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# Classic PORSCHE



FROM THE PUBLISHERS OF **911&PORSCHE WORLD**  
No.5 Spring 2011

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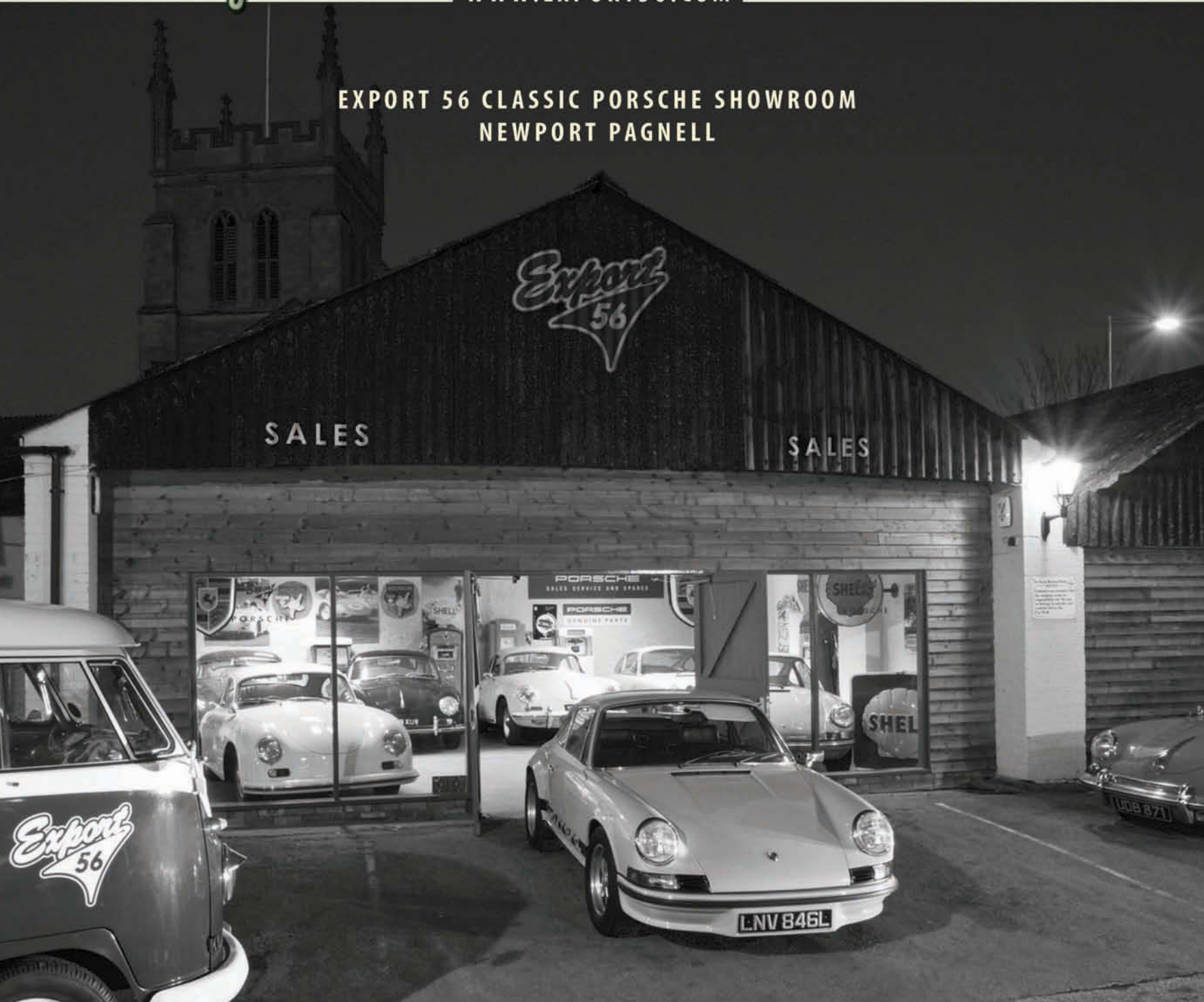


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# Classic PORSCHE

**Editor** Keith Seume Tel: 01208 871490  
classicporsche@chpltd.com

**Contributors** Paul Davies, Delwyn Mallett,  
Stephan Szantai, Dave Wigmore  
Antony Fraser

**Studio Manager** Peter Simpson

**Art Editors** Joel Mitchell, Si Mitchell,  
Jonathan Henson

**Colour Origination** Paul Nilsson, Mike Tubb  
Tel: 020 8655 6400

**Group Photographer** Michael Ward

**Group Advertisement Manager**  
James Stainer

**Advertising Manager**  
Kirk Ritchie Tel: 020 8655 6407  
kirk.ritchie@chpltd.com

**Production**  
Ant Menhennet Tel: 020 8655 6417  
ant.menhennet@chpltd.com

**Accounts:** Bev Brown, Charmaine Sutton  
**Administration:** Allie Burns, Sandra Househam  
**Subscriptions:** Debi Stuart  
debi.stuart@chpltd.com  
Tel: 020 8655 6400 Fax: 020 8763 1001

**Publisher:** Nigel Fryatt

**Managing Director:** Clive Househam

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Welcome to issue #5 of *Classic Porsche*. We've got a full bag for you this time around, with everything from a close-up on the rare Porsche 906E, to a visit to Porsche's own restoration shop.

This relatively new venture is a measure of the amazing growth of - and the enthusiasm for - the classic Porsche scene as a whole. And no better is this enthusiasm (call it 'madness' if you like) demonstrated than by the stories behind two of the cars featured in this issue.

The 911 ST 'tribute' shown above was commissioned from an American Porsche specialist by a UK-based enthusiast. Now, he

“It's this enthusiasm that guarantees *Classic Porsche* has a great future”

had never met the people he chose to build his dream car, and had never even seen the car until the moment he took delivery, right around the time this magazine was published. Crazy? It gets worse - or should that be better? Check this out:

Shane Balkowitsch's Outlaw 356 on page 16 is a true act of blind faith. Shane had never sat in, let alone driven, a 356 before he commissioned a man he had never met to build his rather special Porsche. He saw it for the first time (and met the man behind the build) the day he flew to Texas to take delivery.

It's this level of enthusiasm that guarantees *Classic Porsche* has a great future. Stay with us, it'll be quite a ride!

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

[www.911porscheworld.com](http://www.911porscheworld.com)

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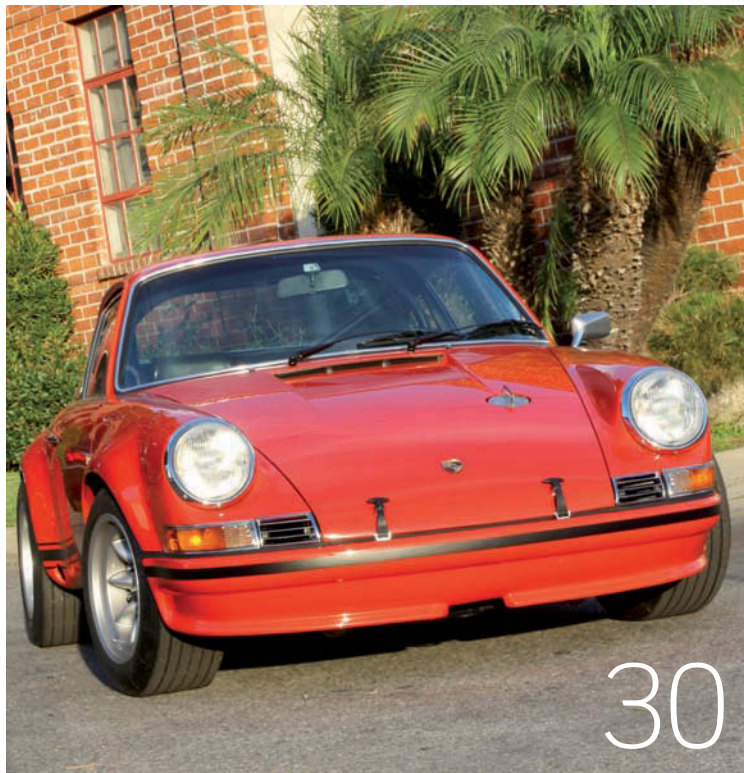
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In fact, why not take out a subscription?

**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**

## New for 2011 from D-Zug Produkt



Gabriel Wahl and his colleagues decided to start their own parts company after they got together during the formation of the Fünf Gruppen Enthusiast Club for 930 enthusiasts.

Serving as their inspiration are the daily-driver hot-rod 930, 934 tribute car, with period correct 934 parts, and Gabriel's own 935 K3 tribute, built using authentic 935 bits gathered over the years. 'We live and

breathe this stuff and have been let down by the lack of parts and quality of the vintage 930, 934 and 935 items. So, instead of just complaining over the 'net, we decided to get off our rumps and do something about it for the community!' says Gabriel,

'You can read more about us at [www.d-zug.us](http://www.d-zug.us) - we're a group of average guys who call it as we see it and build parts that get put to the test before being

taken to market.

'The two parts shown here are the new chassis brace and throttle pedal. I personally developed these and, while being very proud of them, feel they have qualities that are not found elsewhere in the current market.

'The chassis brace is based on the 935 and 934 original front chassis reinforcement, which we have recreated for the stock 911, 930 and 964. We guarantee it will transform the handling and turn-in of the car (eliminating 'push') or your money back.

