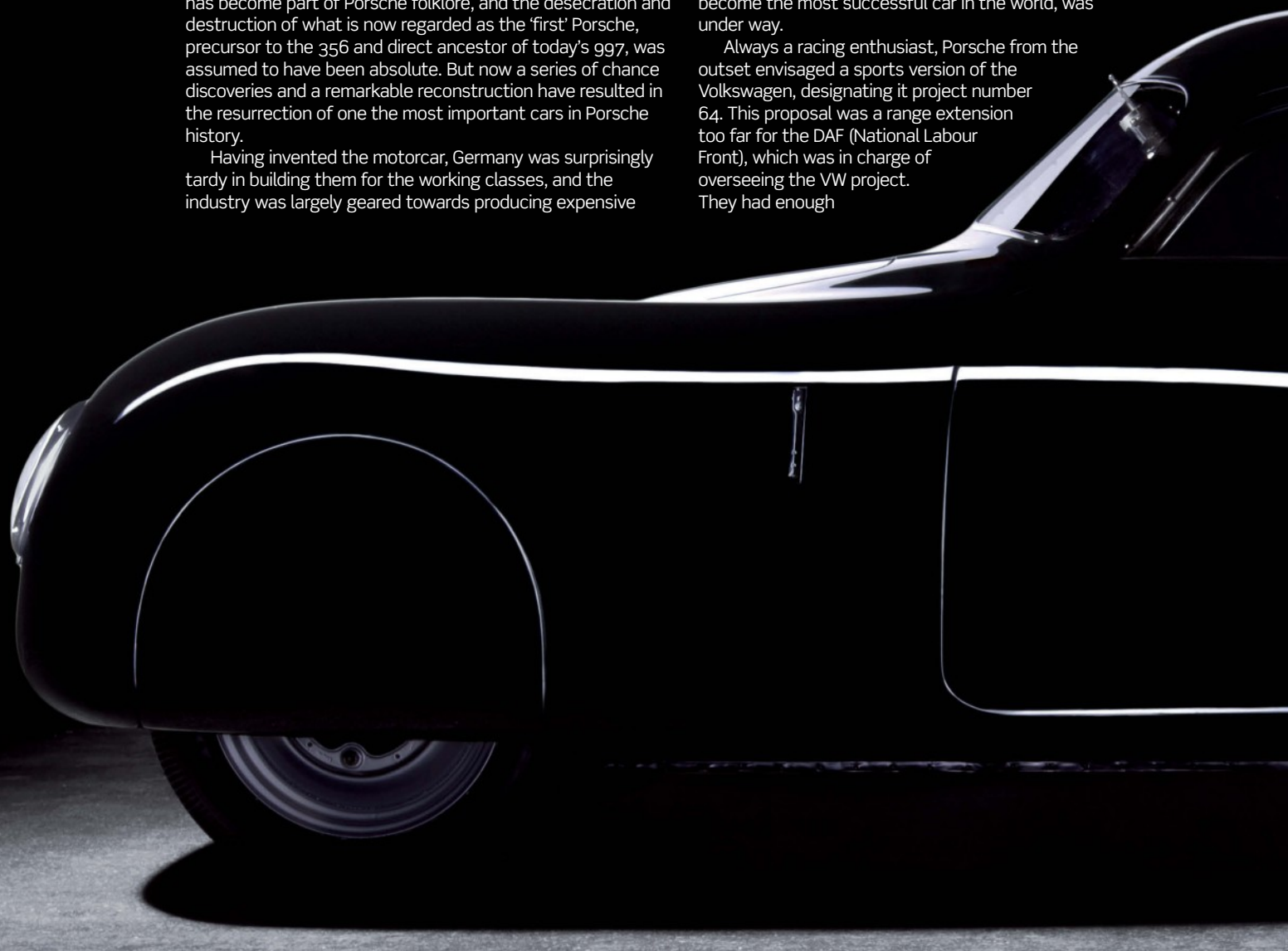
Having invented the motorcar, Germany was surprisingly tardy in building them for the working classes, and the industry was largely geared towards producing expensive

bespoke vehicles for the well-heeled. Ferdinand Porsche's designs, of necessity, reflected the requirements of the market, but he had long harboured the desire to build a true 'people's car' along the lines of Henry Ford's Model T.

At the age of 55, at the very close of 1930, Ferdinand Porsche, after a long career working for others, started his own 12-man design bureau in a tiny rented office in the centre of Stuttgart. The early 1930s, with the world in a crippling recession, was perhaps not the best time to think of building a car for the masses and an early project for Zündapp (Porsche T12) and NSU (T32) came to nothing. These commissions, however, prompted Porsche, in January 1934, to publish his famous 'Exposé', or manifesto, in which he outlined his idea for an affordable mass-produced car.

Hitler, too, wished to bring motoring to the German *Volk* and engaged Porsche to build the car that satisfied both of their ambitions - Hitler's being politically motivated and Porsche's more altruistic. Project 60, what would ultimately become the most successful car in the world, was under way.

Always a racing enthusiast, Porsche from the outset envisaged a sports version of the Volkswagen, designating it project number 64. This proposal was a range extension too far for the DAF (National Labour Front), which was in charge of overseeing the VW project. They had enough



TYPE 64 BERLIN-ROME

on their hands coping with the logistics of producing from scratch a car to sell for an unprecedented (and some thought unachievable) 1000RM, plus a modern new factory capable of turning out hundreds of thousands per year. A sports car was definitely not on the agenda and they vetoed the idea.

Disappointed but undaunted, Porsche commissioned his engineers, now at job number 114, to work in their spare time on an in-house sports car. The *F-Wagen* (short for Ferdinand-Car), although designed around a chassis and suspension similar to the VW was intended, like their Auto-Union Grand Prix car, to be a mid-engined, super-streamlined Autobahn flyer, powered by an exotic water-cooled, 1500cc twin-overhead-cam V10 engine. A model of the car was made and wind tunnel tested but, sadly, this Cayman of its day never found funding.

In 1938 the Porsche bureau, now with over 300 employees, moved to a purpose-built factory in the Zuffenhausen suburb of Stuttgart where they were immediately engaged in building a small series of 44 pre-production Volkswagens (much to Ferdinand Porsche's dismay now renamed *KdF-Wagen*, for *Kraft durch Freude* – Strength through Joy Car). The DAF's attitude to a VW sports car was about to abruptly change. Having achieved domination of the world's Grand Prix circuits with the Mercedes and Auto-Union 'Silver Arrows', Germany now set its sights on the world of sports cars.

Inconveniently, Germany didn't host an international long distance race with the prestige of the Mille Miglia – even tiny Belgium

had the gruelling Liège-Rome-Liège, although hardly any of it took place in Belgium! As a consequence, and possibly with a little encouragement from Ferdinand Porsche, SS Major Adolf Hühnlein, head of the *Oberste Nationale Sportbehörde* (ONS), the organising body for German motor sport, announced a headline-grabbing race from Berlin to Rome, scheduled for September 1939.

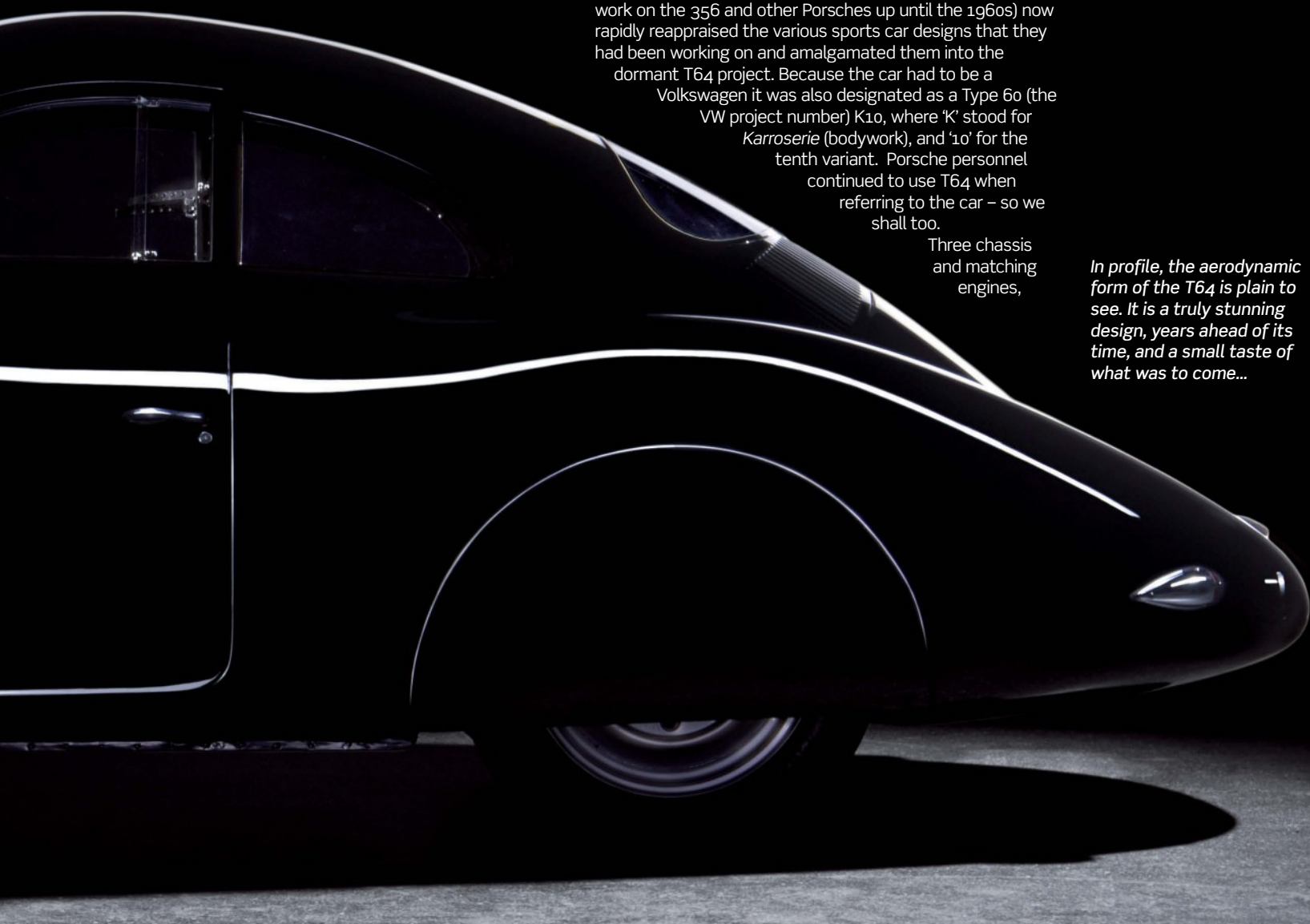
The unique aspect of the proposed 1300km route was the inclusion of the new Autobahn running south from Berlin to Munich, followed by a relatively short twisty passage through Austria over the Brenner pass into Italy, and then another high speed dash to Rome down Mussolini's Autostrada. Clearly this race was going to be a flat out blast where top speed and aerodynamics would play a decisive role.

With their work on Auto-Union racing and record cars, the Porsche engineers knew as much as anyone about producing wind-cheating bodies, indeed, the Volkswagen itself was extensively tested in wind tunnels to make its body as slippery as possible and to extract maximum performance from its tiny engine. With thousands of eager customers already sticking savings stamps into their KdF coupon books in anticipation of the launch of the new car, an image-enhancing 'sporty' version suddenly seemed like a good idea. Porsche was given the go-ahead to produce his sports car, on condition that the *Rekordwagen* used the KdF engine and mechanicals, and bore a family resemblance to the road car.

Engineers and designers Erwin Komenda, Franz Xaver Reimspiess, Karl Fröhlich and aerodynamicist and mathematical wizard Josef Mickl (all of whom would go on to work on the 356 and other Porsches up until the 1960s) now rapidly reappraised the various sports car designs that they had been working on and amalgamated them into the dormant T64 project. Because the car had to be a Volkswagen it was also designated as a Type 60 (the VW project number) K10, where 'K' stood for *Karosserie* (bodywork), and '10' for the tenth variant. Porsche personnel continued to use T64 when referring to the car – so we shall too.

Three chassis and matching engines,

In profile, the aerodynamic form of the T64 is plain to see. It is a truly stunning design, years ahead of its time, and a small taste of what was to come...





The T64 is breathtaking in its beauty - its similarity to the post-war Porsche 356 is plain to see, although the cockpit of the T64 is narrow by comparison

numbered 38/41, 42 and 43 were set aside for the racers from the VW38 cars under construction, with a fourth engine 38/46 as a spare. The Reutter bodyshop, across the road from the Porsche factory, was commissioned to produce the lightweight aluminium bodies, while Porsche technicians tuned the engines by upping the compression ratio, fitting bigger valves and twin carburettors. This resulted in an increase of power from 23.5bhp to 32bhp at 3500rpm. Porsche's famous and enduring weight saving regime was applied to all aspects of the car, with engine ancillaries and many other parts being reproduced in lightweight alloys. The first T64 was finished on 19 August 1939, only a few weeks before the start date of the race and, as fate would have it, the start of what proved to be a much more momentous event. The Second World War stopped play.

Switched onto a war footing, the Porsche factory still managed to complete the other two *Rekordwagen*, the second in December 1939 and the third in June 1940. Now a redundant racer, car #1 was given to Bodo Lafferentz, an important board member of the newly formed *Volkswagenwerk*. Lafferentz was therefore one of the first 'ordinary' mortals to experience the handling quirks of a high performance rear-engined sports car.

It's not recorded whether Lafferentz left the road

backwards, as so many overenthusiastic early Porsche 356 owners would do, but the crashed T64 was soon returned to the Porsche factory as salvage. It is thought that the body was scrapped but, for reasons still unexplained, the chassis, 38/41, later found its way into car #3, the Mathé car. Cars two and three remained the property of Porsche and were used extensively throughout the war as personal transport for the Professor and his son Ferry, and as experimental development cars.

In 1944, as the allied bombing of Germany's industrial centres intensified, most of Porsche's staff was relocated to the remote Austrian village of Gmünd. In May 1945, when it became apparent that the war was lost, the Porsche clan gathered at their family estate 200 miles deeper into Austria, in Zell am See, to await the arrival of the allied armies. It was here that the second of the *Rekordwagen*, stored at the local gliding school, was discovered by American troops. Hot though it was that summer, it is still difficult to imagine how anyone could have been so insensitive to the T64's unique experimental nature that they would have hacked off its roof simply to be able to make a roadster - that's American hot-rodders for you! Ferry Porsche states in his biography that the troops were a special division recruited from New York's notorious Sing Sing prison. If so that may

Otto Mathé, seen here at the Nürburgring in 1981, regularly competed in car #3. Note the one-armed Mathé had converted the T64 to right-hand drive



TYPE 64 BERLIN-ROME



explain the wanton destruction of the T64, which, Ferry recalls, was discarded on a dung heap after its decapitation and ultimate engine seizure.

And for more than sixty years that was thought to be the end of that particular story. However, as we shall see, it didn't end there.