'It's lightweight aluminium and mounted in a way that ties in all portions of the front structure to effectively unite the front end of the car for a very "pointy" feel. Instead of only attaching to the strut tower sheet metal, or just the back bolts, our chassis brace involves the entire strut mount structure and the struts themselves.

'Similar to the original braces, where each front right leg was removable for access to the battery (as it was not in the stock location), the same leg is removable, but the joint is placed higher up to allow the 911, 930 or 964 owner to access their stock spare tyre should the need arise.'

The throttle pedal is an adaptation of the 935 and 917 pedal but configured in a way that the average 911 owner can use it without modification to the chassis or pedal cluster. D-Zug took the dimensions of an original 917/935 pedal and gave it the appropriate tilt to work in place of the



stock throttle pedal with an adjustable floor mount (it bolts to the stock location) which allows the distance from the floor board to be adjusted to personal preference. For more details log onto [www.d-zug.us](http://www.d-zug.us)



## Be our guest...

Do you want to join the CHP crew (the people behind *Classic Porsche* and *911 & Porsche World* magazines) for a chat over a pint, or some fine of food? If so, then come along to the Blue Ball public house in Walton-on-the-Hill, near Tadworth, Surrey, on three Mondays throughout the year: 18th April, 27th June and 5th September. It's not far from the M25, junction 8, south of London.

There's a large car park, a well-stocked bar and an excellent restaurant, with reasonably-priced quality food. So why not join is for a chat about your two favourite things in life: Porsches and... Porsches!



## NEW FROM PRS

Porsche restorers and parts specialists PR Services has just announced another run of ZF steering box pegs for Porsche 356s built from 1957 to 1965.

The pegs have been tested, ground and hardened and, as with all parts supplied by them, they are of the highest quality and cost only £60 (+VAT) each.

PRS tells us that if rebuilding your steering box is a bit beyond your expertise, or you simply don't have the time, they would be more than happy to do it for you.

To find out more, or to speak about any other Porsche related queries, you can call Paul on 01277 630099.

For more general information on PR Services' products, services and projects, why not take a look at the company website, [www.prs356.com](http://www.prs356.com)?



# TECHNOMAGNESIO WHEELS



Regarded by many as possibly the finest aftermarket wheel ever produced for early Porsches (and older Volkswagens) with a PCD of 5-on-205mm, TechnoMagnesio wheels are now available once more in the UK.

These wheels are fully TÜV approved and are suitable for use with tubeless tyres. They are super-light, at just 5.5kg each, and measure 5Jx15in with an ET (offset) of 24mm. They are sold in sets of four and come complete with a full set of steel lug nuts (with M14x1.5 thread).

Powder-coated in a satin-silver, they have the appearance of original steel wheels, but closer examination soon reveals these are something special!

Give your 356 a treat for £2850 (per set of four) from Karmann Konnektion. Call 01702 601155, or visit [karmannkonnektion.com](http://karmannkonnektion.com)

## KEEPING COOL

G-Cool is the latest new product from the Goodridge Advantage range of high-performance fluid transfer systems. These lightweight auxiliary fluid coolers have been specifically designed to meet the requirements of all racers and tuners, from professional car builders to 'weekend warriors', and motorcycle enthusiasts to OEM manufacturers.

When combined with Goodridge G-Line hose and one-piece G-Line fittings, Goodridge G-Cool will allow you the ultimate performance with light weight.

First up is the 19mm G-Cool Slimline. Suitable for cooling oil, water or fuel, the slimline G-Cool auxiliary coolers are available in a range of sizes, from 14-row up to 32-row, and feature -06 JIC male ports. These coolers are ideal for cooling fuel or transmission fluid and feature a 'flat panel' mounting system, which enables easy and convenient fitment into a wing support, sidepod or air dam.

Then there's the 37mm G-Cool Standard. Also suitable for cooling oil, water or fuel, the standard G-Cool auxiliary coolers are available in a range of sizes from 7-row up to 28-row, and feature a modular thread-adaptor which allows each cooler to use either -06, -08, -10 or -12 JIC threads. Log onto [www.goodridge.net](http://www.goodridge.net) for more details of how to keep your hot Porsche cool...



## MEGUIAR'S PAINT RESTO KIT

Meguiar's Paint Restoration Kit has attracted a lot of attention from enthusiasts already, and is expected to become a best seller in the UK. It is one of eight new car care products launched by Meguiar's this year.

The kit features Gold Class Wash, Smooth Surface Clay Bar and Quik Detailer to prepare the car's surface, Ultimate Compound with Soft Foam Applicator Pad and Supreme Shine microfibre towel to correct surface defects and Gold Class™ Carnauba Plus to ensure a perfect finish.

Dominik Berry, marketing manager for Meguiar's UK, comments: 'After the harsh winter, Porsche enthusiasts will want to lavish some much needed attention on their paintwork, especially with all the salt, water and harsh contaminants that their cars may have been exposed to during the cold snap.'

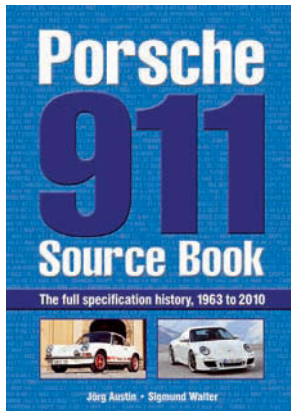
'The Paint Restoration Kit is a one-stop-kit that does just that. With a few simple products that are easy to use you can really see effective results. It is a small investment for the achievement of that "brand new car" feeling.'

The kit can be ordered via [www.meguiars.co.uk](http://www.meguiars.co.uk), by calling 0870 241 6696 or e-mailing [info@meguiars.co.uk](mailto:info@meguiars.co.uk).

Meguiar's UK is also making waves



online with its Facebook and Twitter pages. With exclusive product news, competitions and car care chat, they are ideal portals for car enthusiasts across the UK. Visit [www.facebook.com/pages/Meguiars-UK](http://www.facebook.com/pages/Meguiars-UK) or [twitter.com/MeguiarsUK](https://twitter.com/MeguiarsUK)



**PORSCHE 911 SOURCE BOOK: THE FULL SPECIFICATION HISTORY, 1963 TO 2010**

Authors: Jörg Austen and Sigmund Walter

Published by: Haynes

Price: £30.00

Available from:

[www.haynes.co.uk](http://www.haynes.co.uk)

As an enduring sports car icon, the 911 has no rival. It is also unrivalled in the sheer number of books that chart its history.

Sometimes, though, it's

hard facts that count and the *Porsche 911 Source Book* places facts and figures first.

The many thousands of changes in the 911's specification through the years are recorded and explained in this book from 1963 to 2010, which has been compiled from technical documentation in Porsche's archives. Each model year is covered in depth, with full specification tables detailing engines, transmissions, suspension, wheels and tyres, weights, dimensions and fluid capacities, as well as chassis numbers and production numbers for each model.

The comprehensive tables are supported by text explaining significant developments together with a wealth of colour photographs and technical illustrations. Authors Jörg Austen and Sigmund Walter have a number of Porsche books to their credit, and Austen in particular is well qualified for the task, having spent most of his working life at Porsche, first in transmission development and later in technical development.

This book is invaluable information for any 911 owner, or anyone looking to restore a 911.

## 356 MIRRORS



It's all about the details when it comes to restos, so these new interior mirrors from Karmann Konnection could be the perfect finishing touch for your early 356. However, be warned there are a myriad of fitting variations for these early models, so you will need to make sure which type of mirror and fitting clamp you will need, depending on whether you have a 356 from A up to B T5, Coupé and Cabrio, Speedster, Convertible D and Roadster. Talk to KK! The mirrors themselves are top-notch quality items with the correct dull satin finish to prevent reflections, and quality mounted glass. Prices are £99 incl VAT, and clamps are £9.60 to £12.00 inc VAT.

For more info go to: [www.karmannkonnection.com](http://www.karmannkonnection.com)

## PORSCHE RACE CAR CLASSIC



Come October the world's finest examples of 1950-1965 Porsche race cars will roll onto the Monterey Peninsula.

Cars from the Porsche AG Museum, Ingram Collection, Ranson Webster Collection, Dr. Julio Palmaz Collection and the Seinfeld

Collection will all be represented on the grassy fields at Quail Lodge in Carmel, California on 16th October 2011 for the Porsche Race Car Classic.

The rarely-seen Porsches from these prestigious stables will join a panoply of more than 100 historically significant Porsche race cars already slated to appear.

This will be a once-in-a-lifetime opportunity to take in the largest-ever gathering of vintage Porsche race cars while feasting on local gourmet specialities and sipping

wine from leading vintners. Importantly, your ticket purchase or donation will help support much-needed funding for Lung Cancer research.

Mark the date, 16th October, and be there when the vintage Porsche racers gather at Quail. Please visit [www.porscheracecarclassic.com](http://www.porscheracecarclassic.com) to purchase tickets.

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



## LAGUNA SECA REUNION



Automobile enthusiasts worldwide are expected to descend upon the Rolex Monterey Motorsports Reunion in Monterey, California, to enjoy the world's finest pre- and post-war race cars competing as they were originally intended on the challenging road course at Mazda Raceway Laguna Seca. The event will be held on 19-21 August and is a cornerstone of Monterey Peninsula's Classic Car Week.

Formula 1, Trans-Am, Stock Cars (with drum brakes) and Bugatti were among featured race groups last year, and this year promises to be a feast for everyone who remembers the glory days of the past. Two days of Pre-Reunion activities and four days of Reunion action culminates with a weekend of vintage racing for over 600 historic cars in race groups that span nearly every era of motorsports history. Needless to say, Porsches are expected to play a major party in the occasion! Check [www.caracingnews.com](http://www.caracingnews.com) for details...



# NEW YEAR CHARITY RUN A BIG SUCCESS!



The inaugural Magic of Motoring charity classic car run on New Year's Day, supported by Aston Martin Works Service, Porsche GB and classic Porsche specialist Export 56, was a big success. The fifty crews enjoyed a relaxed and very social start to the new year, while several thousand

pounds was raised for 'The Friends of the Walnuts'.

A large crowd gathered at Aston Martin Works Service to watch a wonderful array of classic cars flagged off by the Mayor of Milton Keynes. Drivers and co-drivers had to navigate through the picturesque

Buckinghamshire countryside to a check point at the Porsche Experience Centre at Silverstone Circuit before returning to the Export 56 retro-style showrooms in Newport Pagnell.

Red Bull's Head of Race Engineering, Ian Morgan, made a guest appearance in

a 1959 Porsche 356A Coupé – maybe not quite the power of the F1-winning RB6 but a lot more comfy!

The Murray Walker Pub Quiz that followed proved a walkover for the winning team 'The Old Morgans' (protests have already been lodged by Team Retro-Speed!), and well done to 12-year-old Ben Pacey for raising a magnificent £86 towards the day's cause.

There were prizes for: Car of the day (Norton Brock in a Bentley 4.5 Litre Tourer) and Best dressed crew (Gavin Thomas and Katrina Merridan in their 1965 VW Karmann Ghia). Winner of the raffle for a Porsche GT3 Driving Experience at Silverstone was Mark Bendell-Jones.

Finally, the coveted 'Golden Pickle Jar' was awarded to the Daimler Dart SP250 driven by John Hoskins and Mark Nalley, who not only turned up late but broke down, got lost and finished 1.5 hours after everybody else.

The launch of The First Run event was a great

success. I was so pleased with the turnout, a really tremendous effort by everybody involved in co-ordinating this event,' said Mick Pacey, CEO, Magic of Motoring. 'When you take into consideration it was only promoted from the second week in December and we were under six inches of snow for two weeks, it's a remarkable achievement.'

'The First Run will definitely become an annual event with an increased entry to 75 cars with a new route already planned.'

*The Walnuts School is a community residential special school for pupils with Autistic Spectrum Disorders (ASDs) situated in a rural setting backing onto the North Bucks Way in Hazeley, Milton Keynes. The majority of the children are from the Milton Keynes area. There are, at present, 131 pupils on roll, aged 4-19, and most have a diagnosis of an Autistic Spectrum Disorder.*

[www.magicofmotoring.com](http://www.magicofmotoring.com)

## ALL EYES ON SILVERSTONE IN 2011

Already firmly established as the world's biggest classic motor racing festival, the Silverstone Classic (22-24 July) will be even bigger in 2011.

For the first time, this year's Silverstone Classic will take maximum advantage of Silverstone's latest Grand Prix circuit configuration – a move that will allow the event organiser to field even bigger grids in 2011.

The track licence for the new 3.666-mile layout permits 50-car grids for larger engined purpose-built single-seaters and sports racers such as Grand Prix Masters and Group C prototypes – that's up from the 42-car limit imposed on the circuit plan used in previous years.

Even more significantly, though, grids for the many other categories featured

on the far-reaching Silverstone Classic bill have now been enlarged from 48 to a record 58 cars.

Races obviously benefiting from this increase include the popular HSCC Big-Engined Touring Cars which stars dozens of V8 powered American muscle cars from the Sixties as well as the two special Jaguar E-Type Challenge races being organised specifically to mark the iconic model's 50th birthday in 2011.

'The biggest classic motor racing festival is just getting bigger and bigger,' said a delighted Event Director Nick Wigley. 'The decision to switch the on-track action to the new Silverstone Grand Prix circuit has a huge number of benefits. Bigger grids, of course, will provide even more entertainment for

both festival-goers and competitors.

'In the past we've had to turn down entries as certain grids have been vastly oversubscribed. Beyond that the new layout will provide drivers with a new challenge. Moreover the event provides fans with a great chance to experience the dramatic new Silverstone Wing pit complex.

'Our hugely successful "access all areas" policy gives the public the perfect opportunity not only to see all these fabulous and priceless racing cars from bygone eras, but is also a great chance to get a close look at the spectacular redevelopment currently nearing completion at Silverstone.

'It's the perfect cocktail: motor sport's fabulous pedigree in the paddock

overlooked by the glittering edifice which symbolises the sport's future in this country.'

With so much entertainment already confirmed, ticket sales are already nearly 100 per cent

up on this time 12 months ago, with those booking before the end of March taking advantage of significant 'Early Bird' discounts.

For more info, log onto [www.SilverstoneClassic.com](http://www.SilverstoneClassic.com)



## CLASSICS AT THE CASTLE 2011



Anyone who attended the Classics at the Castle event held at Hedingham Castle last year will need no reminding of what a great event it was. And anyone who didn't go should, quite rightly, be kicking themselves for missing what for many was the Porsche event of the year!

This year the event will be moving back to its more customary mid-summer date, on this occasion Sunday 17th July, which will (hopefully) guarantee good weather and an excellent turn out.

There will be a major focus on bringing together as many AFN-supplied right-hand drive 356s as possible (in fact, all RHD 356s will

be most welcome) in a tribute to Arthur Sheffield, founder of the first club for 356 owners back in 1961 – what we know today as Porsche Club Great Britain.

As organiser of Classics at the Castle (and past PCGB chairman himself) Fred Hampton explains, 'In 1961, other than the more esoteric Spyder and Carrera engine competition cars, the only Porsche production car was the 356.

'Accordingly in the beginning Porsche Club GB was, until the advent of the first 911s, exclusively 356 and, in reality, the 356 is the only production type that has been ever-present in the Porsche Club for fifty years.'

Already there has been a positive response to the appeal for RHD 356s, but as Fred says, the call goes out to anyone who can add to the display: 'Club affiliation is not a criterion. It is the cars we are interested in, as has always been the case at Hedingham. Bring more than one if you are able to do so! 'Contact me directly by phone, 020 7262 8695, or e-mail [info@classicsatthecastle.com](mailto:info@classicsatthecastle.com) to register your interest.'

But it's not all about 356s by a long chalk. You can expect to see a wide array of classic Porsches, from early competition cars, such as the 550 Spyder, through to later classics, like the road-going Martini

Turbos and the mighty Porsche 962. Watch out, too, for some very special surprise displays...

There will also be a display of rare and exciting post-'74 cars, as well as a large range of specialist trade stands where you will have the chance to discuss your plans, parts and dreams with the experts.

So, make a date now for the one event you can't afford to miss this year. Keep an eye on the website [www.classicsatthecastle.com](http://www.classicsatthecastle.com) for future updates. We at Classic Porsche can't wait for July!

Hedingham Castle is situated in the village of Castle Hedingham, half a mile from the A1017 between Cambridge and Colchester.





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\*available for Porsche vehicles up to Boxster (Type 986) and 911 (Type 996) with single DIN aperture, except 356 models



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# GUEST WORDS

DELWYN MALLETT REFLECTS ON DAYS WHEN AN OLD PORSCHE WAS SIMPLY AN OLD CAR – AND NOT AN INVESTMENT...

In 1980, the art critic Robert Hughes observed in his masterful book on modern art, *The Shock of the New*, that a point had been reached where the aesthetic value of art had been subsumed by the dollar value.

I feel pretty much the same way when it comes to the value of Porsches (and any other so-called 'classic' car).

When I bought my first 'second-hand' Porsche in 1967, the notion of classic cars barely existed – and certainly not the idea of investing in them as an alternative to playing the stock market.

The eccentric British, of course, had long been enthusiastic about preserving 'old crocks', but the restoration industry, as it has now become, simply did not exist.

My first Porsche, a 1959 'A' Coupé, began to disintegrate on the way back from what I naively thought was a private vendor (it turned out he was a 'dodgy' dealer working from home) and spent the first few months of my ownership off the road while I tried to find a welder who could re-attach a detached shock absorber mount.

The sills had also been patched over with glassfibre (the MOT men were not so vigilant in those days), a fact that I only discovered after a puncture when I slowly watched the car 'descending' the column-jack while I tried to manoeuvre the spare wheel into position.

Assuming that the jack was at fault, it took some time for me to arrive at the counterintuitive conclusion that the jack was in fact

disappearing into the car!

Much to my shame, I 'repaired' the detached jacking-point with more matting from the much-visited Strand Glass of Isleworth and sold the car to a chum. A bad move as we actually worked in the same company and I felt pangs of guilt each time I tentatively enquired, 'How's the Porsche going?' It soon went.

To assuage my guilt, I forced an almost daily running report on my, by now uninterested and weary, chum relating the catalogue of decay discovered in my 'new' Porsche, a 1957 RHD Speedster.

With a perverse sense of redemptive joy, I was finally able to relate that the floor had actually collapsed beneath me while travelling at speed. The news that ultimately my car was worse than his failed to cheer him but this divine retribution, as I saw it, restored a moral balance to my life, if not my wallet.