In Gmünd, the temporarily unemployed Porsche team turned its hands to repairing abandoned and broken military *Kübelwagen* and *Schwimmwagen*, until a contract from Cisitalia in Italy and, in 1948, a momentous royalty agreement with the Volkswagen factory gave them enough confidence and the money to start producing their own limited production sports car. Project 356, the drawings of which are

For the next decade Mathé successfully raced and hillclimbed the T64 – the car even appeared in an American press advertisement for Bardahl Oil in 1955. Eventually Otto Mathé 'retired' his T64 and it became a well-known (but rarely seen) jewel in his small collection of early Porsche cars.

Mathé died in 1995, by which time his well-patinated collection of pensioned-off racers and home-built specials had become highly prized and much sought-after pieces of Porsche history. The T64 and one of his two Gmünd-built 356s found new owners, with much of the remainder eventually ending up in the hands of dedicated collectors of early Porsches, and rare post-war VW-based racing cars, Thomas König and Oliver 'Olli' Schmidt.

Car #2 (left, shown here outside the Porsche works in 1941) is the car now recreated by Prototyp. Car #3, the Mathé car (above) was built using the chassis of the crashed #1 car

“And for more than sixty years, that was thought to be the end of that particular story...”

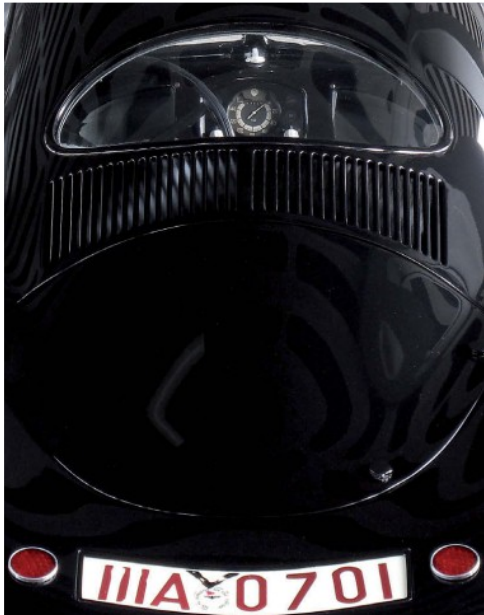
titled a 'VW Two Seater Sports Car', embraced two distinctly different configurations, 356.001 was a mid-engined roadster on a tubular chassis – you could call it Porsche's first Spyder – while 356.002 was a coupé on a platform chassis, and quite clearly an evolution of the T64 with more user-friendly interior space. The sole remaining T64 meanwhile had continued to be used by Ferry Porsche but, in 1949, and now branded a 'Porsche', it was finally sold to Otto Mathé, an accomplished driver despite having lost the use of his right arm, which he usually wore tucked into his shirt or leather jacket, Napoleon-style.

Since 2007 the two have housed their collection in their magnificent 'Prototyp Automuseum' in Hamburg, with a whole section dedicated to Mathé and his racing exploits. In addition to several of Mathé's cars, Thomas and Olli also found themselves in possession of a mountain of assorted mechanical spares and oddments. The story of the Type 64 was about to take an astonishing twist.

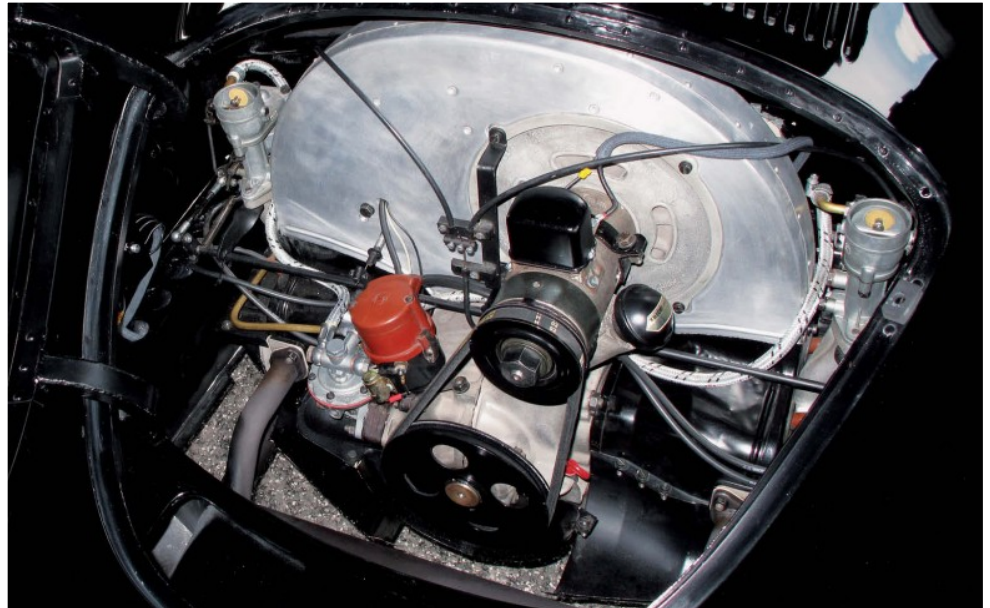
Gradually, as parts were exhumed and catalogued, they discovered that they had enough components to assemble a rolling chassis from one of the Porsche-built VW38s, plus what was initially presumed to be an experimental VW

Even with just 32.5bhp on tap, the T64's performance is brisk, and on par with the first production 356s, due to its light weight. Driver sits very close to the steering wheel!





Dual-carburettor, high-compression engine displaces 985cc and produces a mighty 32.5bhp. Stuttgart 'trade' licence plates are perfect finishing touch to the car



engine, with twin carburetors and lightweight components.

As more research was undertaken, chassis and engine numbers showed that they were actually gradually piecing together the remains of the long lost second Berlin-Rome car. It seemed that when Porsche sold Mathé the T64 they included the 'spares' salvaged from the wreck of car #2 at Zell am See.

While he was racing and building his own 'specials' Otto Mathé indulged in considerable mix-n-matching of parts. Engines migrated from car to car as and when he chose to race in different class categories, and when he constructed his Porsche-powered *Fletzenfleiger* special he reached out for

wheels almost hidden in the be-spatted body, it seemed to hover in the air like some weird and wonderful wingless flying machine.

The Bosch headlamp blackout covers and the Stuttgart trade plates, complete with the 'V' badge required to purchase rationed wartime petrol, completed the time-warp moment. It could almost be a spring day in 1941, not 2011.

Porsche's brief had been to make the car 'look like a Volkswagen', which in its day, with nothing else like it on the road to compare it to, it undoubtedly would have, but from our perspective there is no question that you are looking at a Porsche 356. A 356 that some giant hand had pinched

“Manoeuvred into the spring sunshine, the impact of the T64 was, put simply, quite breathtaking”

the nearest convenient components from his 'parts bin' – including redundant T64 parts.

Spotting the parts became an intriguing puzzle for Thomas and Olli. The T64 steering wheel was found on one of Mathé's single-seaters and the door handles turned up unexpectedly at the bottom of a box containing aluminium mouldings from Mathé's ski-binding business.

As more and more T64 parts surfaced, Thomas and Olli came to a momentous decision – to undertake the recreation of *Rekordwagen 38/42*.

The exacting task of constructing the body was entrusted to the respected German restoration company Nostalgicar, who borrowed the Mathé car and arranged for it to be laser-scanned to determine accurate dimensions before embarking on making a wooden buck. The body was then painstakingly formed, and welded and riveted together, exactly duplicating the construction of the original car. Careful study of the few contemporary photographs that exist of the three cars show that they all differed in detail, so 38/42 is not a replica of the Mathé car but duplicates the original version as photographed outside the Porsche works in 1941. (Incidentally, archive photographs suggest, intriguingly but not conclusively, that a fourth body may also have existed.)

Ten years from that first discovery, after three years of body construction and 2000 rivets later, the reborn Type 64 38/42 was finally unveiled to the public on 16 April 2011.

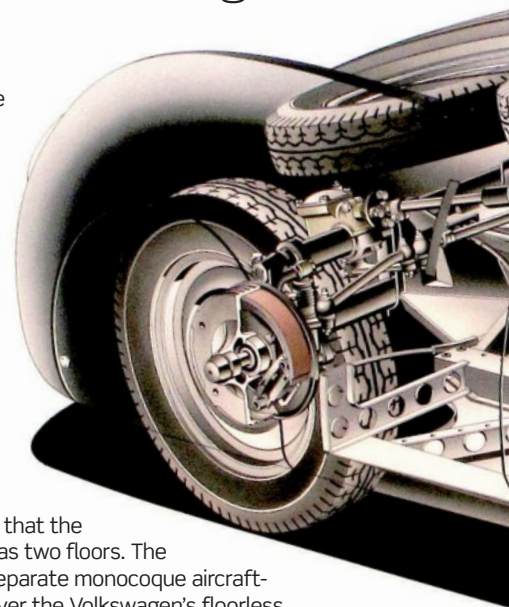
As it was carefully manoeuvred into the spring sunshine the impact of the T64 was, put simply, quite breathtaking. Finished in gleaming flawless black nitrocellulose, and with

between finger and thumb, squeezing the cockpit to half its normal width.

Compressing my ageing and less than supple frame into the T64 required considerably more contortion than descending into my 356. Although the door is large the roof is low and the floor much higher than expected.

The 'high' floor is explained by the fact that the T64, unlike the VW, has two floors. The light alloy body is a separate monocoque aircraft-like fuselage fitting over the Volkswagen's floorless backbone. The body is riveted to, and integral with, a double-skinned floor containing a latticework of perforated alloy beams separating a perfectly flat interior floor and several inches below that an equally flat and aerodynamically-smooth exterior floor.

Once in and batwing door shut, the aircraft-like feeling is even more pronounced. As in a fighter plane cockpit, everything is close: the roof, the windscreen, the side





windows, the steering wheel, the dash – and the co-pilot. The narrow non-adjustable seats are staggered, with the passenger's set a foot to the rear for adequate shoulder room, the beautifully cloth-upholstered door panels are even recessed into the doors to gain a little extra elbow room. The lack of interior space and close proximity of the seats dictates a level of personal intimacy that some may find embarrassing, and requires a restraint on movement, particularly when reaching for the gear stick, to avoid accusations of assault.

The top-gear-only 350 mile blast from Berlin to Munich would have passed without too much discomfort but the hairpin bends of the Austrian Alps into Italy would have required a level of elbows-out steering and gear stick grabbing likely to have left the passenger with severe bruising to his (or her) left leg and arm...

It still comes as a surprise

to find how close one sits to the steering wheel in pre-war cars and Otto Mathé's technique of leaning on the steering wheel while he changed gear with his good arm now seems far less of a life-threatening acrobatic achievement. I'm surprised he didn't just steer with his teeth!

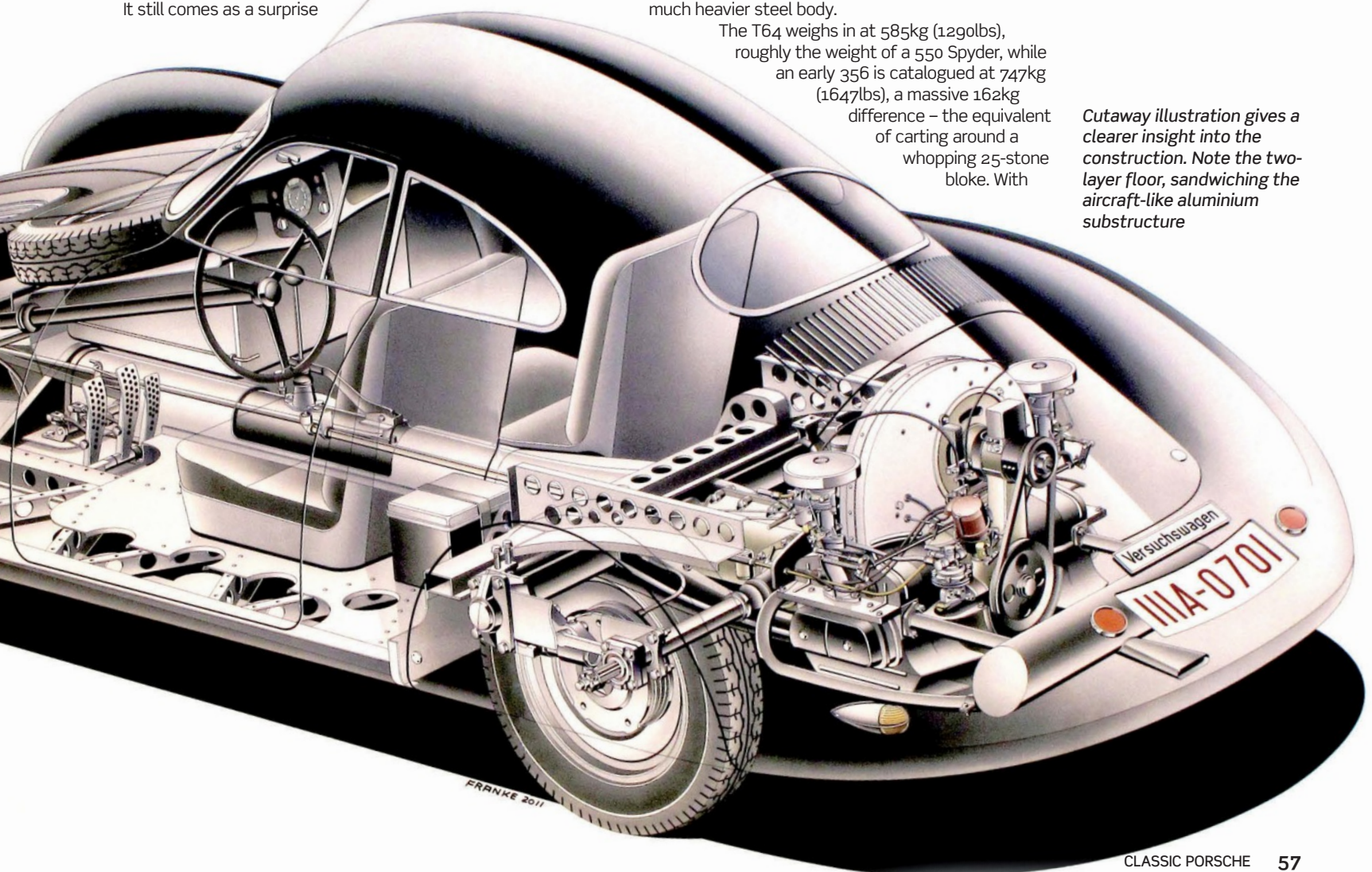
Rather endearingly, in the manner of many 356s that have stood unused for some time, the T64 failed to start 'on the button', a situation quickly remedied by the traditional squirt of neat fuel down the throats of the twin carburetors. The little 985cc engine responded instantly and throbbed away with barely silenced energy, albeit only 32bhp of energy.

I wasn't expecting to rocket off the line but as the clutch pedal lifted, and with modest pressure on the throttle, the little beast fairly shot away, feeling remarkably similar in performance to my 60hp 1952 356, which of course gives away what it gains in horsepower by having to propel a much heavier steel body.