My third Porsche, a LHD Speedster was actually bought with a view to cannibalizing the two into one. A thought that would now be unthinkable but then, as I observed earlier, they were just old bangers. Fortunately for me, and posterity, I decided not to cut and shut and to this day! remain their temporary, if fairly long-term, 'custodian'.

Both Speedsters cost me significantly less than £1000 to buy – for the pair! But don't go entirely green with envy at this figure, as over the years I have spent many thousands more in restoration costs. Back then Porsche owners still

flashed their lights in recognition, the uninitiated considered 'Porches' to be 'souped-up VWs' (Clarkson, the professional iconoclast, still does!) and most had no idea what a Speedster was. Little kids loved mine because it was red with yellow wheels and looked like a Noddy car.

I patiently forgave their parents for thinking it was a VW Karmann Ghia but I couldn't forgive them when later they started to proclaim, 'It's one of those kit-cars, innit?'

Reactions have changed once again, from both the gawper and gawped at. Nowadays my working-class guilt quickly kicks in, absolving myself from the inevitable 'What's it worth then?' by explaining that no, I didn't pay £100,000 for it last week, but I bought it for 'nothing' forty years ago when the world seemed much saner.

Returning to Robert Hughes. Marvelling at the staggering auction-room

prices being paid for art, he observed that, 'The blind, gratuitous spectacle of surplus income displaying itself was being inexorably thrust into the meaning of art,' and continuing with, 'Consequently it is nearly impossible, and will soon be entirely so, for anyone to look at a Braque or a Rothko without being deeply affected by the awareness that the price of such things is insanely high and, in some quite crucial way, this has removed them from the sum of normal experience.'

At last year's Techno Essen, that pre-eminent automotive outlet for surplus income, I stood with a chum, himself a long-term owner of a 356 Carrera, marvelling at the £250,000 being asked for a very beautifully restored but bog-standard early Porsche 911.

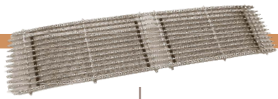
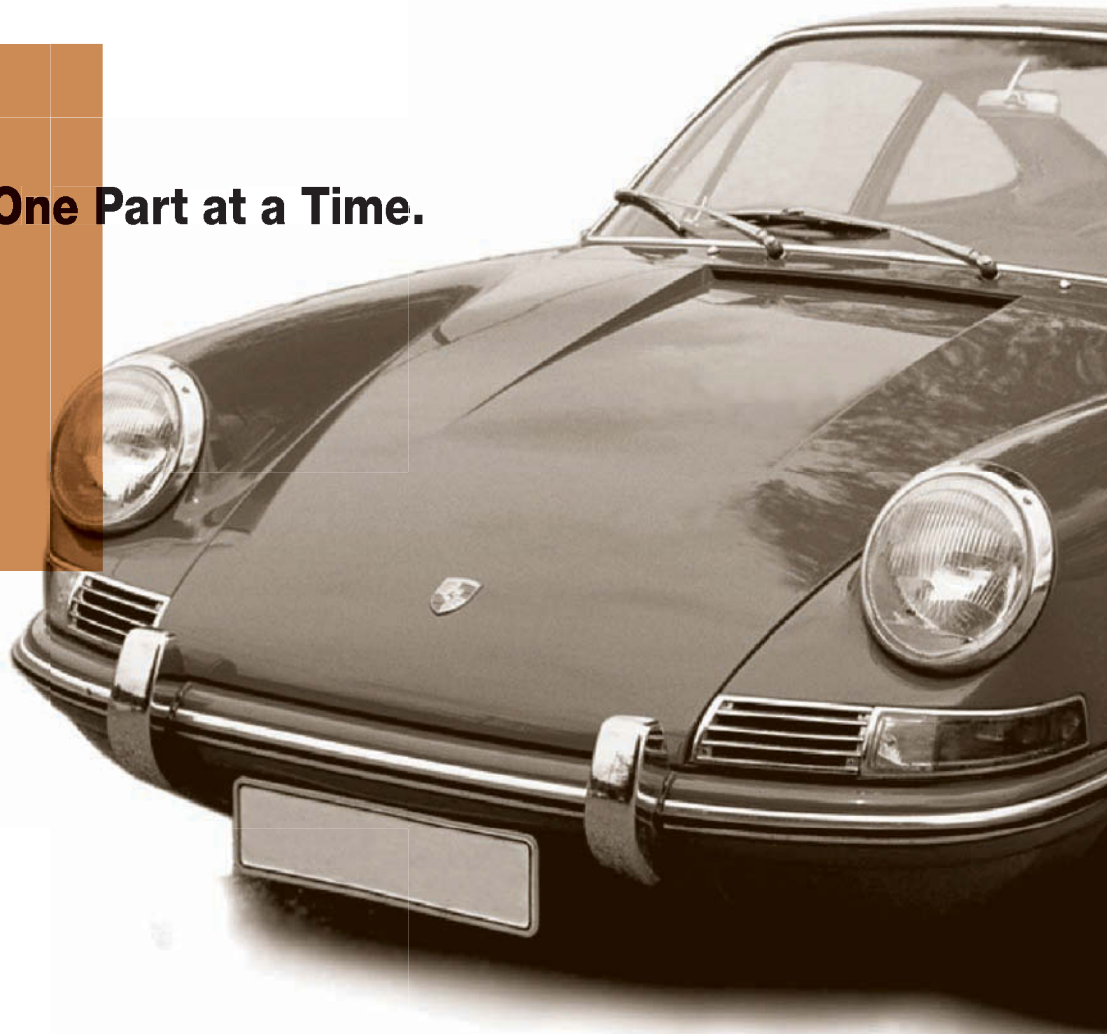
Our sad conclusion was that, indeed, the world had gone mad and moved well beyond normal experience...

*Bought for a song and having clearly seen better days (the Porsche, not Mallett), the Gmünd-inspired 356 'Streamliner' poses alongside Tatra 87. Delwyn Mallett just poses...*



# 911

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1965-1968



1966-1983



1967-1973



1970-1973



1973



1974-1975



1978-1989



356C, SC 912

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PORSCHE

# LETTERS

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

## BARRELS OF FUN

Just received *Classic Porsche* #4. Thanks again for your GREAT magazine. While skimming through, I noticed a picture caption on page 85, of the RS engine profile you might want to have a second look at, as I believe you have the captions of the two pictures switched!

It is my understanding that the 2.7 (gomm) Mahle Nikasil barrels have 11 fins and it's the Biral barrels that have 15.

In fact the picture on the left in your article looks like a very early barrel, and not a 2.4 Biral barrel for comparison. To double check, look in Bruce Anderson's *Porsche Performance Handbook*.

As a triple check, I just crawled under my '73 2.7 Mahle conversion and they have 11 fins. Respectfully, I still think your magazine is one of the best out there...

**Chuck Miller - Early 911S Registry**

## SPREAD IT OUT!

Well, even though I have been rationing your wonderful issue #4 like a hidden candy bar at a boot camp, I sadly report it is done, right to the last advertisement.

You see, after racing through the first three issues as soon as they showed up on the local news rack, I have painfully allowed myself to read only one article per sitting on issue #4.

I felt the slower pace would be a reasonable method to close the gap before #5 becomes available (I may have closed it down by a couple of days). It was a good strategy and one that I recommend.

This issue hit all my

buttons, article after article. They were all wonderful. The 901, winning 914/6, classic 356C, 2.7 RS engine profile and a close-up on early 1970s 917 racing sewn together like a classic symphony. I can't imagine what the line up will be for future issues but please hurry.

It's cold here in Nova Scotia, the fun cars are tucked away for hibernation, and all we have to get us through is wrenching and reading. Congratulations on another perfect issue.

**Greg Payne  
Via e-mail**

*PS. I have finished a restoration of a '63 356B, an '82 SC 3.6 conversion, and am currently working through a 1968 912-to-911 resto-mod. Yes, I read your advice on converting 912s, but I feel OK as mine was purchased as a \$600 basket case, with no engine or trans.*

## PORSCHE ON TOUR

Once again *Classic Porsche* has beaten our three-foot-deep snow drifts here in the Lincolnshire Wolds, or rather the postman has.

Although I have yet to sit down with a cup of coffee to read through the magazine (and then have to wait for far too long for the following edition) a quick browse found Mr Simmons' letter regarding long-distance rallying.

I could not agree with your answer more, but would be delighted to point him in the direction of our annual Cape to Cape Tours in aid of Macmillan Cancer Support. I've done them all since 2007 and am hoping to do the next one in May - wife willing!

These are non-

competitive, but are based on historic rallies, with road books to describe the route. There are one or two 'twists', but a full rally-prepared car is not necessary, even though it is a five-day, 1500-mile event.

For greater detail, the web site to access is [www.maccapers.co.uk](http://www.maccapers.co.uk).

**Brody Purdy  
Brookenby, Lincolnshire**

## DEFENDING THE 914

Paul Davies has more on me than the greats such as Jackie Ickx had on him with regard to Porsche knowledge and driving (*Guest Words*, issue #4). That prompts me to ask the question, 'Did I have an anomaly in my new-purchase 1972 lime green 1.7-litre 914?' I ask this because my car handled like a dream; it never broke down and shifted incredibly well.

It regularly returned 34mpg on trips to San Francisco to visit my friend attending the Art Institute, and on one occasion I left Hollywood, where I then lived, to drive to the Embarcadero in San Francisco, non-stop. Upon arrival, I still had 3/8 of a tank of gas remaining. The gas gauge was accurate.