The T64 weighs in at 585kg (1290lbs), roughly the weight of a 550 Spyder, while an early 356 is catalogued at 747kg (1647lbs), a massive 162kg difference – the equivalent of carting around a whopping 25-stone bloke. With

Wafer-thin tyres are lost beneath the all-enveloping bodywork. Black-out covers on headlights hark back to wartime days. Passenger seat is set back to give the driver more elbow room

Cutaway illustration gives a clearer insight into the construction. Note the two-layer floor, sandwiching the aircraft-like aluminium substructure



FRANKE 2011



Part way through the build, the aircraft-like construction is apparent. 160Km/h speedometer is the sole instrument in the cramped cockpit



Now on display in the Prototyp Automuseum (bottom right), the T64 shares space with many rare and historic artefacts, including paperwork relating to the event that never was...

Oliver Schmidt (left) and Thomas König stand proudly alongside the T64. Look out for the car at Classics at the Castle in the UK this July...

such little weight to decelerate, the cable-operated brakes seemed to be well up to the job, stopping the car firmly and precisely. Racing down Alpine hairpins might be a different matter, though. One of the earliest post-war mods to the Mathé car was an upgrade to hydraulic brakes.

The close proximity to the steering wheel is very vintage and feels at odds with the very 'modern' body shape, the gear lever too, rising vertically from the central backbone, is much closer to hand than in the Porsche. In fact if you own an early car rush out to the garage now and shove the seat as far forward as it will go – and then some – and you'll get the idea, it's a tight squeeze.

The original VW gearbox (fitted with a higher final drive), is non-synchromesh and fortunately so too is the gearbox in my 356, so I didn't have to embarrass myself with 'crashing' gear changes, being used to changing slowly and double de-clutching both up and down the gears. Underway the engine spins rapidly to its 3500rpm red line, only there isn't a red line, as the single centre-mounted instrument is a VW speedometer, albeit graduated to 160kph.

The Porsche recommended speeds through the gears were 32Km/h, 55Km/h, 92Km/h and a maximum speed of 140Km/h in top gear – a speed regularly attained by Porsche, father and son, on deserted wartime Autobahns.

The ride feels much firmer than that of a 356, bordering on harsh over the rough stuff but, with a 40/60 front to rear weight distribution (despite the two spare wheels stored under the steeply sloping bonnet), the steering displays the lightness and feel so beloved by drivers of early Porsches.

Only too aware of the fate of car #1 in the hands of Bodo Lafferentz, and familiar with the 'limitations' of my own 1952 Porsche 356, I didn't feel inclined to explore the ultimate cornering ability of the T64 on its razorblade-narrow tyres. As the first 'outsider' to drive the car, a lifelong Porsche enthusiast and a self-confessed dreamer, I was content to project myself back 70-odd years, and imagine that I was gliding down an empty Autobahn near Dessau, the fastest stretch of road in the world, at the wheel of this, the granddaddy of all rear-engined Porsches. I was in heaven – there is no other word for it.

The reconstruction of VW 38/42 is a magnificent achievement and a credit to Thomas, Olli, the team at Nostalgar and all concerned.

But is it a Volkswagen or is it a Porsche? In their functional unadorned simplicity, the similarities between the T64 and the early 356 are clearly greater than the differences and, as Thomas pointed out, all of the VW38s were built in the Porsche factory in Zuffenhausen, with the bodies being manufactured at the Reutter works, just as the 356 would be manufactured from 1950 onwards, so even those standard-bodied Beetles have the right to be called a Porsche. **CP**

CONTACT

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Open Tuesday-Sunday, 10.00am-6.00pm
www.prototyp-hamburg.de

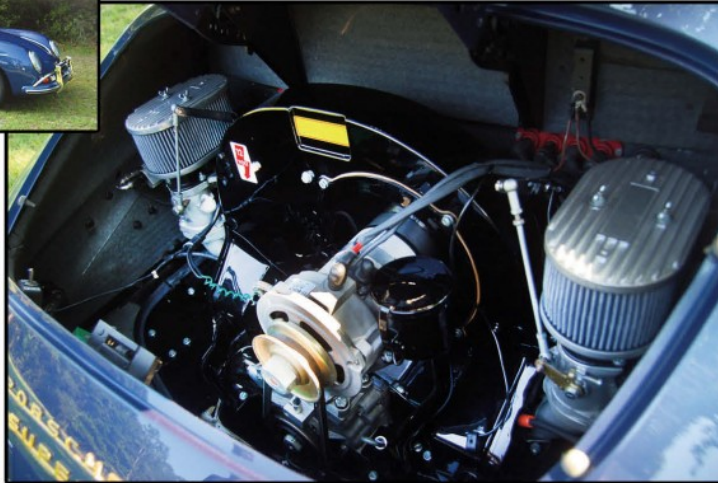


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Words by Paul Davies
Pictures by Michael Ward

NEW KID ON THE BLOCK

Here's a man forging a reputation right in amongst some of the best early Porsche fixers in England: Dave Dennett of DSD Motorwerks

What is it about Essex? Putting all those bad taste jokes aside, the English county figures high on what we'll call the automotive map of the UK. As a motoring writer it does seem that I've spent quite a part of my life visiting this particular part of the country, and of late there's been a heavy Porsche content in my travels.

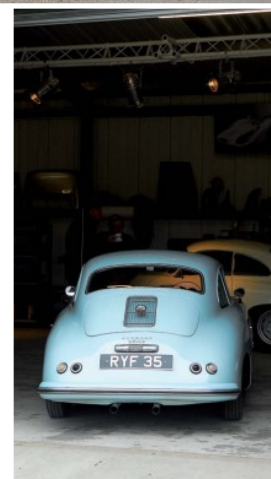
We're in Ford-land, of course, in Essex – and they even named a late-'60s V6 engine after the county. Thirty years before that, Professor Ferdinand Porsche looked carefully at the layout of the US company's then brand-new manufacturing plant at Dagenham before deciding on the layout for the – much larger – VW factory at Fallersleben, later named Wolfsburg. Nowadays, in a sort of reverse-face situation, there's more than a little early Porsche activity in Essex.

Porsche paint primas Sportwagen, featured in the previous issue of *Classic Porsche*, are there, so is 356 restorer PR Services, and engine guru Andy Prill, and rare parts supplier Karmann Konnection. And Mike Smith,

guardian of AFN's records, and Tom Pead the owner of the 356 Jim Clark raced... They've all been on the map for years, but the (relatively) new kid on the block is the subject of our profile this month, Dave Dennett.

Dave is DSD Motorwerks, with the sub-title 'old school Porsche mechanics for the 21st century'. There's a clue in that last bit: he reckons he's not happier than when he's got an early model Porsche in pieces. He does work on later cars – servicing a Carrera 3.2 or (dare we say it) uprating a 997 GT3 puts bread and butter on the table – but his heart's back in the fifties, sixties, and early- to mid-seventies. He says he wishes he'd been born just a bit before his time...

Full-time, DSD is a one-man band, which prompts me to add that Dave once played the drums in a tribute band specialising in material by the '80s pop group Madness. Actually the one-man band bit is not quite true. If schedules get tight Dave can call upon several trusted part-time helpers, and there's also Kate who looks after the office. Kate was Dave's girlfriend, and he said if he won



TOP: Kate and Dave are the only full-timers at DSD Motorwerks. Additional 'helpers' come in to help when life gets hectic



RIGHT: Dave Dennett explains to the author that the parts behind them will one day be a twin-plug 2.8 RS engine for a customer

the Porsche Club Speed Championship he'd marry her. And he did – on both counts.

There, you're learning more about Dave Dennett all the time. He started life in Essex (where else) as a kid part-time helping an uncle who ran a car paint and restoration shop. He well remembers his first job prepping a set of VW Camper bumpers for painting took three days; he also remembers they used to look after the Porsche Dage Sport 3.3 Turbo owned by popster Rod Stewart.

Dave trained as an auto-electrician, and got properly into Stuttgart's finest when he moved up north to Yorkshire, buying and restoring cars, before moving back to Essex to set up business re-conditioning starter motors and alternators.

It was during the electrical phase that he bought an ex-Porsche 924 Championship racer with a somewhat asthmatic engine. Working within the rules – just – he took off all the weight and upped the power sufficient to dominate the class in PCGB's 2003 sprint and hillclimb series to such an extent he claimed the title outright. No

mean pilot, he prepared a new 924 for the track but soon found the driving standards, and the understanding of the technical rules, of some competitors to be lacking. Next came a 911 (was it a Ruf shell, he'll never know?) self-built as a 2.8 RS which gave him a victory in the regional sprint championship.

All the time he was gaining experience and recognition. He has been, and still is, somewhat of a mercenary, moving around to do specific Porsche jobs for owners or specialists hard pressed to sort out their own troubles.

He spent three weeks lodging with Nick Faure while he helped to re-build the pre-A 356 the one-time Porsche champion raced at Goodwood; once he went to Ireland trouble-shooting, solved the problem in an hour and had the rest of the day hanging about for his flight back.

Dave also found the famed Jim Clark car. Chasing spares in Wales for a 356 project he chanced upon someone who said, 'I've got an old 356 that was in a fire. It was driven by Jim Clark'.

Actually it once belonged to Clark's first mentor, Ian



Scott Watson, but he let Jim race it. After that it passed through several hands before falling off the radar, until it eventually re-surfaced in Wales.

'I'd got no spare money to restore it, so I called Mike Smith who agreed to buy it, along with Tom Pead. They brought it back from Wales as a box of bits and a burnt-out shell', says Dave. Of course, he now wishes he'd robbed a bank, or something.

Actually Dave has had several chances since to rub shoulders with what is universally known in the 356 world as 'the Clark car'. He's worked on it, been pit crew whilst it's raced and – last year – took the wheel himself at the Le Mans Classic. Sharing driving with Tom Pead and Jeff Moyes, he finished second on Scratch and third in the Index of Performance (the Classic Le Mans rules are complicated!). He also claims to have lapped the Sarthe circuit faster than any other 356.

Unlike the early days as an itinerant Porsche fixer, Dave now has a base. DSD was formed in 2006 and initially operated from a barn at his home. Now he's moved again, to a purpose-built workshop just outside Billericay and confusingly (for this writer, who went to the wrong place!) only a crankshaft throw from PR Services.

A magnificent theatrical lighting rig – good enough for a

Madness tribute band – dominates the work area, but it doesn't cast shadows on the DSD collection of owned/customer cars on-stage the day we call.

Peruse the pics. A 'bread and butter' Carrera 3.2 is on one lift, but that's hardly noticed there in the wings, so to speak. Taking a bow, the blood orange g12 has a 2.7RS specification power unit installed; the black g11 2.4S was once the property of German royalty; the ivory white early 356B waits for a Dennett-built engine to be fitted. But star of the show, centre stage, is the blue pre-A 356 that's Dave's own pride and joy.

Our man likes to do his research. Hours of digging has revealed the left-hand drive, early 1954, car was in fact the 11th to be sold in the UK by importers AFN Ltd, originally to a London-based Greek shipping magnate. It seems the car was then given to an employee as a retirement 'pension'.

The car proves – like many early Porsches – to be a bit of an anomaly. Checking published data, the chassis number reveals it's an early 1954 model year Reutter-built coupé, with full screen but bent roof and the absence of horn grilles alongside the front sidelights, and (according to the book in front of me) should have an 1100cc engine. However, the bill of sale – of which Dave has a copy –

Top left: No slow driver, Dave leaps into the Jim Clark 356 at a driver change during the Le Mans Classic

Bottom right: 1500cc engine in Dave's own 356 has later dual choke 32NDIX Solex carbs for increased power



Above right: DSD built 356 engine is ready to go into the right-hand drive coupé when complete

Above: Red 912 now runs 2.7 RS-spec motor while the black 911S is a RHD 2.4, and the subject of a full resto five years ago

indicates it was fitted with a slightly later 1500cc unit. It was also delivered with a factory-fitted gearbox with Speedster ratios.

The bill also says the colour should be strawberry red, but when Dave acquired the car it was white. Cutting down through five coats of paint revealed the original colour, but now it's been repainted in that nice shade of blue, which is actually a VW colour.

While he's restored it to what is probably better than original condition, Dave has taken the opportunity to uprate the engine marginally, with ported heads and a pair of dual-choke Solex 32NDIX carburettors in place of the original, single-choke, 32PBI units. He says he's not actively trying to sell it, but everything has its price...

The blue 356 is a fairly recently completed DSD restoration, the later, 1960 T5B model, ivory 356B is work in progress. Once again it's undergoing a restoration which went down to bare metal, but in this case the owner has put financial restraints on the job and – without mentioning figures – Dave and his regular, trusted, paint shop are working wonders. Moving on, the black 911 (one of only 22 RHD 2.4S cars, and only two in that colour) was completed some five years ago from a bare-metal re-build, and comes back regularly for attention.

The 912 came to DSD with a rather sorry engine. Dave repaired it, and then later fitted the present six-cylinder unit (new engine mounts, dry-sump oil tank, etc) which he has uprated to 2.7RS spec.

Engines are a big thing in Dennett's daily workload. Our man is a real, old-style, engineer (as his advertising material and website shows) and he's developed various tweaks to make Porsches hum. Like he machines 911 cylinder heads to accept twin plugs, modifies distributors to twin-plug configuration, and manufactures classic-style oil and fuel filler caps.

Spread over a bench in the workshop is another job – a 2.8RS engine that suffered a damaged crankcase because of a lack of oil. When it's rebuilt it will have twin-plug heads, big valves and throttle slides. Not 'on-site' is Dave's latest personal project – a 911 ST replica that will have a 2.34-litre, twin-spark, engine; in a quest for authenticity he tracked down a set of original factory 'sport' con-rods in the USA. Such dedication.

He's only a full-time one-man band is Dave Dennett, but DSD Motorwerks is putting together some pretty impressive machinery down there in England's eastern county. And, did you notice you didn't get one 'Essex Girl' joke out of me? **CP**

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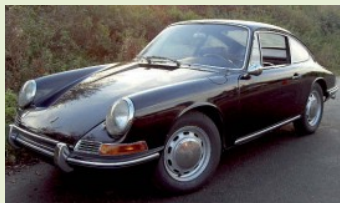
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Words by Keith Seume
Photos by Paolo Faldini and archives

RETURN TO GLORY

Following the rebuild of an original Porsche 934 all the way to the Le Mans Classic. Part 2: the resto continues as we unearth some amazing photo history

So much has happened since the first installment of the rebuild (issue #5), not the least of which is that I was reunited with the car that I'd last seen in 1981 when I dropped into Kremer while over in Germany for the Techno Classica show. It seemed very strange to see the same car some 30 years later!

Since arriving at Kremer earlier this year, the 934 has undergone major surgery. In the last issue, we showed you the bodyshell after it had been chemically-dipped and readied for remedial bodywork. Well, to begin with, things didn't look too bad, but once accurate measurements were taken on the jig, it became clear that a lifetime of racing had taken its toll on the bodyshell.