Most recently, I was in the 38-year-old, Conemac Precision Machine, of Canoga Park speaking with the owner, Rick. He had a 914 engine in various stages of disassembly and he told me when all the machining was done, it would go back into a customer's very special VW Bug.

He then showed me a number of parts that had Porsche numbering, or specification, on that engine which I saw with my own eyes. This was not a

2.0-litre, nor was it a six: this was a 1.7.

Interestingly, on my own 914, there was very little wind noise from the Targa top; the 901 shifter was silky-smooth and never missed a shift on its own, although two or three times I missed a shift with it, though no damage was ever done.

When new, a speed trial found the speedometer needle jammed against the 120+ mph mark on a similarly new freeway. The only extras on that car were a Jensen Interceptor radio, speakers and amp, and a set of magnesium wheels with Michelin 175-section tyres.

The car did vapour lock twice during its life with me. The cure? Once I let it sit for a few minutes, and once overnight. That could have been fixed, but I didn't know what it was in my youth at the time.

That 914 got a fifth in class (out of 12 entries) with me behind the wheel in a PCA event at Willow Springs - the only time I've ever ventured near a track.

That car drove every bit like the Porsche 911 I now own and nothing like the 1968 Bug I also owned from new. My apologies, Mr Davies. The 914 is a Porsche. Period.

**Alex Ford  
Via e-mail**

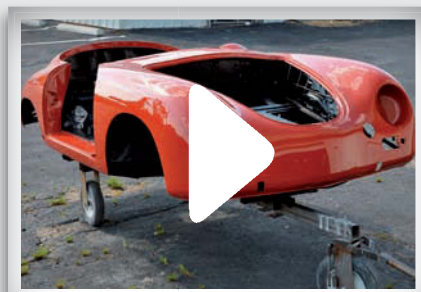
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*The 914 is a REAL Porsche, says Alex Ford, even if our man Paul Davies dared to suggest otherwise*





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# BLIND FAITH

Who in his right mind would commission somebody he's never met to rebuild a car he's never even driven? That's precisely what Shane Balkowitsch did - and just look at the result!

Words by Keith Seume  
Pictures by Kevin Marriner Jr





A pure act of blind faith – there's simply no other way to describe it. Shane Balkowitsch had never owned a Porsche, never driven a 356 and – get this – had never even sat in one when he embarked on one of the most remarkable long-distance projects of all time. He put his trust, 100 per cent, in a man he'd never met, commissioning him to build the car of his dreams, overseeing the project solely by way of e-mail and telephone calls... Madness, surely?

We first got to hear of Shane's project through the web forum of the US-based 356 Registry. There, in the projects pages, unfurled the tale of a Porsche 356C coupé which was undergoing transformation into an 'Outlaw'. To say the thread attracted plenty of interest is something of an understatement. That's when we made contact with the owner and the rest, as they say, is history.

The tale really begins on 19 February 1963, when Porsche 356C coupé, chassis number 222063, left

Stuttgart. One of just 1101 such cars built that year, it was destined for the USA. We know little of its early life but do know it fell into the hands of a Richard Rittiger from Pasadena, California, in April 1983. It was then sold to Tracey Cameron of New Haven, Connecticut, in May 1985, who set out to drive it from California to its new home later that year. Sadly, the engine expired and the car was towed to Pray Porsche in Greenwich, CT, before being sold, less engine, to a Peter Burns of Wilton, CT.

It would appear that this latest owner set out to restore the car but, as is often the way, the project stalled. The Ruby Red 356C was then put up for sale on eBay in a partially dismantled state, and this is where Shane stepped in – but not before he had made contact with Bill Hamilton of Hamilton Classics in Martindale, Texas. But how did someone living in North Dakota (that's Shane, by the way) come across a shop in Texas? Shane explains: 'That is easy, a simple Google search for "Porsche

*Shane Balkowitsch is justifiably proud of the way his Outlaw 356C turned out. And to think he'd never even driven an early Porsche until the day he collected his new project!*





356 Restorer” and his name just appeared! It turns out Bill restored his first 356 back in 1971, just two years after I was born. Since then, he has restored the 356 model exclusively, first as a hobby and then as a business to keep him busy in his retirement years.’

We’ll let Bill take up the tale here: ‘Shane contacted me in June 2009. As I recall he was interested in buying a Porsche and his research had led him to my website. The initial call was to discuss Porsche 356s, and differences between the models, and what might best fit Shane’s goals for a car.

‘I enjoyed the conversation as I really like to talk with anyone who thinks they might be interested in a 356 (I guess I’m a bit of a 356 cheerleader). At that time I wasn’t sure this conversation was going to go anywhere since I don’t think Shane had even seen a 356 up close, much less ridden in one. Well, it didn’t take long for me to find out he was for real. So began a flurry of e-mails and phone conversations looking for the right car, which was

‘I kept saving images of cars and most of them were inevitably of modified cars. Very early on in our conversations I was telling Bill we were going down this route. He was very supportive and said that if we were going to do an Outlaw, there was a right way and a wrong way to do one – and he would show me the right way.’

The two discussed over the phone the direction the project would take as it was, quite literally, to be a daily driver when completed. That’s the main reason a 356C was used as a base, its four-wheel disc brakes and superior suspension (compared to the 356As and early Bs) lending themselves better to everyday use in modern road conditions. As Bill recalls, ‘I wanted a car that was close to complete and was not too rusty. The car we purchased was a very good find. It had been off the road for many years and had “good bones” – no big rust issues and no major body damage. Although it was disassembled, it was complete. All of these cars have stories to tell, and most of the stories come out when you take it to the media

*Bill Hamilton of Texas-based Hamilton Classics (left) was the master craftsman behind the project – owner Shane Balkowitsch was more than happy to put his full trust in the Texan...*

## “I started looking at hundreds of images of 356s and just gravitated towards the Outlaws”

eventually purchased, arriving at my shop on 14 July 2009.’

But considering Shane had never actually owned a Porsche, why did he decide on a 356 – an Outlaw at that – rather than a 911? ‘To begin with, I always thought my first Porsche would be a 911, not sure why that was, but in my mind that was the car of choice. I always knew that I did not want a modern car – my thought was that anyone can go and buy a car right off the lot if he has enough money, but that did not appeal to me. What I didn’t want was to buy a new Porsche and then have someone pull up next to me at a stop light with an identical car.

‘I started looking into the early-’70s 911s but soon found it was the granddaddy of all things Porsche, the 356, which attracted me most. I think it was the history that surrounded these cars that made me quickly realize that this was the model for me...’

But why a full-on Outlaw car? As a first ‘toe in the water’ exercise, wouldn’t a stock 356A or similar have been the more obvious choice? Not according to Shane: ‘I started looking at hundreds of images of 356s and just gravitated towards the Outlaws. Not that stock cars are not nice, but if I was going to go through the trouble of building a car from scratch, why not make it my own? With a stocker, everything is already laid out for you, the decisions have been made, but with an Outlaw the sky is the limit, and that’s what I wanted.

blaster. Shane’s car was actually in pretty good shape – it had been damaged in the front and poorly repaired in an earlier life, but overall there was nothing too scary.’

And so began an 18-month build period, during which telephone calls and e-mails were exchanged on an almost daily basis. So who held the reins throughout the restoration and rebuild? The experienced shop owner or the neophyte client? There is no dispute about this at all, as Shane is happy to tell you: ‘I lead this project from a visionary position and Bill was the guy with the talent to pull my vision off. Remember, I had never seen the car in person and I knew that I would not get down to see it until it was finished, so the only thing I could bring to the table was the thought process and the ideas for the build.

‘Bill handled all the technical aspects. He knew what parts he needed and made sure that we got them. I was able to order many parts myself and I really enjoyed this part of the project, but I stuck to parts where I couldn’t get into trouble: Bill ordered the Weber carbs, for instance, and I ordered the wheels and seats. And if I did order something that was more technical, Bill gave me the go-ahead and made sure I got what we needed.

‘What I found out very early on is that Bill would do anything that I wanted and he always viewed this “as my car”. I asked him many times “Do you like this decision?” and he would be honest; he didn’t think some ideas were



*Hot 1883cc engine features a wealth of high-quality parts, including a Scat forged crank and Carrillo con-rods. Nickies billet cylinders run JE pistons. Spare wheel (top right) is a matching Minilite*

good ones and he would tell me. Neither his feelings nor mine were ever hurt in this process. It was very much a joint effort – we both knew our role, and I could not have asked for a better teammate.

The restoration began with a trip to the media blasters, followed by carrying out necessary repairs to the bare shell. As Shane firmly believes the car will never be sold, he had no qualms about carrying out certain irreversible modifications, such as welding up the bumper holes. 'I went with a Spyder driver's-side rearview mirror and a Spyder license light housing. In order to have a true Outlaw the bumpers had to go and, with no bumpers, we had no way to illuminate the rear plate. So I found the Spyder housing and we utilized that – it goes very well with the lines of the car.

'Since this was going to be race-inspired, we also decided to get a Rennline billet tow-hook up front and I think it turned out very well. As many of the vintage racing photos of 356s were taken on dirt and gravel roads, and to celebrate that heritage, we fitted headlight grilles.

Bill's shop oversaw the repaint, but there was some

discussion about the final scheme. 'The paint concept and the white race stripe was completely my idea,' says Shane. 'Bill did tell me he was not too fond of the white stripe at first, but now he's been around the car for so many months, I think the scheme has really won him over!