Basically, the front end was badly out of line and wouldn't respond to being pulled straight. Paolo Faldini, the car's owner, was in favour of replacing the damaged body panels as the 'shell clearly was no longer as strong as it once was.

New inner wings and slam panel, plus the 934's box-section strengtheners either side of the fuel tank, were all replaced with new panels, either sourced from Porsche, or fabricated from scratch. Every corner of the car needed work, but at least it wasn't rusty, like most other Porsche restoration projects!

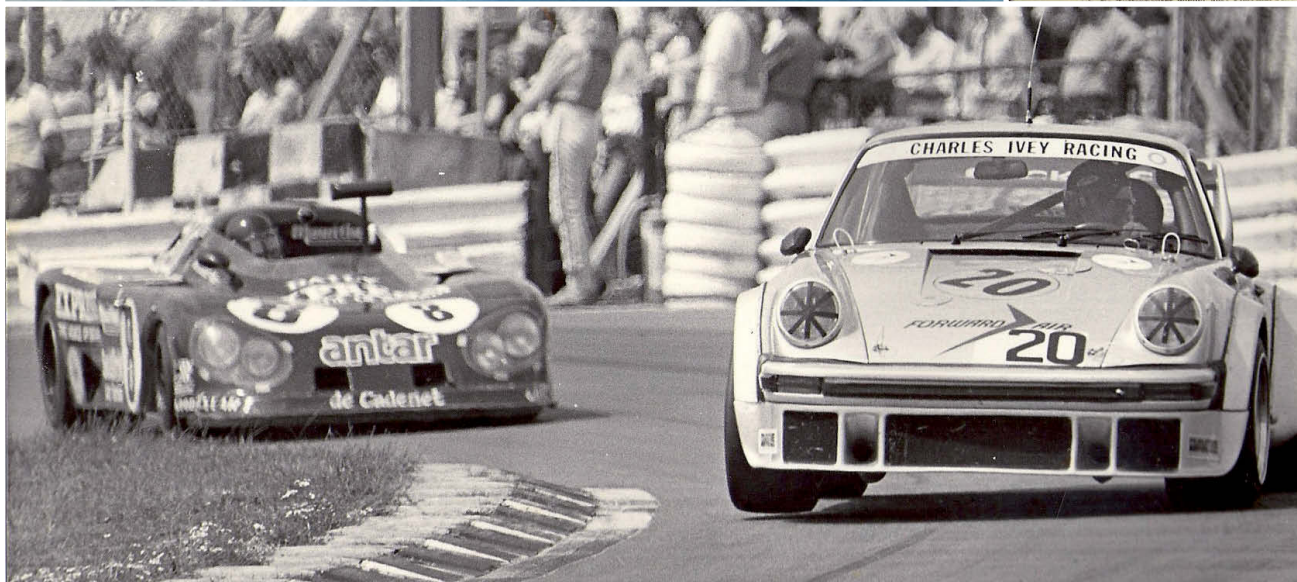
The car originally came equipped with a bolt-in aluminium roll-cage, but this has had to be replaced by a welded-in steel cage to meet current FIA specs. That in itself was a major undertaking, but Kremer has done a fantastic job.

As we sit, the 935 has now been treated to a rust-preventative coating (in a close match to the final colour of Monaco – or Arrow – Blue) and is really starting to look like a car again. We can't wait to see it back in paint.

A little more history has come to light – and a lot more photographs! Some of these are reproduced here, others will be shown at a later date. We now know that the original owner, Eugen Kiemele, was the first person to race a 934 in Europe, having bought chassis #0154 (the car shown here) from the factory. It was in fact the third car built, the prototype being chassis #0152, which was finished in red. The second car, chassis #0155, was orange and sold to Max Moritz and Egon Evertz. This car (#0154) was painted Monaco Blue and treated to yellow 'strobe' stripes by Kiemele, as shown in the photograph opposite.

Among the photos Paolo has unearthed are ones showing the car being raced extensively in the UK, including a support race to the Silverstone 1000kms and events at Donington, Brands Hatch and Oulton Park. Wonderful! **CP**

Above: Mark Dorrington-Niblett in action in the Brands Hatch 6 Hours in 1979, where he shared driving duties with Tony Dron. The duo finished 15th



RACE HISTORY

Above and above left: Eugen Kiemele was the first owner and the first person to race a 934 in Europe. Original Monaco Blue was supplemented with yellow strobe stripes

Left: Dorrington-Niblett in action at Brands Hatch again, this time entering Paddock Hill Bend. Note the characteristic three-wheel pose adopted by so many track-bound Porsches!

KREMER REBUILD

When the car was first stripped, the original glassfibre panels were rescued for future use - or reference, as the case may be. Once on the jig, it was obvious the shell needed extensive repair, including replacing both front inner wings and the slam panel across the nose. These are all standard Porsche panels, available from stock. Floor had been damaged through 'offs' and misuse of jacks - Kremer painstakingly hammered it back into shape...





John R Bell (above) was the third UK 'custodian' after Mark D-N and Gavin Watson in the early 1980s. Here he is in action at his very first race (ever!) - a May 1983 Intermarque event at Brands Hatch. Other images show the car at (top right) Oulton Park in 1984, the '84 Silverstone 1000km support (right) and a 'Libre' event at Silverstone in July 1984 (far right)



New inner strengthening box-sections were fabricated by Kremer to replicate the original panels which were beyond use. New front end (far right) now complete following lengthy seam-welding session! New weld-in rollcage was necessary to meet current FIA regulations - original bolt-in cage was no longer legal





The photograph above was taken at a Donington practice session when John Bell was trying out the large Group B wing. However, most race photos show the car fitted with the normal 930-style 'whale tail'. Two photos (left) show action at Oulton Park around 1984. Photo on left is part of a series taken at what was proved to be a very wet event. The 934 must have been quite a handful!



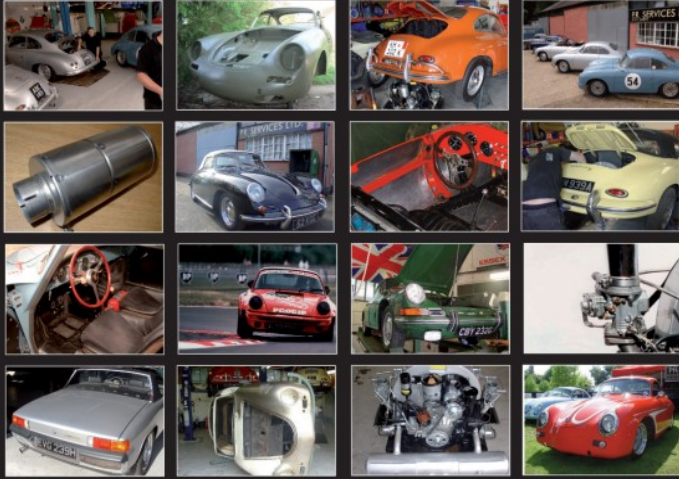
Care was taken to preserve the original chassis number in its original panel (far left), exactly as the factory stamped it back in December 1975. With the the body restoration and the installation of the rollcage complete, Kremer had the bare shell coated with a rust-preventative, which coincidentally is a close match to final colour!





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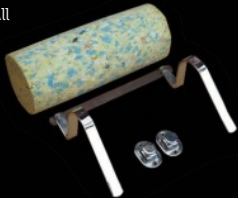
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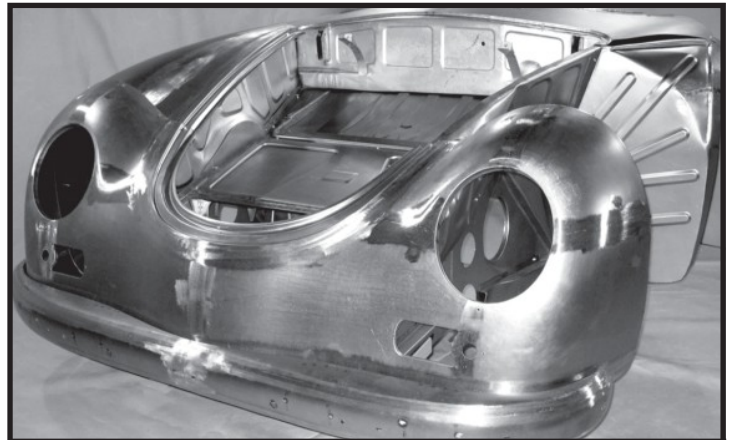
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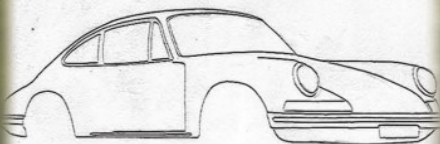
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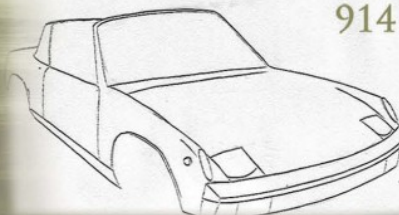
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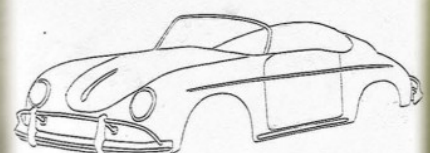
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Simple Pleasures

For many, the major appeal of the original Porsche 356A is its simplicity, but Porsche was not a company to rest on its laurels. *Classic Porsche* follows the progress of Technical Programme II, a hurried revision that resulted in the 356A T2...

Words by Keith Seume
Pictures by Michael Ward
Studio car: Paul Vernon



Paul Vernon's 356A T2 is finished in Ivory, a colour which looks especially good against the red interior. Simple lines are clear proof that less is, indeed, more...

Porsche never was a company to rest on its laurels. Of course, there will always be those who are quick to point out that the 356 remained in production for 15 years and that the 911 'hardly changed' for nearly 30 years. But Porsche people know different. Although an early 356 may look superficially similar to a last-of-the-line 356C, there are a thousand and one differences if you look closely enough.

Not without reason did Porsche live by the mantra of 'evolution not revolution'. The company's preference was (and still is) only to make changes – improvements – as they proved necessary. Today, of course, things are slightly

mounted in the front. Think Triumph TR2s and 3s, or Austin Healeys – fun cars to own today, but technically poles away from the 356 in every almost respect.

It was at the International Auto Show In Frankfurt in September 1957 – exactly two years after the public unveiling of the 356A T1 – that Porsche showed off the refined 356A T2. There had already been various upgrades made to the old model, including the substitution of new 'teardrop' rear lights in place of the old 'beehive' units fitted previously. They appeared in March 1957, as did a new number plate light, now mounted below the plate, rather than above it. Another change was to replace the old

“It was a wonderfully simple car in many respects, yet very refined compared to its rivals”

different, in that there is a constant battle to keep one step ahead of their rivals. Back in the 1950s, that battle was one of pride – a constant desire to improve, even if changes were minor and, in many cases, went unnoticed, just so long as personal pride in the product was satisfied.

The original 356A (the T1) was a great car in every way but there were still those within the company who felt it could be better. It was a wonderfully simple car in many respects, yet very refined compared to its rivals.

Remember, this was a time when most 'sports cars' had a heavy twin-rail chassis, with a solid rear axle, leaf springs and a cast-iron engine

Perspex sun visors with new 'safety' padded items. Minor changes, certainly, but all part of the evolutionary process.

The whole process of improving the 356A began in mid-1956 under the working title of 'Technical Programme II' (hence the 'T2' moniker). Bear in mind, this programme of improvements was being discussed less than a year after the 356A had been launched. Evolution, you see... There were several areas which it was felt could be improved, most of them relatively minor, but they were all signed off by Ferry Porsche himself.

The engine had been progressively developed over the years and was considered to be pretty much up to scratch. The only suggestions made were to add counterweights to the crankshaft of the *Damen* (or Normal) engines, and to finally allow stocks of the built-up roller-bearing Hirth crankshafts to be run down. They were simply too costly to use in a (relatively-speaking) mass-produced sports car. Both Super and *Damen* models would get dual twin-choke carburettors, too.

The chassis, for want of a better word – after all, the 356 was a unitary-bodied car – was considered not to require too much attention, but the gear lever was to be moved back to bring it closer to the driver, and the *Damen* and Super versions would benefit from a new clutch. A Ross-design ZF steering box was also specified, to improve the feel and increase longevity.

As far as the body and interior were concerned, there were several improvements mooted, the majority aimed at improving driver and passenger comfort. The most talked about appeared to be moving the interior light from the dashboard to the passenger (right-hand) side of the roof, although Cabriolets were to remain unchanged.

The ashtray was to be moved, and the angle of the rear seat backrests changed. The front seats were to be redesigned, with angled squabs and flatter back rests, the former as a consequence of the gear lever being moved. More obvious changes – all suggestions at this point – were to redesign the exterior mirror and to add quarter-lights (vent wings) to the Cabriolet models. The coupés would retain their one-piece door window glass.

These changes were discussed and largely agreed upon, except that they weren't implemented *en bloc*. Instead, another discussion paper – termed the 'Revised Technical Programme II' – was put before the board. At this point, we should also mention that there was a Technical Programme III (which would have led to a 356A T3 model) in parallel to the T2 programme, but that was rejected, largely on the grounds that it was too radical a departure.

The revised T2 programme – first discussed in November 1956 – was set for introduction in September 1957 and embraced certain elements of the first T2 paper, including changes to the interior as described, the addition of a door stay, and the vent windows. In addition was a redesigned





number plate light, new floor mats and leatherette door panels on cars where leather seat trim had been specified.

The proposed chassis changes were accepted, as was the proposal to fit new carburettors to the Super and Damen models – Zenith 32NDIX carburettors were chosen.

light was given the go-ahead, but the ashtray was to be moved to underneath the dashboard. The angle of the seats was changed but von Rucker wanted to call in the services of a 'professor' to oversee any alterations to the actual shape of the seating. A new exhaust system was

Mirrors came in for criticism as they could not be rotated far enough to suit shorter drivers; 'Super' denoted 75bhp motor. Damen models carried no such identifying marks...

“The company was coming under pressure from Reutter to supply them with final drawings...”