'One of the most interesting aspects was the selection of paint colours. I knew that I wanted a silver Porsche, but I was very naive to think there were only a couple of silver hues available! In fact, there are a million shades of silver and, with my research, I thought to myself, "If we are going to do silver, let's do the silver of the first Porsche ever, the famous K45-286.

'I sent some e-mails and made a phone call to the Porsche Museum. Eventually I got in touch with the curator, Jens Torner in Germany. He was very helpful and provided the paint codes we needed to match the colour of that first Porsche.'

And so to the interior. Again, Shane takes up the story: 'It made sense to go with Speedster seats. After all, this was going to be a race-inspired Outlaw, so they were a must. We also went with the WWII B2 bomber seat belts,





*Shane's Outlaw shows its pace at the Harris Hills. Slight nose-down attitude gives the car an aggressive look. Panel fit is absolutely perfect - impressive when you take a look at the starting point (below right)*

another feature many of the early race cars utilized. The wood-rimmed Derrington steering wheel was also a must-have just because it's so much more interesting than a stock '65 steering wheel. No sun visors were needed - heck, we'll be wearing our sunglasses when we drive this bad boy - so let's save on the weight, is the way I looked at it. Another case of "less is more"!

And the wheels? They are genuine period Minilites. 'Making a choice was a struggle for me,' recalls Shane. 'While I liked the earlier drum-brake wheels, to me the later disc-braked 356Cs just don't look right without hubcaps, so I had to find an alternative. Obviously later Fuchs rims were an option but then I discovered the Minilites. They date back to the early 1960s and, as far as I'm concerned,

“Let's save on the weight, is the way I looked at it. Another case of 'less is more'!”

'We also got an Emory Motorsports German Adler "bird of prey" shift knob - that was another no brainer for me. The Emory family has a long-standing history of making top of the line Outlaw cars, and Rod has also been supportive through my restoration. In fact, he has promised me an "Emory Outlaw" badge for the back of my car. This is a very coveted piece and it is an honour: you cannot buy them - his family must present one to your car. He has already said that I have earned mine and the next time the jeweller makes a batch, one is coming my way.'

they look good and are definitely period correct - and that's why they're on my car!

Turning to the drivetrain, Bill says 'Shane's car has a lot of performance built into it, but the goal has always been to have it be a street-friendly vehicle. The Type 741 transmission and the brakes are stock, the latter fitted with ceramic brake pads. Shocks are Koni Classic adjustables, and there's a Koni steering damper, too, along with a Weltmeister 22mm front sway bar. The suspension has been lowered 1.5 inches all round and the 5.5Jx15-inch



*As found, the 356C wasn't in bad shape - but it could have been better! An abandoned project, the bare-metalled 'shell showed signs of earlier damage. Once Bill Hamilton had worked his magic, it was better than new...*



wheels are shod with Toyo RA1 205/50 Z-rated tyres.'

But it's the engine spec which grabbed our attention, for this is no stock go-horse original. Says Shane: 'Well, since we knew we were going through the entire car, including the motor, why not go big? Budget was not too much of an issue and when I started reading books on how to make a 356 go fast, it became evident that there were many options available to us.'

'What I didn't want was to use an engine that wasn't native to the car. It may be OK for some guys but, to me, putting a 911 motor into a 356 really defeats the purpose. If I was really that concerned about speed, I would have bought a 911 Turbo. Instead, our goal was to achieve around 150bhp using the original case and heads, and in a car that weighs less than 2000 pounds, that gives a significant performance improvement over stock!'

The motor, built by Bill Hamilton, now reads like a dream for any 356 owner into high performance: there's a stock-stroke Scat crankshaft, Carrillo connecting rods, 1883cc Nickies billet cylinders with JE lightweight pistons and an LN Engineering Performer camshaft. LN Engineering also provided the CNC-designed heads. Other details include chrome-moly pushrods, Pertronix ignition and dual Weber 40IDF carbs, all breathing out through a custom-made

Stebro stainless quad-tip exhaust system. There's an aluminium oil cooler, too, along with a Precision Matters full-flow oil filter set-up. Thanks go to Competition Engineering for all the engine machine work.

Remember, all this while, Shane had still never seen the car, nor driven a 356. Some 18 months after he sent off his first 'down payment', it was finally time to fly out to Texas and meet his new baby for the first time. He was so nervous, yet so excited, his butterflies even had butterflies...

But now the project's complete – and following a day's 'tuition' at the track – how does Shane feel about things? 'The entire experience and the final product have completely exceeded any expectations, and the attention we received when we tested (and took the photos) at the Harris Hill Road race track at San Marcos, Texas, confirmed how special this car really is. Sitting among other more modern Porsches and race Ferraris, the 356 grabbed everyone's interest. It really is a very special car...'

We agree, and are not really surprised it became the centre of attention first time out. But to wait for 18 months while somebody else builds your dream car, without ever viewing it yourself? That really was an act of blind faith. But then they do say love is blind... **CP**

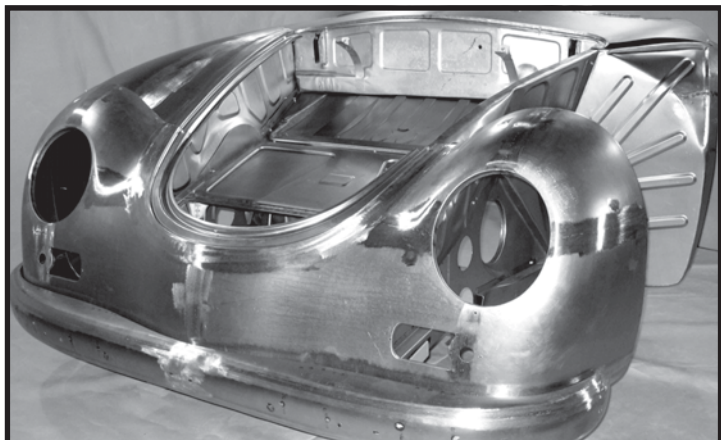
*Interior features Speedster seats trimmed in black leather, complete with aircraft-style lap belts. Steering wheel is a wood-rimmed Derrington, which not only looks great but is also period-perfect*

*Shane wishes to thank: Bill Hamilton of Hamilton Classics of Martindale, Texas, for all the work that's gone into the car – [www.hamiltonclassics.com](http://www.hamiltonclassics.com)*

*Also Bo Rivers at Harris Hill Road race track [www.harrishillroad.com](http://www.harrishillroad.com)*

*Finally, Kevin Marriner Jr for the photographs [www.zobphotography.com](http://www.zobphotography.com)*





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# HIDDEN TREASURE

After opening an independent Porsche shop in 1965, Denny Aker began to amass a number of 356s and other models from the German marque, leading to one of the most impressive private collections of the genre



Words & Pictures: Stephan Szantai



## DENNY AKER COLLECTION

A real 'sleeper': Denny's 1963 Beetle (right) was fitted with a four-cam Carrera motor way back in 1965! Here it keeps son Mark's 1956 Speedster racecar company

Brace of 356 Convertibles (far right): red example is a '59, the black one a '62

Denny and Sue Aker stand (below) alongside their ex-Pete Lovely 'Pooper' hybrid



The year was 1959. A young Denny Aker, fresh out of technical school, was about to start a humble job as a 'grease monkey' – American slang for 'mechanic' – within a fast-growing company in the United States: Volkswagen. Learning quickly and being meticulous certainly played in his favour, which led him to continue his career in the service department of a Porsche dealership in 1963. Two years later, he opened his own independent Porsche shop in Seattle, a life-altering decision that would further deepen his fondness for the German brand.

Yet, Denny's love for cars has never been limited to Porsches only, as the pictures from this article will attest. His eclectic tastes soon swayed him towards classic British automobiles and Rolls Royces in particular, starting with a 1930 model purchased in 1969. A number of other RRs joined his fleet during the early '70s, and 'Before I knew it, I had a collection', recalls Aker. While his 'Rolls days' are now behind him, he still owns a perfect 1930 Phantom I, mixed in with a 1932 Auburn V12 and a few more antique automobiles.

In the meantime, his armada of Porsches had grown tremendously, which created its share of headaches. Denny first stored all his cars on the third floor of his aforementioned shop, where they eventually covered 7000-plus square-feet. The place was now cramped and, being a brick building erected in 1906, the threat of an earthquake always remained in the back of his mind. Something had to be done...

So in 2002, he finally moved his collection to a new specially-made steel structure, located on a three-acre parcel of land. Covering 6000sqft, it now hosts about 30 cars, a small group of vintage motorcycles and a great selection of memorabilia. This is true petrolhead heaven, with miniature planes hanging from the ceiling, porcelain signs displayed on the walls, toys filling the glass cases and even bumper cars (dodgems)... When asked how he selects one item rather than another, Denny answers: 'If I go to an antique store and get asked what I'm looking for, well, I have no idea. I could end up buying a bicycle or an attractive electric fan, just because it is a neat object!'

A few cars truly stand out inside the building, starting with the 'Pooper', a Cooper Mk8R with a Porsche 356 engine. This featherlight automobile was built by Cooper for land speed records, but had limited success. Pete Lovely, a respected Pacific Northwest racer, purchased the vehicle in 1955 and installed the said 1500cc Porsche motor, before adding headlights and a second seat in accordance with the Sports Car Club of America rulebook. He then managed to win the championship in his class, beating the works Porsche 550s in the process, driven by aces such as John von Neumann!