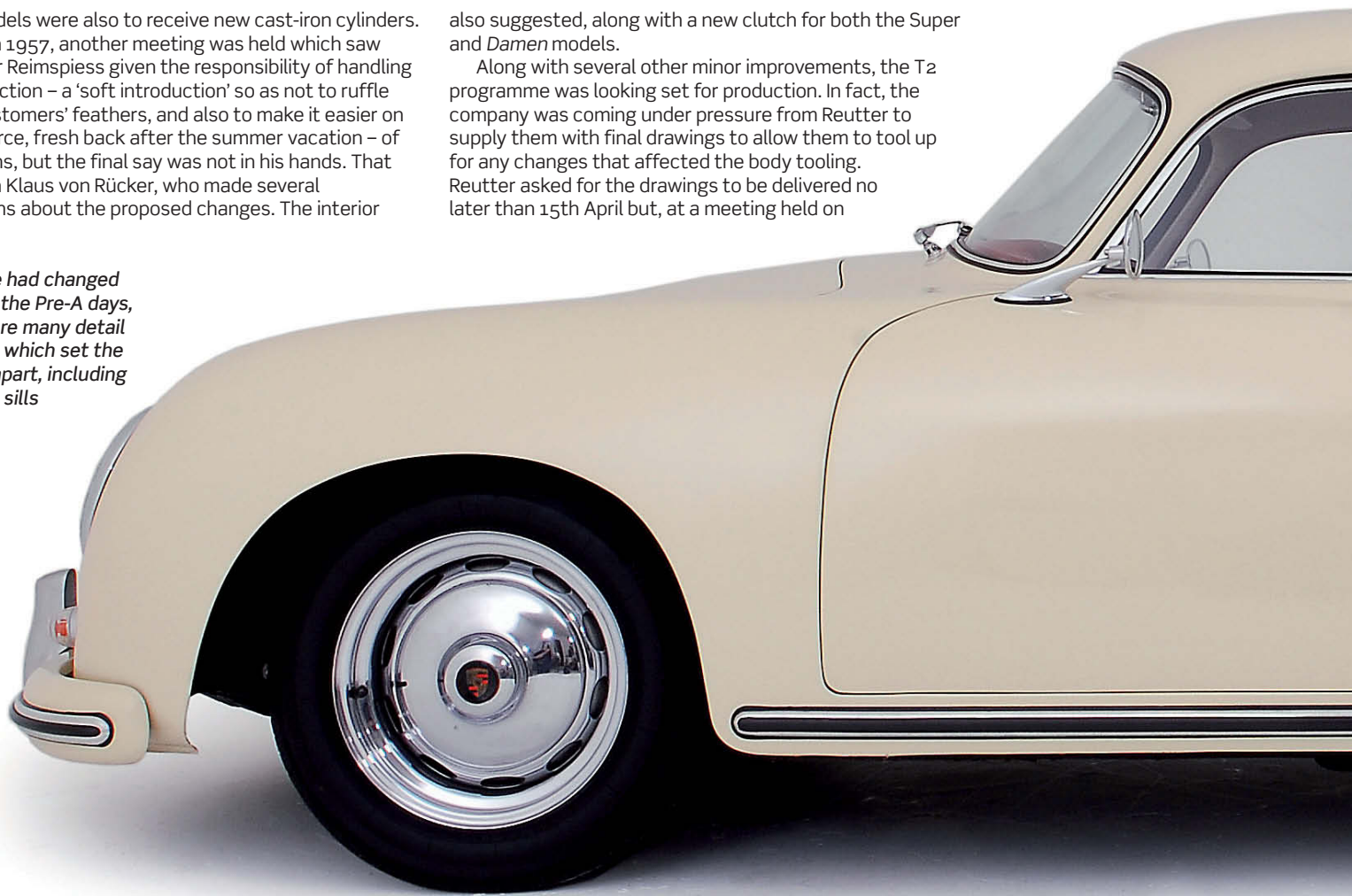
Damen models were also to receive new cast-iron cylinders.

In March 1957, another meeting was held which saw Franz Xaver Reimspiess given the responsibility of handling the introduction – a 'soft introduction' so as not to ruffle current customers' feathers, and also to make it easier on the workforce, fresh back after the summer vacation – of the revisions, but the final say was not in his hands. That rested with Klaus von Rucker, who made several observations about the proposed changes. The interior

also suggested, along with a new clutch for both the Super and Damen models.

Along with several other minor improvements, the T2 programme was looking set for production. In fact, the company was coming under pressure from Reutter to supply them with final drawings to allow them to tool up for any changes that affected the body tooling. Reutter asked for the drawings to be delivered no later than 15th April but, at a meeting held on

Side profile had changed little since the Pre-A days, but there are many detail alterations which set the A-models apart, including the deeper sills





1st April 1957, Reutter said that there was no way the changes could be implemented in time to meet the proposed launch on 1st September.

In the end, all parties concerned managed to pull together and force the plans through in time to make the changes as planned. However, even as late as July that year, Reutter was seeking clarification on certain aspects of the programme. Among the final changes made were modifications to the rear valance, with cut-outs for the exhaust tailpipes, which were then routed through the extended rear bumper over-riders. Not for the US-spec cars, though. The seat redesign was finally settled

(presumably after calling in that 'professor'...), yet the first 25 production cars still used the seats from the T1 version. Floor mats now came in either light grey or beige, according to interior and body colour (although black was still favoured for Speedsters and Carrera coupés).

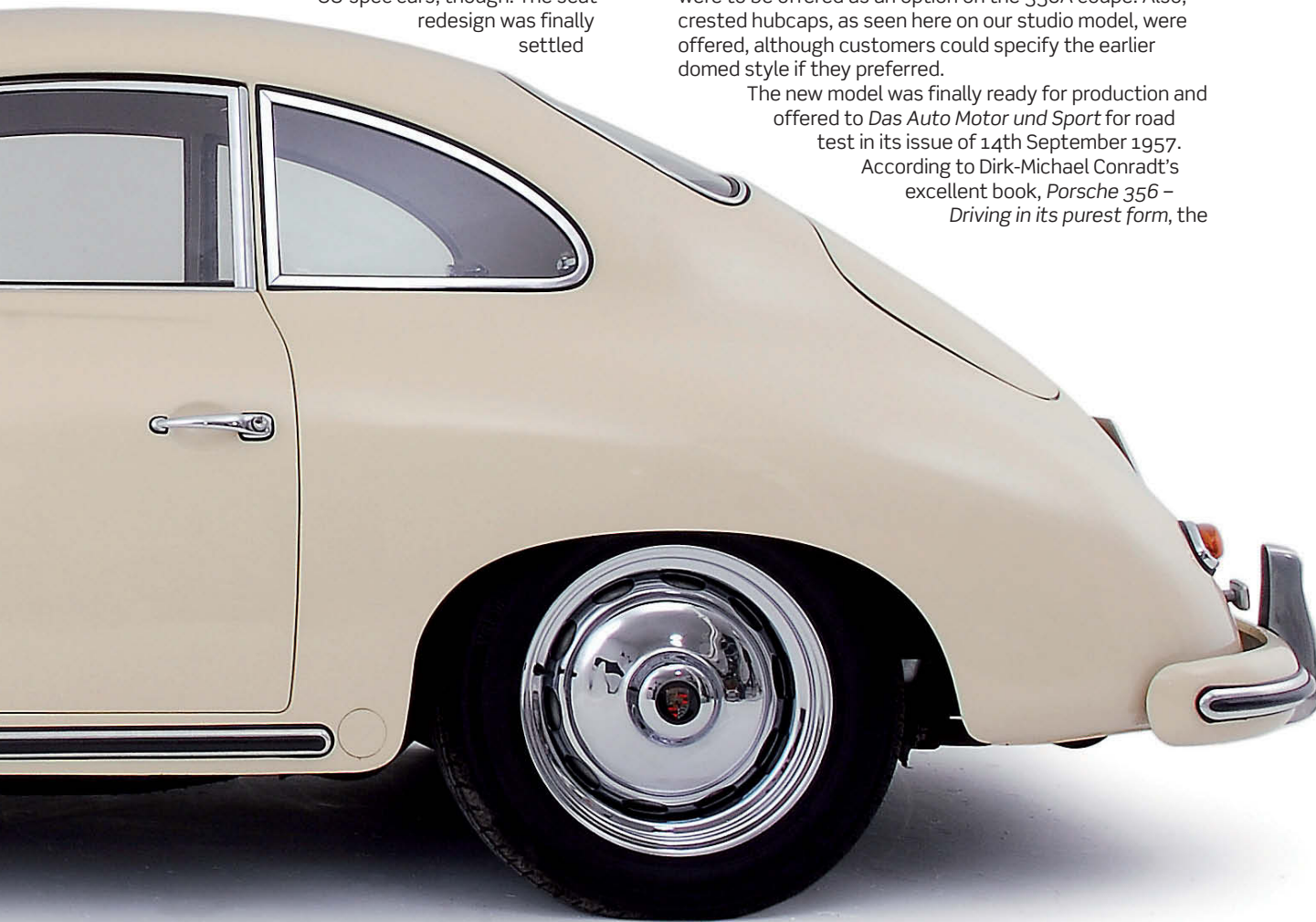
The matter of the coupé's interior lighting was finally resolved, too, as it was decided there would be two lights, one above each door. The heater control was relocated to take into account the new position of the gear lever, too.

Of particular interest, though, is that the quarter lights (vent wings), which were now standard on the Cabriolet, were to be offered as an option on the 356A coupé. Also, crested hubcaps, as seen here on our studio model, were offered, although customers could specify the earlier domed style if they preferred.

The new model was finally ready for production and offered to *Das Auto Motor und Sport* for road test in its issue of 14th September 1957.

According to Dirk-Michael Conradt's excellent book, *Porsche 356 – Driving in its purest form*, the

T2's interior featured redesigned seating and a larger 425mm steering wheel. Relocated ashtray was criticised as being unsuitable for stubbing out cigarettes...





magazine highly praised the new steering system, based on the ZF-built Ross steering box. This was essentially the same unit as fitted to the 550 Spyder and offered greater straight line precision – the older steering box had a distinctly vague ‘dead-spot’ in the straight-ahead position.

The new clutch was also praised, as it required considerably less effort to operate than the previous type. But it was the Super model which came in for the most comment in mechanical terms. Now that the roller-bearing crank had finally been dropped, the engine, with its new dual-choke carburetors, was said to be more tractable and a lot quieter.

The road test feature did highlight what it considered to be the most important (and final) upgrades, commenting particularly on the inclusion (at last!) of door stays, a larger 425mm steering wheel and the improved seating. Overall, the magazine smiled favourably on the 356A T2. But not everyone felt the same way...

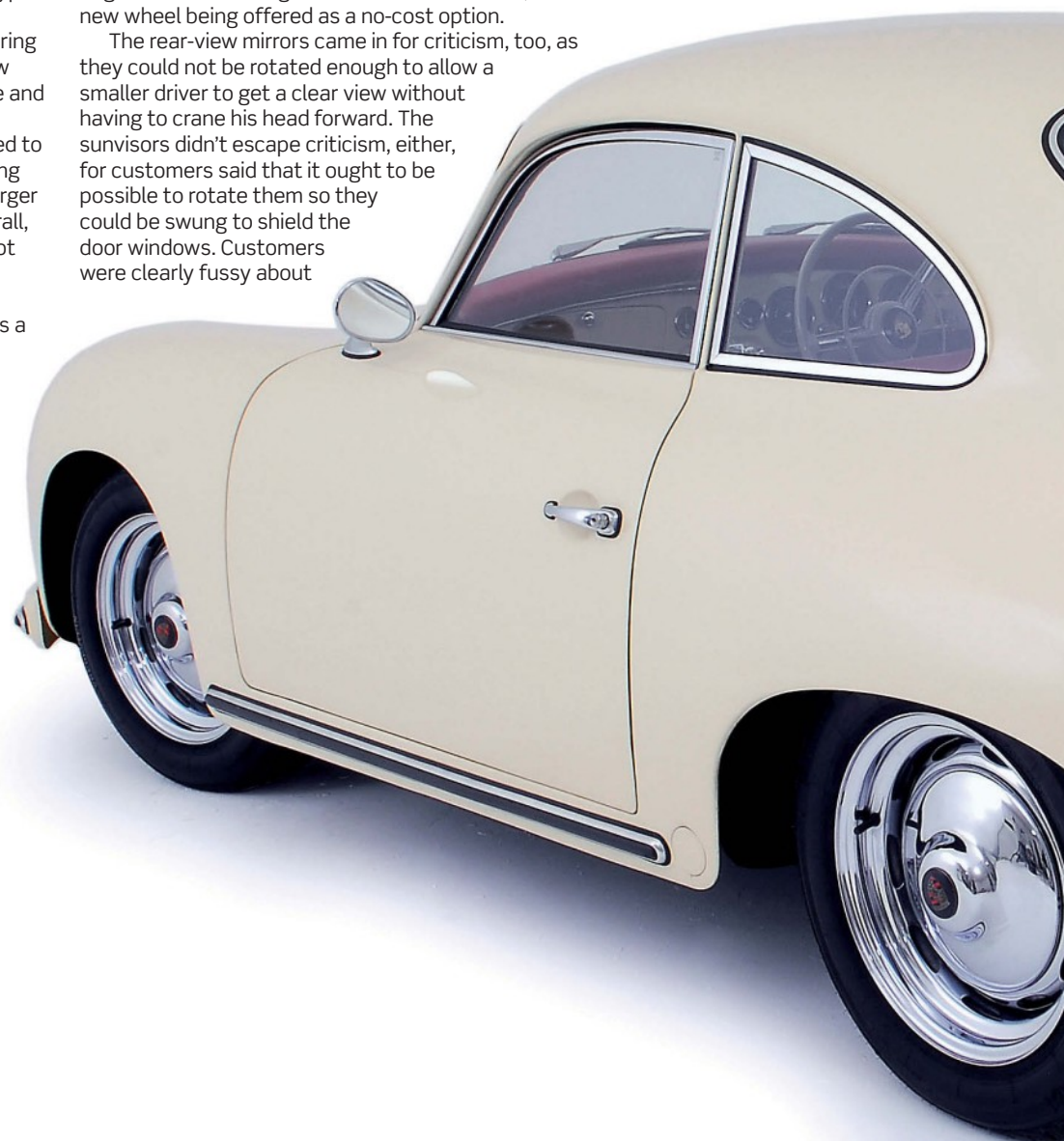
The problem with the T2 is that its final form came about following one too many committee decisions – as a consequence, the programme ended up being rather rushed, with final decisions being made at the last minute, and not always with enough thought. Reutter had clearly been frustrated by this, witness those repeated requests to get hold of those final drawings so they could sort out the new tooling.

Porsche had always been prepared to listen to customer feedback following the launch of each new model, and the 356A T2 was no exception. Some of

the comments received were quite illuminating. First of all, not everyone liked the new gear lever location, feeling that it disadvantaged those people who chose to drive the car with the seat pushed well forward. Then there was the matter of the larger steering wheel (it was the same diameter as that fitted to the Carrera) – most felt it was too large and that the original should be reinstated, with the new wheel being offered as a no-cost option.

The rear-view mirrors came in for criticism, too, as they could not be rotated enough to allow a smaller driver to get a clear view without having to crane his head forward. The sunvisors didn’t escape criticism, either, for customers said that it ought to be possible to rotate them so they could be swung to shield the door windows. Customers were clearly fussy about

Luggage space was never a strong point, with fuel tank and spare wheel taking up space; silver-grey fanhousing denotes 75bhp 1600 Super engine. Carbs are dual-choke Zeniths



Exhaust pipes routed through the bumper over-riders were a trademark feature of the T2 variation. This change necessitated a redesign of the rear valance (apron), too



details, asking for black floor mats to be fitted in the coupé, and there were comments about how 'the hole for stubbing out cigarettes (in the ashtray) is too large, and only suitable for cigars'. How times have changed!

But, perhaps a little surprisingly, the engine came in for comment, too – or rather, the gearing. In a memo from Klaus von Rucker, dated November 1957, he noted that customers felt there was a mismatch between the rpm range of the engine and the top speed of the vehicle(!). To achieve the

Damen's maximum speed of 150km/h, it was necessary to rev the engine to 4800rpm – some 300rpm more than was suggested as the engine's safe maximum rpm (or rather, the red line on the tachometer). Some customers did note, however, that the Speedster models were higher-g geared (in third and fourth) than the coupés.

All told, though, the 356A T2 was considered a good car – the very fact that so many of the criticisms were of such a minor nature tends to confirm this. But Porsche took every piece of feedback very seriously, and it was only a matter of time before thoughts turned to a replacement for the A models.

At first, there was a TIV (T4) programme, the T3 having been dropped in favour of the T2. This included some radical ideas, such as dual headlights and a revised, modernistic dashboard, as well as an automatic transmission, which would have required a 12-volt electrical system to function. The Cabriolet's vent-wings were to be adopted across the entire range (customer feedback had already suggested that), but the T4 project was ditched as being a step too far. Instead, the company moved on to Technical Programme V, which led to the development of the T5-series 356B.

But already, there were moves afoot to design an entirely new car, a Porsche that was destined to become a legend: the 911... **CP**

Crested hubcaps are more normally associated with the 356B, but they first appeared on the 356A T2; new teardrop rear lights were a major improvement over older 'beehive' design



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THE FIRST FOUR

From humble beginnings. We take a detailed look at the engine that started it all: the unit that powered Porsche's 356 and its 912 sibling

Words: Paul Davies

Pictures: Porsche AG, Michael Ward,
David Wigmore, and the author



Early engines had a pair of single choke Solex 32PBIC carbs, replaced by dual-choke Solex or Zenith versions. Last model 356C and 912 engines were equipped with Solex 40P11-4 carbs

356/912 ENGINE PROFILE

Anyone trying to write about the earliest days of Porsche, and in particular the engines that powered those cars, soon realises they've stumbled into a minefield. And, a bit like faced with putting to paper details of certain later models – such as the mid-engined 914 and the front-engined 924 – it's impossible to avoid mentioning Volkswagen.

Recent events have proved that things go round in circles. Just like we can't ignore the heritage of Porsche, we must also accept that once again the two names are commercially linked. Originally Porsche was the father of Volkswagen, now Volkswagen is the father of Porsche. Fortunately, that latter fact need not overly worry the *Classic Porsche* reader.

Look at it like this: Prof. Ferdinand Porsche, at the request of Adolf Hitler, was responsible for the design of the Volkswagen, the so-called People's Car. The first to bear the family name, masterminded by the Professor's son, Ferdinand 'Ferry' Porsche, was the 356, and that Porsche was a logical evolution of the car we know, and love, as the 'Beetle'.

If you have a highly successful concept (an engine air-cooled for simplicity and weight saving, mounted at the rear to maximise passenger space, and an aerodynamic body shape to improve efficiency) why not translate this into a sporting as well as a practical car?

But we're talking engines here, specifically the (nominally) 1600cc units that powered the 356 range from 1955 onwards; in other words, once the process of evolution from VW to Porsche had settled down. Take it as read that the very earliest engines which graced the first 50 cars hand-made at Gmünd were, mechanically, more Volkswagen than Porsche, and that as production moved to Stuttgart and the 356 evolved into the 356A, and beyond, the VW content became less and less. But it would be wrong to dismiss, or ignore, these beginnings.

Note a few paragraphs above, I said that Ferdinand (both of them really) was/were 'responsible' for the design of the VW, and so the Porsche. Like many greats, the Professor was a concept man; he came up with the ideas – someone else made them work.

In the case of the four-cylinder engine, there are two 'someones', both Porsche employees: Franz Xaver Reimspieß designed the original VW engine, and Dr Ernst



Fuhrmann was responsible for the design and development of the 356 power unit, right through to its final use in the entry-level 912.

Reimspieß' design set the pattern for all the air-cooled Porsche boxer engines that followed. A four main-bearing crankshaft is held in a crankcase which is split vertically, with individual cylinder barrels, horizontally-opposed in pairs, set into the crankcase. Each bank of cylinders has its own cylinder head with two valves per combustion chamber, operated by pushrods from a single camshaft positioned below the crankshaft.

With a bore of 73.5mm and stroke of 64mm, the first engines had a capacity of just 1086cc and were rated at 40bhp (Type 369) courtesy of Porsche-designed cylinder heads and twin downdraught single-choke carburettors. The magnesium two-piece crankcase, cylinder barrels, crankshaft, camshaft and rocker gear were pure VW. The (80mm x 64mm) 1286cc Type 506, and the (80mm x 74mm) 1488cc Type 527 with roller big-end (rod) bearings, that followed were also more VW than Porsche, but by 1954, with a change to a three-piece aluminium crankcase and cast iron, alloy-finned, barrels, the engine gained its independence.

A revised 1300 (Type 506/2) with 74.5mm x 74mm dimensions was built on the new crankcase, as was the later model 1500 (Type 546/2) with plain big end bearings. But, just to confuse us, it must be added that certain 1300 and 1500 engines (Types 589 and 528) retained roller bearings until the first years of production of the 356A.

But two-piece crankcases, roller bearings, and 1300 and 1500 engines, are not the norm. It's the 1582cc engine, Type 616, in all its forms, found in most 356A, B and C models, and the subsequent 912, that really occupy our attention here.

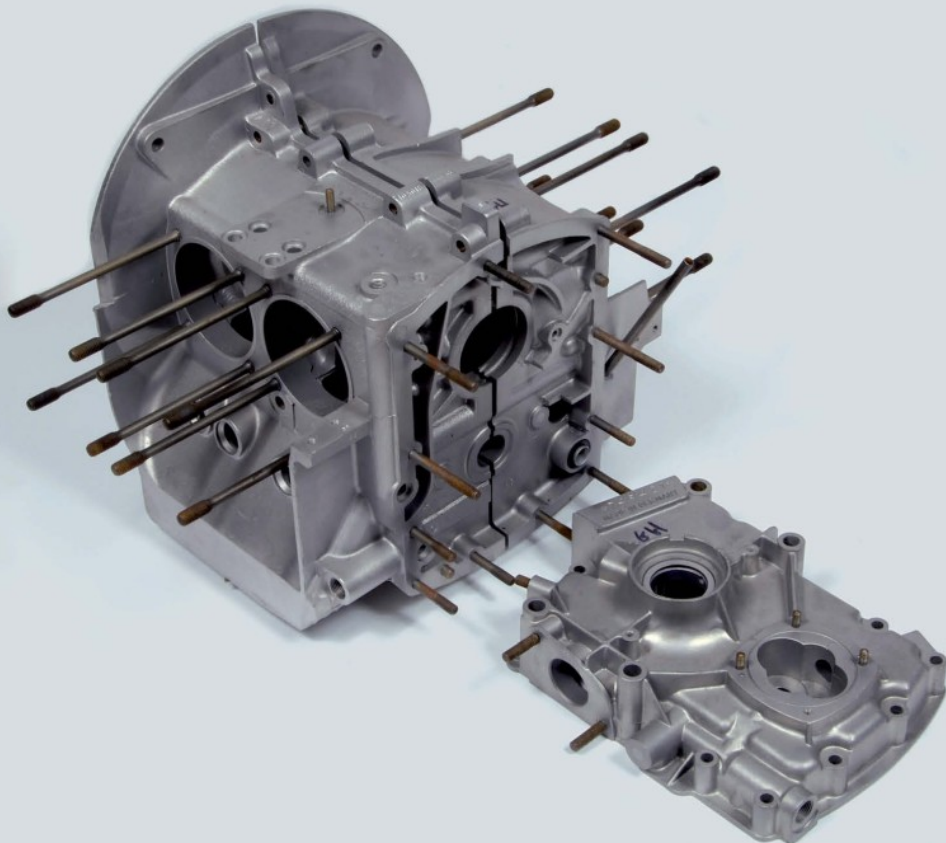
All 356 crankshafts are manufactured from forged steel and hardened by nitriding. However, main-bearing diameters changed several times: 356A/356B: 50mm, 50mm, 50mm; 356C: 50mm, 55mm, 55mm; 1600S-90: 55mm, 55mm, 55mm; 1600SC/912: 50mm, 55mm, 55mm. The diameter of the number four main bearing remained at 40mm throughout the life of the engine. 1600SC and 912 crankshafts have hefty counterweights on the webs to improve balance – these are a full kilo heavier than those used in other 356C units.

Connecting rods are forged steel, and considered a weak point on pre-C engines. The best stock rod to use is the C/SC/912 part, which is much meatier, especially around the big end bearing, and suitable for 7000rpm on a properly prepared engine. In fact, production 912 engines are rev limited to 6500rpm as valve bounce occurs at 6800rpm. Pistons, manufactured by Mahle, are high quality but only suitable for use to that 6800rpm red line.

Flywheels – located on the crank by eight 6mm dowels and a gland nut – remained similar from 1950 to 1965, with a 180mm diameter clutch. A 200mm diameter clutch was

Cylinder heads (above right) originally had combustion chambers with the sides at 22deg angle, but with Super 90 and all C/912 engines this changed to 30deg which is more efficient, at high rpm. Larger ports and inlet valves improved breathing

All later 356/912 (non-VW base) engines have a three-piece aluminium crankcase, consisting of two main halves and a timing cover. There are two basic versions, differing by the amount of stiffening webs



fitted to Super 90, 1600SC and 912 engines. The Super 90 flywheel is considerably lighter, weighing in at around 14lbs, instead of 20lbs.

Each aluminium cylinder head – heavily finned to aid cooling – is secured by eight high-tensile studs to each pair of cylinder barrels, the studs screwing directly into the

cylinder barrels from the crankcase to the cylinder head. The 912's camshaft has wider lobes than those of earlier engines. Two types of followers were used in the life of the 1600 engine, the first manufactured of cast iron, the later of steel. Cast iron followers are not suitable for upgraded engines.

“It’s always described as being air-cooled – in fact, it’s more accurate to say it’s oil- and air-cooled”

crankcase. The combustion chambers are semi-hemispherical, with the inlet valve vertical and the exhaust inclined at 30 degrees. Heads fitted to 356A and 356B engines had the sides of the combustion chamber at a 22 degree angle, but later 1600S, SC, Super 90 and 912 engines have chambers with 30deg sides to help improve squish and provide room for raised piston crowns.

Valve head diameters (nominal):

Model	Inlet	Exhaust
356A/B	38mm	31mm
Super 90	40mm	31mm
356C/912	38mm	34mm

All cranks are forged steel, but main bearing sizes differ: 1600SC/912 (bottom) has counterweights, but the 1600C version with same 50mm-55mm-55mm bearings is lighter. Scat competition shaft (below) is machined billet steel

The single camshaft – driven, at half crankshaft speed, from the nose of the crank by a pair of reduction gears – has just four lobes. Each lobe operates a valve in opposing cylinders through cam followers and hollow pushrods (which carry oil from the sump to the valve gear) positioned inside large diameter tubes running outside the

A carrier supporting three shafts for the cast iron rockers is bolted to the top of the cylinder head. Early engines (pre-A through B) had cast-iron carriers, a magnesium version was used on Super 90 and 1600S 356B engines from 1960, but later Super 90 (356B) and all 356C and 912 were of cast aluminium. Pre-C engines had double valve springs but a single, progressive type was then introduced: valve clearance adjustment is by tappet screw and lock nut.

Compression ratios – determined by the shape of the piston crown – varied during the life of the engine, with early (pre-1600) units running as low as 6.5:1. Carburation also varied during the life of the unit, from a pair of single-choke Solexes through various dual-choke Solex and Zenith models.

This Porsche engine is always described as being air-cooled – in fact, it’s more accurate to say it is oil- and air-cooled. A fan enclosed in a vertical tin ‘shroud’ is driven off the crankshaft by a belt (actually the generator is driven off the crank and the fan is attached to the other end of the generator) and air is forced around the engine by more shrouding, (usually referred to as the tinware). The air passes through an oil cooler mounted inside the shroud, and it’s this that does much to maintain the power unit at the correct operating temperature.

The 356’s lubrication system is of the by-pass type, which initially sends oil direct to the most critical parts (eg: bearings) on start up, but doesn’t include the oil cooler in the circuit until operating temperature has been reached. Only a percentage of the lubricant is circulated through the remotely-mounted oil filter after it has been returned to the crankcase, but there is an oil strainer in the sump.

The oil pump is of the meshed-gear type, driven by a shaft located into a slot in the end of the camshaft. The gear fitted to pre-356B engines is considerably smaller, and so lower capacity, than that used in post-’60 models. The two pumps are not interchangeable because the oil porting in the crankcase is different.

As far as the oil itself is concerned, most 356 experts, such as Andy Prill of Maxted-Page and Prill, advise using a mineral or semi-synthetic multigrade (15W/40 in winter and 20W/50 in hot conditions) in road engines, but a fully-synthetic lubricant in properly built competition units. Hot running pressure should be in the 50-60psi range. Fitting an aftermarket remote, full-flow, oil filter is considered a good idea.

Ignition is by a conventional distributor, driven from a skew-gear on the crankshaft nose, all 356s having a six-volt system but the 912 being 12-volt. Early engines used a number of Bosch distributors with a BR pre-fixed part number, whilst later units were fitted with a unit with the number ending in ‘022’ (Super 90 and 912) or ‘031’ with aluminium, rather than steel, casing. When all these units became unavailable, the common replacement was the ‘050’ but this is also no longer produced, although re-built versions are available.

A feature of all 356 distributors – no vacuum advance mechanism by the way – is a special shaping of the cam



356/912 ENGINE PROFILE

lobe, which retards the ignition timing on No 3 cylinder in an effort to preventing overheating in this critical area.

PROBLEMS?

Ask Andy Prill and he'll tell you that the 356 engine – in all its forms – is a tough customer, and most of the failures he sees are down to owner abuse or poor re-builds. He points to a half-stripped motor on the bench that was driven to his Essex workshop from Ireland with a big chunk out of one piston.

Design faults are few, says Andy. The use of incompatible components (you will have realised by now there are many, many, variations of parts used in the ten year life of just the 1600 engine) resulting in 'bitza' motors, coupled with hamfisted assembly, are the more likely reasons for failures.

It's important to remember that even the newest 1600cc Porsche engine will now be forty years old. Most likely it will have undergone at least two re-builds – possibly not in experienced hands – and, unless they have been overhauled, ancillary components will also be showing their age. Carburettors, fuel pumps and distributors need loving care just as much as crankshafts and pistons.

All 356 engines were fitted with either Solex or Zenith carburettors, but it's not uncommon to see these replaced by Webers, sometimes in a (misguided) effort to increase performance, but often because the original parts were worn. Solex did not fit bushes to their spindles resulting in wear in the castings, sloppiness of action and air leaks. Nowadays it is possible to get these carbs rebuilt with bushes.

Oil leaks are always thought to be a way of life for four-cylinder Porsches, but careful assembly, particularly of the crankcase where no gaskets are used, can produce an oil-tight engine. From fairly early in its life, dowels were used to help to eliminate 'shuffle' of the casing halves.