Weighing only 920 pounds, the Pooper was able to reach 125mph with only 80 horsepower. When Denny bought the small racer in 1987, he soon upgraded the engine with modern technology and, needless to say, the vehicle remains very competitive today with 130 ponies under the right foot. He regularly competes in the United States and Canada, along with his son Mark, who battles with a silver '56 Speedster sporting number 24. Denny purchased this car dirt



cheap back in the '70s – it seemed nobody wanted it as it came equipped with a Chevrolet Corvair flat-six! It then sat for another 15 years in the Akers' secret lair, before being resurrected and raced with a tuned 1620cc Porsche engine.

The Aker family might be seen towing one of their track cars with a rather unusual 1980 VW Vanagon, aka 'Transporter' or 'T3' in Europe. Under its rather inconspicuous silver exterior hides the soul of a Porsche 930 Turbo! Thirty years ago, Denny managed to adapt its 3.3-litre turbocharged powerhouse, along with a 915 gearbox. This 300bhp 'breadbox' certainly surprises most onlookers, particularly when going uphill on the freeway with a race car in tow!

A second hybrid of a different kind became something of a local legend in its own right, since the 1960s. Back in 1965, Denny had the opportunity to install a four-cam Porsche 1600cc in his two-year-old VW Beetle sedan! 'A customer came to my shop to exchange the temperamental four-cam engine of his 356 Carrera against a regular pushrod 356 motor', he adds.

This swap allowed him to keep the desirable Carrera unit and install it – not without much hassle – in his '63 Beetle, along with other 356 components: aluminium drum brakes, Carrera gauges, etc. If you want to know more about this mind-boggling Volkswagen, note that our sister publication *Ultra VW* ran an article about it back in January this year (this issue can be purchased via [www.ultravw.com](http://www.ultravw.com)).

Maintaining a dozen 356s, plus a few 911s and plenty of other fine automobiles, remains a top priority for Denny; then again, one third of the building houses a dream workshop, fully equipped with specialist tools and a lift. This area hosts four more 356 Speedsters, some of which still await restoration. Our man has a soft spot for the black 'barn find' model that may look derelict but runs perfectly.

A young neighbour and good friend, Mike, found the car on a nearby island. However, the lady who owned it didn't want to sell but she eventually conceded after seven years, allowing Denny and Mike to put it back on the road following

long sessions in the workshop. 'It's just a neat car to take out now and then – but it will never be restored', says Aker.

The huge engine displayed in the middle of the room may require some explanation, too! As you likely gathered, Denny likes anything mechanical and that 4360 cubic inch (71,417cc!) 1941 Pratt & Whitney plane engine simply impressed him. Known as the 'Corn Cob', it has four rows of seven cylinders, seven magnetos and 56 spark plugs, all adding up to 3500 horsepower! It will unlikely see any use in the near future, though, as the last rebuild dates back to 1961.

While still involved one day a week with the Porsche shop he founded 45 years ago, Denny has had the good fortune to have his son Mark take over the business. This gives the retired Aker the opportunity to spend plenty of time with his toys, driving them as often as he can.

Save for a handful awaiting restoration, they all run – he found out that burning at least a tank of petrol in his vehicles every year cuts on maintenance. 'If the weather looks good for the week, I'll grab one car, use it and exchange it for another one a few days later', he told us enthusiastically. Somehow we think it must be good being Denny Aker! **CP**



*Pooper (above) is one of the crown jewels in the Akers' impressive collection. It weighs a scant 920lbs with 130bhp on tap!*

*Opposite, clockwise from top left: over the years, Denny has amassed an impressive collection of four-cam parts; all of Denny's cars get driven at least once a year – not every car is a Porsche, as the black Ford Thunderbird proves!; 1965 356C Convertible keeps '61 'B' sunroof coupé company; Denny at work on his 1937 Indian Scout; toy collection is impressive, too; there are plenty of projects to keep Denny going, including four Speedsters, of which one is a Carrera; 914/6 is like new; 'barn find' Speedster runs perfectly despite its run-down appearance*

*The enormous 28-cylinder Pratt & Whitney aircraft engine (left) dates back to 1941. It displaces no less than 71,417cc and produces a whopping 3500hp...*

# DENNY AKER COLLECTION



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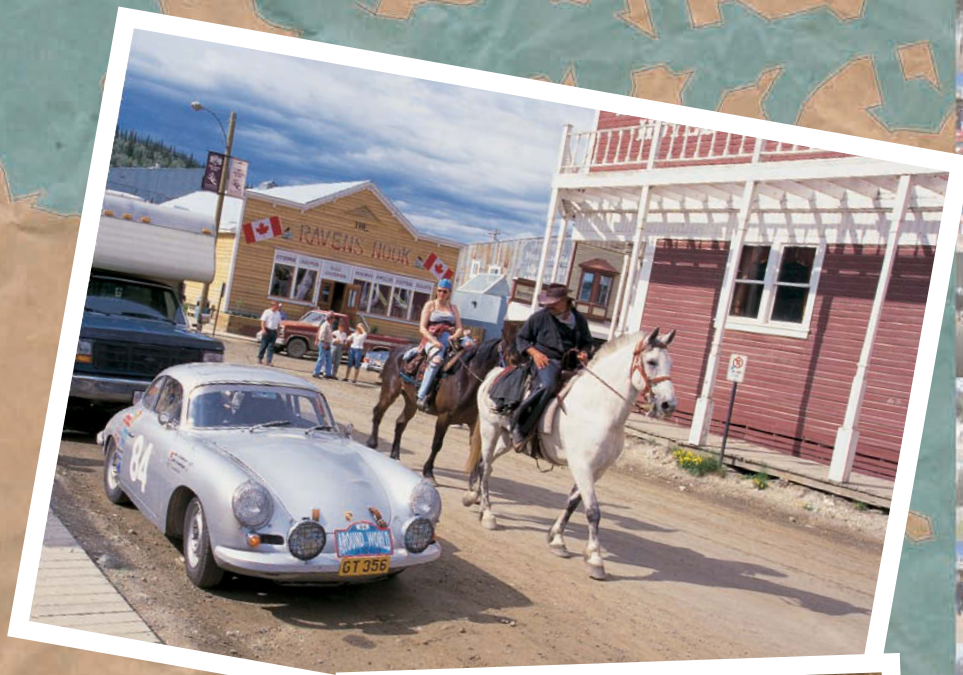


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# An Act of Trust

Entrusting an established shop to build and tweak the Porsche of your dreams is nothing unusual. What makes this story different is that the British-based owner of this 911 ST 'tribute' has never met the US-based builder!

Words & Pictures by Stephan Szantai

# 911 ST TRIBUTE





The somewhat convoluted story of the early 911s involves several models with different single-letter designations, including the 'T', the 'L', the 'E' and the revered 'S'. With competition in mind, Porsche also produced other potent variants in limited numbers, such as the 'R', 'RS', along with the 'ST' – we covered the story behind the ST in issue #3 of *Classic Porsche*. Overall, this desirable 911 model was very successful in competition and still inspires Porsche enthusiasts of all ages.

One of these devotees happens to play a key role in our story; however, as per his request, we will not mention his name. This discreet gentleman, who lives in England, owns the 1972 Porsche that graces our pages and, as you will soon discover, the STs of yesteryear served as his main source of inspiration for his project.

In no way should it be considered an ST replica, as it only uses some of the components of the said model. It also remains street-friendly and incorporates a variety of details more typically found on 'Outlaw' 911s – witness its furious 2.9-litre powerplant for a start. Ultimately, this ride is a tribute to the ST, rather than a true replica.

Now, here is where the tale gets interesting... At the

time of writing, the British owner had never seen the car, or even met any of the people who wrenched on the coupé! This speaks volumes about his relationship with the project's main contractor, Marco Gerace. The latter runs an independent Porsche shop called TLG Auto, founded by his father Tony, in North Hollywood.

Marco, who served as the point man on this project, picks up the story: 'A few years ago, I sold a Dalmatian Blue 1970 911T hot-rod that I had built for myself. It went to North Carolina, where it lived for about a year before being put back up for sale by the new owner. I had no idea it was on the market once again, until I started receiving phone calls and e-mails about it.

'One of these inquiring minds was a gentleman from England – the owner of this ST tribute. While showing interest in the T, he informed me he really wanted a 911 ST. He liked the tech specs of the blue car but, visually, it didn't quite fit what he was after. His plan called for purchasing the coupé and then adding fender flares and various elements to make it look like a 911 ST.

'We went back and forth over e-mails for about a month, discussing my former blue car and the changes he

*Marco Gerace of TLG Auto in North Hollywood checks out the Blood Orange 911 hot-rod before shipping it off to its new owner in the United Kingdom*



*Attention to detail and panel fit are faultless throughout the car. Bilstein dampers are used all round, along with drilled Porsche 930 disc brakes*





*Minilites are the real deal: magnesium rims from a privateer ST racer, shod with Michelin TB15 rubber. Through the hood filler is neatly executed*

wanted to make if he bought it. During that exchange, it became clear that the best course of action would be for him to purchase another 911, which needed a cosmetic restoration, as opposed to my former “need-nothing” car.

‘As fate would have it, a customer approached me at this time and informed me he was looking to sell an RS clone that we had built for him a few years earlier. The

minimal issues’, continues Marco. ‘We knew it inside and out, having built it once already – it was therefore the perfect candidate for a 911 ST tribute. We struck a deal and the RS started its transformation into an ST.’