Pistons can fail, often at the top ring, but this is usually as a result of normal wear and tear. Connecting rods in A/B engines also have a reputation for breaking, but our man Prill says he's not seen any problems of this kind that have been caused by anything other than negligence or inappropriate performance modifications.

The position of the oil cooler on the crankcase is an area for concern. Debris taken in by the cooling fan can



block the cooler and reduce efficiency, but also the weight of the component itself can put stress on the mounting, resulting in cracks developing in the crankcase. In an effort to overcome this problem Porsche increased the size of the mounting studs (from 6mm diameter on 356A and early B engines to 8mm on later units) and included rubber O-rings on the fixing bolts on 912 coolers, along with an additional top fixing point, to help reduce vibration.

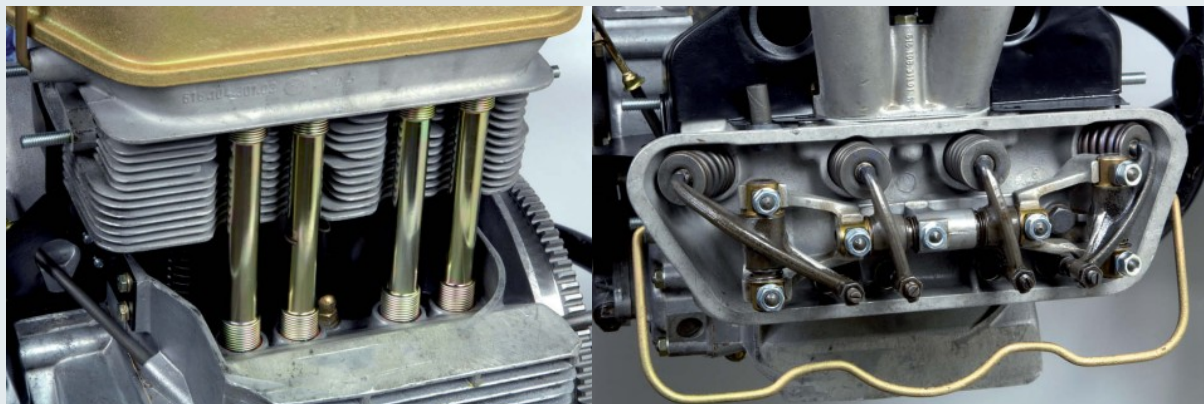
In common with VW flat-four engines, overheating, and subsequent failure, of #3 piston can be caused by a blocked oil cooler matrix preventing sufficient airflow to this cylinder. The oil cooler in fact already masks this cylinder, so cooling of this part of the engine is, in best conditions, marginal.

Later cylinder heads can suffer from cracks between the spark plug hole and the inlet valve seat, often caused by the use of incorrect spark plugs and overheating. NGK

Practical capacity limit is 1720cc, which is obtained by fitting 86mm Shasta barrels and pistons, and gives the engine a CR of 9.25:1. The 83mm piston (right) is an 8.5:1 CR Shasta competition part for 1600 A/B engines

356A and B connecting rods (left) should be limited to 6000rpm. C/912 rods (centre) are suitable for 7000rpm, but high output engines should use steel Carrillo rods (right)





Each pushrod is contained in a separate tube (far left), which runs externally from crankcase to cylinder head. Longer tubes, fitted post 1960, help to prevent lubricant being pushed from the sump to the head during hard cornering

Valve gear layout, with inlet valves operated by rockers on the central longitudinal shaft and angled exhaust valve rockers on separate shafts at each end. Early cast iron rocker carriers were later replaced by aluminium castings

B6HS is the best available plug to use. Still on the subject of heads, all engines since 1960 have hardened valve seat inserts, and so there is no danger of valve seat recession occurring when unleaded fuel is used.

SUCCESS STORY

As we all know, the 356 was a runaway success. By 1956 no fewer than 10,000 cars had been produced and, from the 1958 model year, Porsche was concentrating on a range with 1600 (60bhp) and 1600S (75bhp) engines.

appeared in 1964 – with just a 1600C engine of 75bhp and a 1600SC, which, with an increase in compression ratio and larger carburettors, developed 95bhp. After a total of 76,032 cars, 356 production came to an end in 1965, its place taken by the six-cylinder 911.

But that, of course, isn't the end of the story. Faced with a 6500DM price hike between the outgoing 356 and the incoming model, Porsche recognised it needed an 'entry-level' product. The result was the 912 – a 911 equipped with a 90bhp version of the 356C 1600SC unit –

“After a total of 76,032 cars, 356 production came to an end, its place taken by the six-cylinder 911”

The 356B appeared in 1960, with a redesigned body, designated T5. The 1600 and 1600S engines were joined by a 1600S-90 (or Super 90) version which – appropriately – developed 90bhp by virtue of a revised cylinder head, camshaft and larger carburettors. The T5 gave way to the T6 (identified by a square edge to the front of the luggage compartment lid and external fuel filler) in 1962.

The final fling for the first Porsche was the 356C, which

which promptly went on to outsell the six-pot car for the first two years of production.

What happened next? When production of the entry-level Porsche ended, its successor, the 924, was not ready. For just over 12 months, to bridge the gap, we had the 912E, a Porsche 911 with a four-cylinder, emission-friendly injection engine straight from the Volkswagen 412 saloon. You could say Porsche had gone full circle. **CP**



To the very casual observer, the 356/912 engine may bear an uncanny resemblance to the VW Beetle engine, but in detail there is little similarity. The Porsche unit was far more highly-developed

Our thanks to Andy Prill, of Maxted-Page and Prill, and Steve Winter, Jaz Porsche, for information for this feature and the provision of engines for photography:

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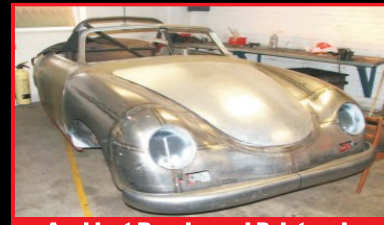
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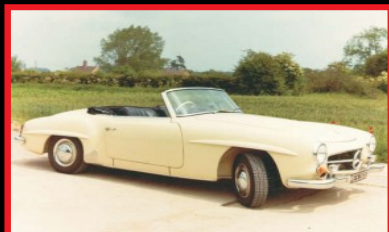


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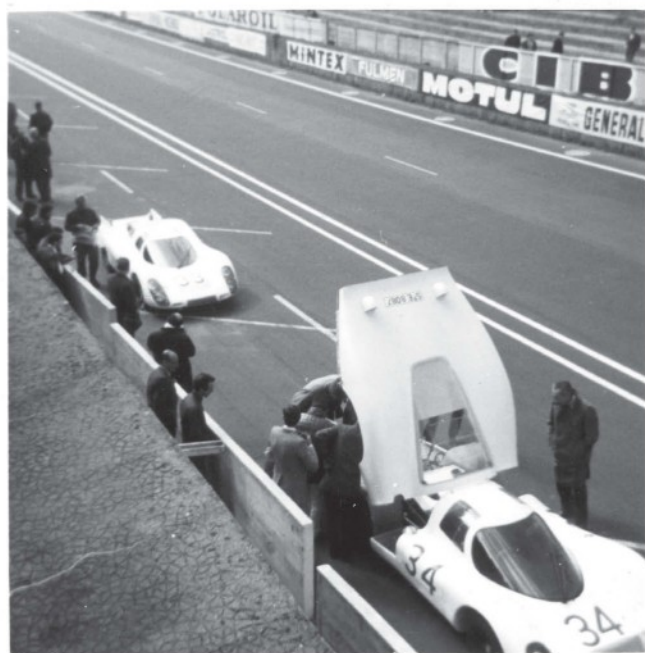


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TESTING TESTING!

The date? April 7th, 1968. The place? Circuit de la Sarthe, south-west of Paris.
The occasion? Test day for the Vingt-quatre heures du Mans...

Words by Keith Seume Photos Unknown

Once more, *Classic Porsche* dives into its stock of unpublished archive photos by unknown photographers! Whoever took these had a grandstand (well, rooftop...) view of the Porsche pits at the test day for the 1968 running of the Le Mans 24 hour event.

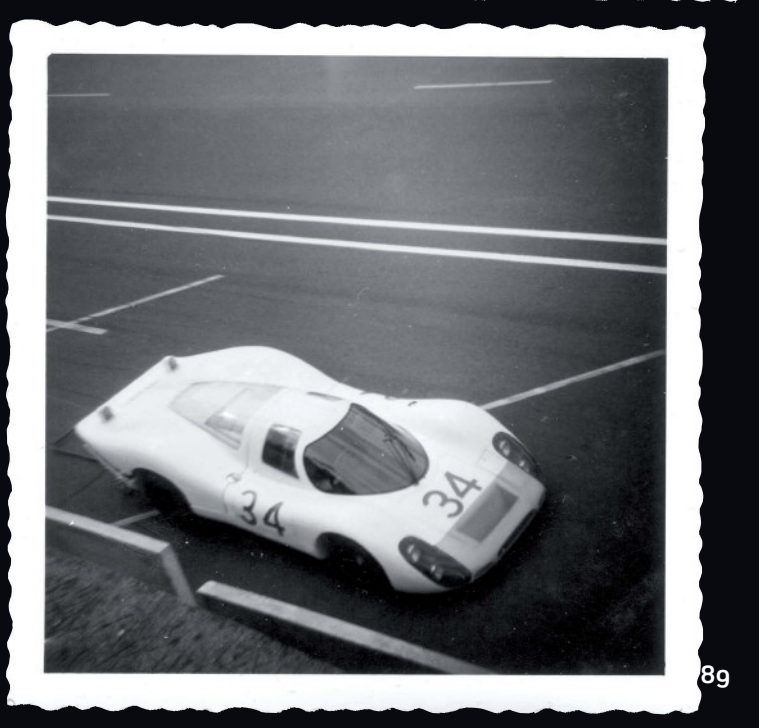
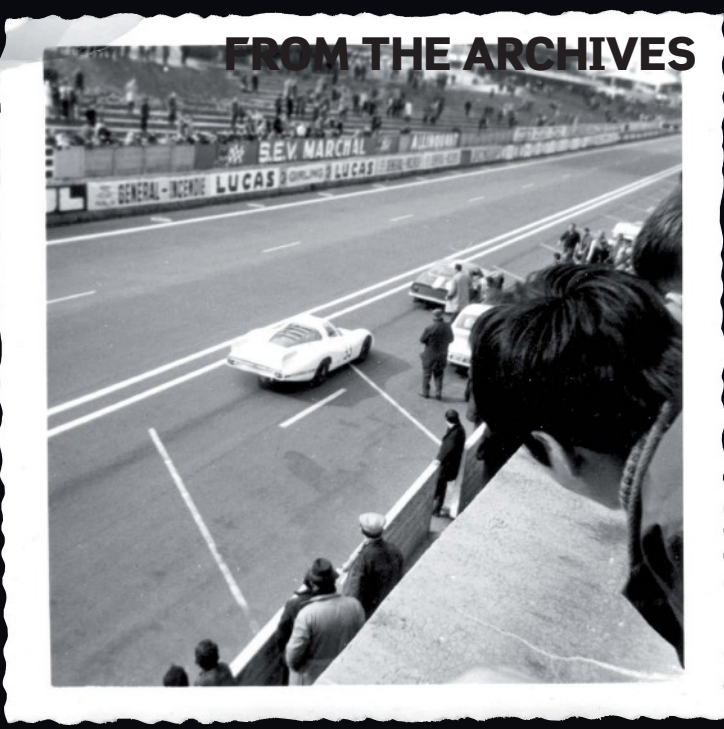
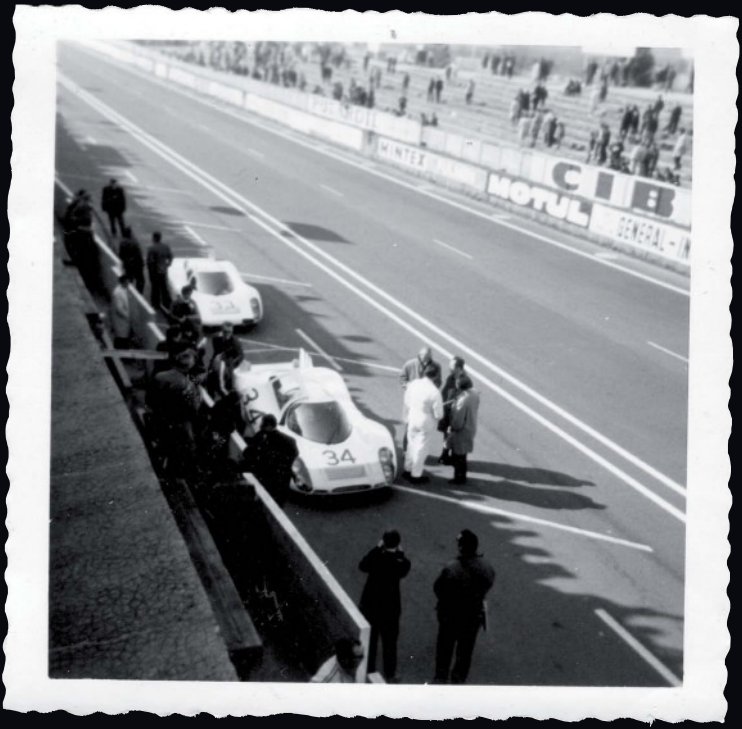
Three cars are shown here, two 908s and a 907. One 908 (#34 in the photos, chassis number 908-000) was driven on the occasion by Rolf Stommelen, recording the second quickest time of the day. Stommelen also drove the 907 (#33, chassis number 907-005), recording the third

quickest time. Both cars were entered by Porsche System Engineering. The third car shown in these photographs is another 908 (#35, chassis number 908-002), entered by Soler Roig and driven by him and Ling.

In the race, there was a swap around of the race numbers, with #33 now being allocated to chassis number 908-013, driven by Stommelen and Neerspach, while #34 was now chassis number 908-015, driven by Buzetta and Patrick. Car #35 was as before, with Roig and Ling at the wheel. The most probable reason for this car

remaining the same as seen at the test day is that it was a private entry – not everyone had the resources available to Porsche, which allowed cars to be swapped around at will!

It was a good, but not great, Le Mans for Porsche, after holding the first four places at the end of the first hour. Eventually, the 908s – undoubtedly the fastest cars on the track – began dropping out, one by one. At the finish, the Ford GT40 of Rodriguez and Bianchi took the flag, with the 908 of Spoerry/Steinemann second and the similar car of Stommelen/Neerspach third. **CP**



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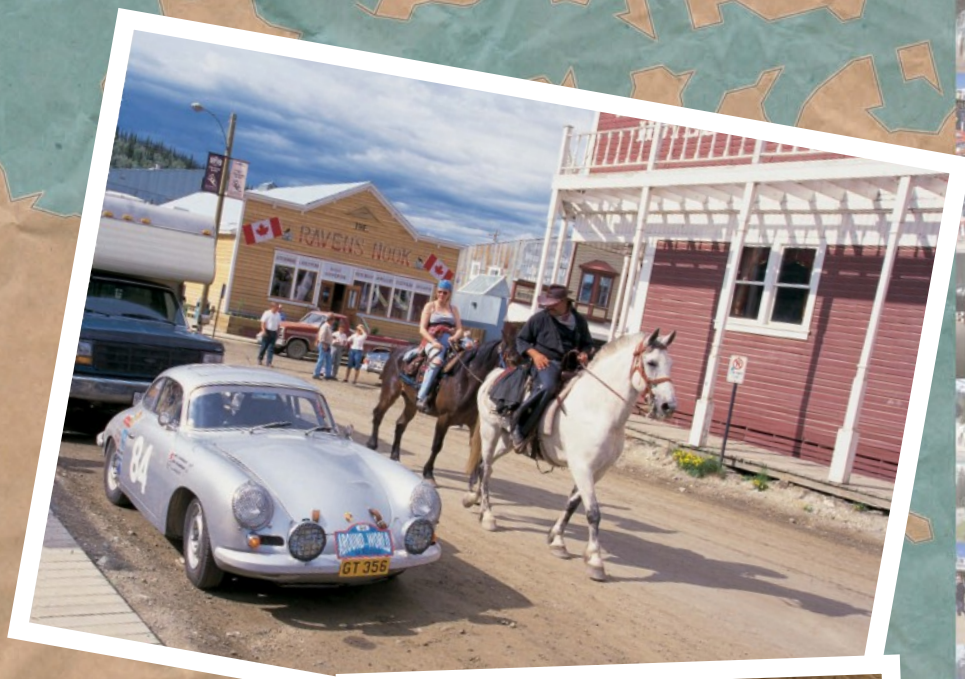
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CLASSIC Q&A

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BELT TENSION

I have just inherited a 'project' Porsche 356A. The car belonged to my late uncle and sat unused in his garage in the Dordogne region of France for several years. It was only when he passed away at the end of last year that the family discovered he still owned the car.

The bodywork doesn't appear to be as bad as I first thought but I am prepared for the worst!

I made a start on trying to get the engine running – it actually fired up easily once I'd cleaned out the carburettors, but the fan belt disintegrated after a few minutes!

I am not familiar with these engines and wish to ask how do I tension the new belt? I know the pulley comes to pieces, and that there are some spacers between the two halves, but how do you actually set the tightness of the belt? Also, how tight is tight?

Sorry for my ignorance, but I am used to more modern cars!

Jean-Pierre Trudeau
Bordeaux, France

CP: It can never be emphasised enough how important it is to make sure the belt is in good condition and correctly tensioned.

If the belt is too loose, you'll run the risk of the belt slipping too much (they are actually designed to slip a little at high rpm) or, worse still, come off altogether. On the other hand, if the belt is too tight you can overheat the generator bearings...

As you have discovered, the pulley is in two pieces, the inner half being located on the generator shaft with a Woodruff key. The shims (or spacers, as you referred to them) are designed to move the outer pulley half

closer in or further out from the inner pulley half.

Removal of shims between the pulley halves will increase the belt tension, adding shims will decrease tension. If you end up using fewer than two or three shims to tension the belt, then the belt is either too long in the first place, or it has stretched beyond acceptable limits.

To assess whether the belt is correctly tensioned or not, try pushing it gently with your thumb at the midway point – it should deflect no more than 15–20mm.

Another way to check is to hold the belt between forefinger and thumb and twist it with your fingers – you should be able to twist the fan belt no more than 90 degrees.

KEEP ON TRACKING

The front tyres on my recently restored Porsche 356A have started to wear on the inside – the tread looks like it's feathered along the inner edges.

I had the tracking set after rebuilding the front suspension, but had difficulty gaining access to the track rods. Jacking the car up helped, but I guess I really need to use a four-pillar lift, or a pit.

Can you tell me what the correct settings are for my car, so that I can double-check? Following the advice of a friend, I originally set the car to neutral (ie, zero toe).

Simon Prescott
Via E-mail

CP: The first thing we should emphasise is that your car must be sitting on a level surface, with its weight on the wheels, when you attempt to measure the toe-in or toe-out. Trying to do this when the car is jacked

up is not possible – you'll end up with a false setting.

For this reason, you shouldn't use a two- or four-pillar lift to raise the car, either. Only a ramp will do or, as you suggest, a pit.

The alignment should be adjusted to give between 1- and 3mm of toe-in (0.040–0.120in). Although you can do this roughly at home, it will pay you to have the tracking done by a company using modern laser-alignment equipment. You'll be amazed at how much better your car will drive.

SPORTO PROBLEMS

Against my friends' better judgement (their words, not mine) I bought a 911 Sportomatic on eBay. OK, not the wisest of moves, seeing as I bought the car sight-unseen, but it turned out to be rust-free, which was my biggest concern.

The car drives very well, and the transmission, once I got used to it, seems to work fine.

The only problem I have with the car is that I have been unable to set the idle speed properly – it stalls at every junction, and also, I noticed recently, each time a gear is selected. Are these problems by any chance related?

John Hutton
Belfast, NI

CP: The most likely cause of your two problems is an air-leak in the vacuum system which controls your Sportomatic gearbox. This will have the effect of weakening the fuel-air mixture at idle, and become more pronounced as the system is called into use when changing gear.

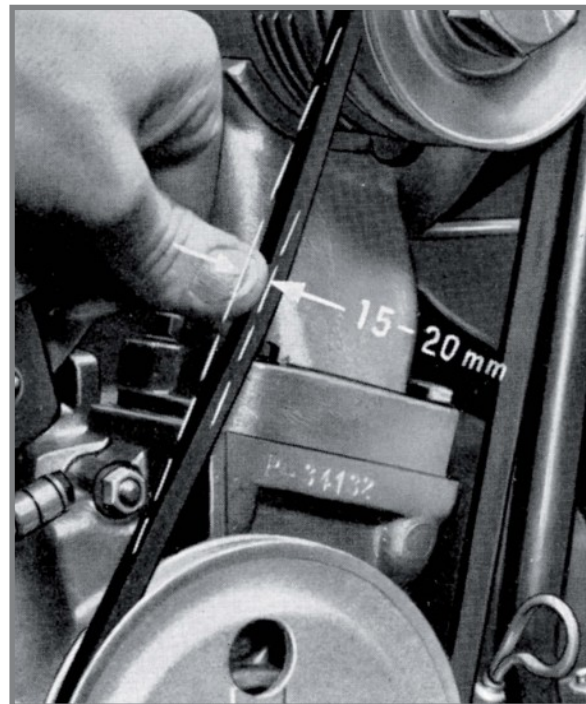
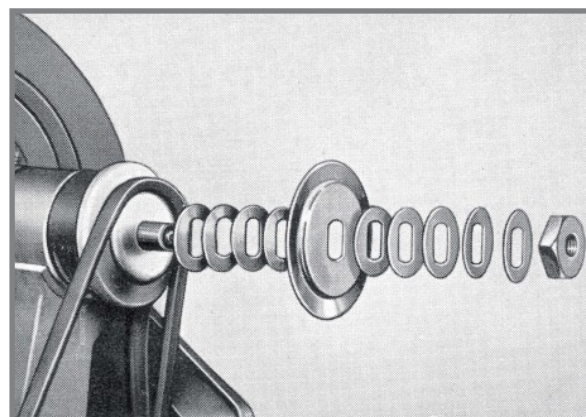
You'll need to check for leaks or splits in the hose leading to the vacuum reservoir, and also in the hose from the control valve.

If these are OK, then the finger of suspicion points to the vacuum reservoir itself, the diaphragm is split or there is an air leak caused by a crack or other damage to the main body.

Parts for Sportos are getting harder to find and if the problem does turn out to be more than just a split hose, then you may need to check on-line auction houses and specialist forums for suitable replacement parts.

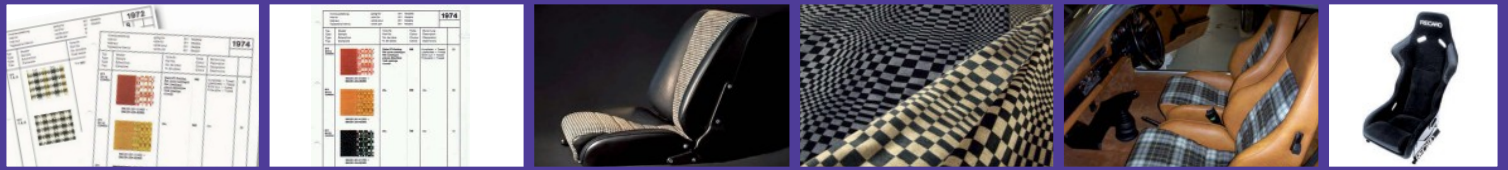
But whatever you do, don't listen to your friends – Sportos are great!

Correctly tensioning the fan belt on your 356 is an important job – too loose and your belt will slip (or come off), too tight and you risk damaging the generator bearings, or stretching the belt



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MFI MISFIRE

First of all, thanks for the great magazine – it's been needed for a long time! I am pleased to see you have a tech section, too, as I am a relative newcomer to the scene and am experiencing problems with my old 911E, which is equipped with mechanical fuel-injection.

The trouble is that the car is a poor starter, and then suffers from an uneven idle. Often the engine will give a huge backfire through the exhaust, either when trying to start or when driving on a constant throttle.

My first thoughts were that the fuel-injection pump was at fault. I tried to make sense of the way it works, but it is clearly a very complex component, best left to the experts!

My local Porsche specialist is more used to working on modern 911s, but he checked the pump and declared it to be OK. The problem still persists, though, and I wonder if you might have any ideas where else to look?

Anton Kowalke
Via E-mail

CP: We suffered what sounds like a similar problem with an MFI-equipped Carrera a few years ago and can sympathise with your frustration. We, too, suspected the fuel pump.

Our car was a very poor starter, turning over for some time before occasionally backfiring loudly. Out on the road, the engine would run roughly, occasionally almost cutting dead, before picking up and running as if nothing had happened. We spent several weeks trying to chase down the problem – except it turned out to be two unrelated problems...

The first time the engine cut out on the road, the rev counter dipped at the same time as the engine coughed, and the aftermarket alarm sounded as we were driving, which was very embarrassing! Then the other symptoms of rough idle, very poor starting etc started. Everyone said it was

the fuel pump – but it wasn't.

The first thing we discovered was that a multi-pin connector on the main wiring harness into the engine bay was showing signs of corrosion – the poor electrical contact was what caused the engine to quit while driving, the erratic electrical 'on-off' pulses triggering the alarm. Some contact cleaner cured that.

The other problem was traced to nothing more complex than a set of ignition points that had closed right up! The 'heel' of the points had worn badly, meaning that the points gap was no more than a few 'thou'. This, of course, meant that the ignition timing was out, the spark was weak – and the problem could only get worse.

It was such an obvious problem that everyone – ourselves included – had overlooked it. On the whole, the MFI system is pretty reliable so we would suggest you look for a simpler cure before getting too carried away with the fuel pump.

CORRECT COMBO

Can you help me? I am nearing completion of a rebuild of my 1970 911T. I can't really call it a restoration as I have had it sprayed in a non-standard colour and the interior has been equipped with period-style bucket seats.

When I bought the car, it had been fitted (badly, I might add) with rear flares from a later 911SC to give a poor 'RS look'. I had some correct narrow rear wings fitted and now wish to use period-correct wheels and tyres, as the current 7Jx15 wheels will no longer fit.

Could you tell me what the correct fitment for this model should be?

Piers Stevenson
Via E-mail

CP: A 911T of this vintage would have come from the factory with 5.5Jx15 steel wheels as stock, with either 5.5Jx14 or 6Jx15 Fuchs alloy wheels as an option.

The steel wheels would have been fitted with

165HR15 radial tyres, while the 1.4-inch Fuchs would have worn 185HR14 tyres. The larger 1.5-inch Fuchs would have been fitted with 185/70x15 radials. The latter are not so easy to come by now, and many owners choose to fit the dimensionally-similar 195/65x15 tyres.

These are more readily available and have a sidewall height which is just 3mm less than the old tyres. This will not affect the ride and will also have little effect on the accuracy of your speedometer – but it will mean you have a wider choice of tyres.

FAILED BRAKES

I had noticed recently how the brake pedal of my 1976 911SC had felt a little soft when pressing hard on the brakes. I changed the brake fluid (it had never been changed in the six years I have owned the car) and also bled the system from front to back three times.

The pedal felt marginally better for a short while but then, one day in traffic, the pedal went virtually to the floor. I only just managed to grab the handbrake in time to prevent me from ramming the car in front.

The fluid level had not dropped noticeably – maybe just a little – and there is no obvious sign of leakage from the brake pipes or calipers.

I am beginning to wonder if the problem lies with the master cylinder itself. What do you think? Is it easy to fit a new one, or can I simply rebuild the existing one without removing it from the car?

Kevin Donnolly
Via E-mail

CP: It sounds like the master cylinder is at fault and we'd be prepared to bet that, if you lifted the carpets behind the pedal assembly, you'd find brake fluid on the floor.

While it is possible to rebuild your existing cylinder (assuming the bore is in good order), we'd suggest fitting a new one. It is cheap insurance and ultimately less work because, if you do choose to rebuild the original cylinder, you will still need to remove it from the car first.

SLOW WIPE

The wipers on my Porsche 912 are terrible – they are very slow in operation compared to my everyday car, and if I leave the car for a week or two, they will often refuse to move, causing the fuse to blow.

Marc Windsor
Via E-mail

CP: This sounds like the linkage has started to seize – try squirting some WD40 into the wiper spindles. If that doesn't do the trick, you'll need to rebuild and grease the linkage.

Slow wipers may be caused by nothing worse than a linkage that needs some lubrication...



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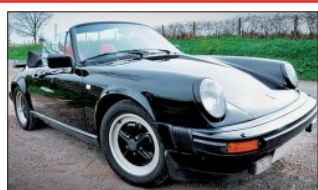
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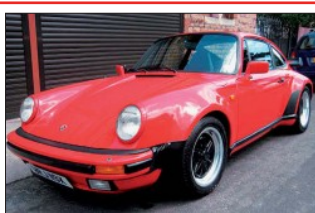
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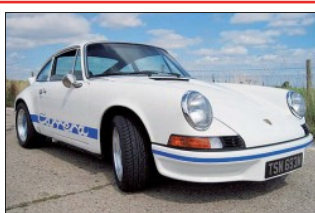
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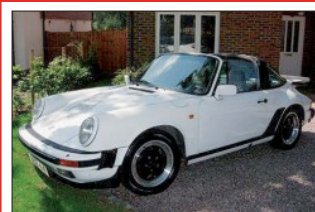
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In the mid 1980's the car was professionally converted to full GT specification. The work included GT chassis re-enforcement, wheel arch extensions, fitment of front oil cooler and great time and effort was made to source and fit wherever possible, original GT parts. This included fitment of rare 1970's lightweight NOS factory GT bonnet and boot panels. After several years of display in the famous Rosso Bianco Museum in Sinsheim, the car competed on the 2000 Tour Auto.

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