The owner had specific modifications in mind, starting with the petrol tank’s filler neck mounted flush with the bonnet. TLG made use of Porsche components whenever

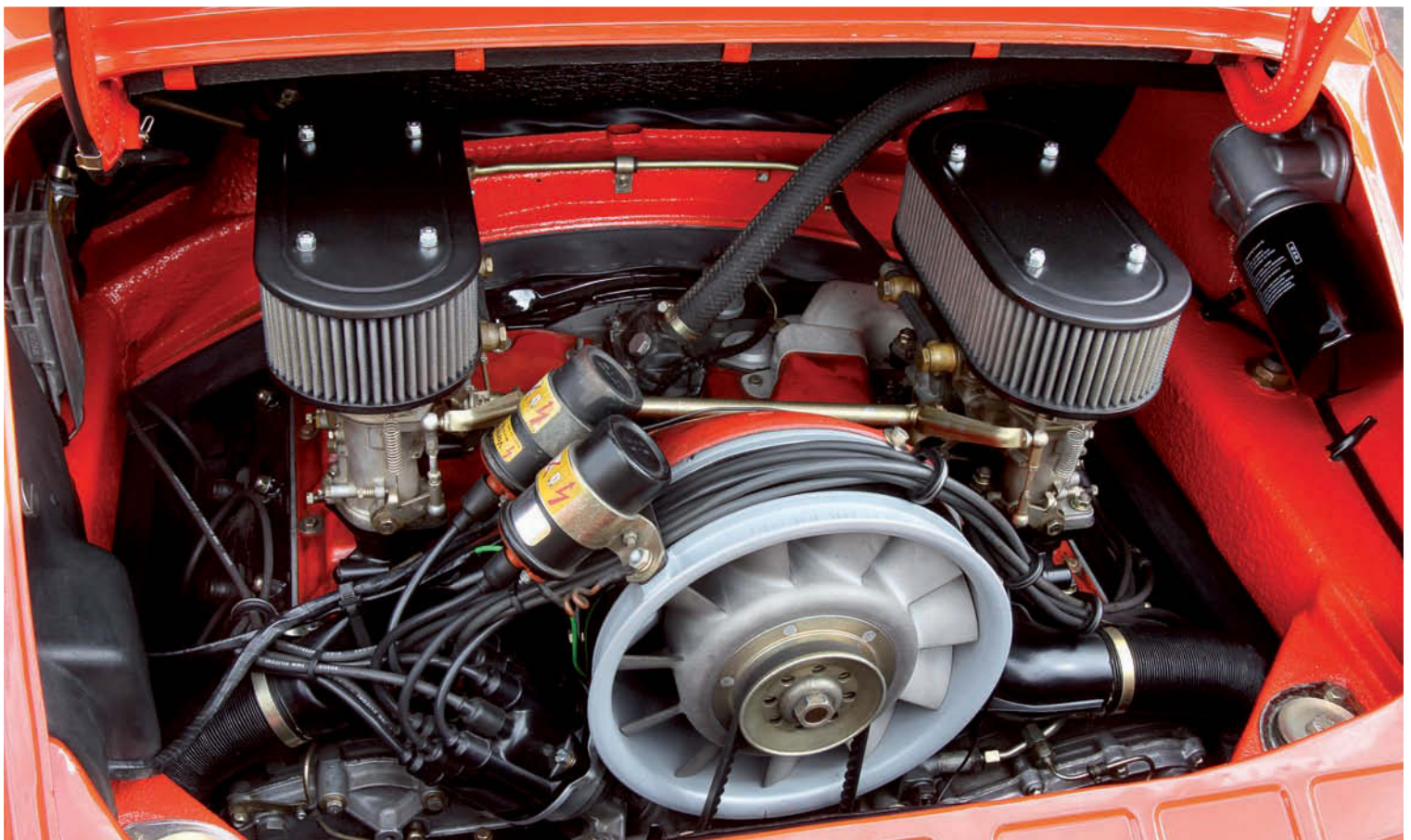
“We knew it inside out, having built it once already. It was the perfect candidate for a 911 ST tribute”

circumstances couldn't have been more perfect!’

This complete and running 1972 ‘T’ model had the character of a wolf in sheep’s clothing, with a clean silver paintjob (described by Marco as ‘very uninspiring’), a decent but quickly-executed lightweight interior, along with a full-house engine/transmission combo assembled by TLG. ‘It was a structurally very sound California car with

possible, hence the 914 engine compartment gasket sealing the gap between the custom-made filler neck and the cleverly cut/rolled bonnet. Of course, the original petrol door proved redundant and therefore disappeared, after some cutting, plugging and welding on the driver-side front wing. Note how several components are drilled to save weight, from rear lid hinges to striker plates.

*Power is supplied by a fearsome 2.9-litre twin-plug engine with dual Weber carbs under K&N filters. Note extensively-drilled decklid hinges!*





*Wide 10.5Jx15 Minilites with 23/62-15 Michelins are a tight squeeze, even under ST arches, and help to give this hot-rod an extremely aggressive stance...*

This hot-rod also features ST-style steel flares, together with matching glassfibre bumpers. While most STs used the formerly-mentioned 7- and 9-inch wide Fuchs rims, Marco sourced a set of magnesium Minilite wheels measuring 9Jx15 and 10.5Jx15 – genuine period leftovers from a privateer ST race car – and shod them with sticky Michelin TB15 rubber sized 18/60-15 at the front and 23/62-15 at the rear.

Eagle-eyed readers might notice the Porsche 930 discs behind these desirable eight-spoke wheels, complemented with Pagid Orange brake pads and a 19mm master cylinder.

10.8:1 compression engine displaces no less than 2.9-litres, thanks to 93mm Mahle pistons and cylinders, in addition to a stroke of 70.4mm. Webcam supplied the 120/104-grind camshafts, while the heads feature lightly massaged ports and Aasco racing valve springs.

A brace of Weber 40IDA carbs guzzle the air and fuel mixture, burnt thanks to a trick twin-plug CD ignition that works in conjunction with an Andial-converted twin-plug Bosch distributor.

The inventory of other hi-po components includes a custom ST-style muffler (used with factory heat

**“This 10.8:1 compression engine displaces no less than 2.9-litres, thanks to 93mm Mahle pistons...”**

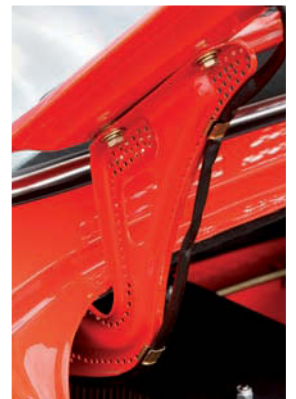
*Wherever you look, the attention to detail is amazing. Oil cooler is tucked up under right front arch, fed by lines routed through rocker panel*

John Esposito of John Esposito's Porsche in North Hollywood handled the fabrication, body and paintwork, applying the Blood Orange hue (known as Tangerine in the US), which is correct for this Porsche's target era.

The heart of this animal isn't an ST-style 2.2-litre motor, nor even a 2.5, but something much more impressive. Based on the original, matching-number engine case, this

exchangers), an RSR flywheel and a lightweight Sachs racing clutch. Interestingly enough, the car had dealer-installed air conditioning, with lines running through the passenger-side rocker panel, so when the A/C system was removed, a pair of steel-braided oil lines for the auxiliary front cooler was installed in their place.

Marco also installed a variety of Bilstein suspension





*380mm steering wheel sits in front of gauges restored by North Hollywood Speedometer, including 10,000rpm tachometer. Door panels are handiwork of Levon's Custom Upholstery*

parts, specifically front struts with matching heavy-duty inserts, plus HD rear shocks. A pair of thick torsion bars, measuring 21mm in the front and 26mm in the back, helps keep the tyres glued to the road, too. Turbo tie-rods, an aluminium front crossmember and rear trailing arms, and Smart Racing suspension bushings round out this setup.

Driving this 911 ends up being a real blast, especially with a gearbox that matches the power band. The magnesium case houses close-ratio first-to-fourth gears (fifth is an overdrive), a ZF limited-slip differential set at 40 per cent lock-up, along with a 7:31 ring and pinion from a 1976 912E.

The cockpit follows the 'less is more' train of thought, starting with a custom lightweight carpet kit – there's also a one-off integral 'dead' pedal. The door panels are unique as well, thanks to their cleverly-conceived pull/release straps, all crafted by George at Levon's Custom Upholstery. Marco managed to find rare Recaro 911 ST buckets in great shape with the original sliders, together with a new old stock 911 ST roll bar which came from

Edmond Harris in the United Kingdom. How cool is that!

We also like the Repa reproduction seat belts made by Bill Rich Designs. They mix the original vintage Repa hardware and silk Porsche date tags with brand new seatbelt webbing – a vintage look with modern safety. Behind the RSR 380mm steering wheel with 'hockey puck' horn button rest a series of instruments artfully restored by Kevin at North Hollywood Speedometer, 10,000rpm tach and custom speedo included. The one-piece knee bar below the gauges came from a short-wheelbase early 911.

As you read these pages, the orange ST tribute should have reached UK shores, even though Marco has yet to meet his new British client. 'This entire project was conducted via e-mail, telephone conversation and digital photographs', concludes Marco. 'This car is very special because it bridges the gap between the past and the present – it's an analogue past brought to life by the digital present. It exists in its current form because of the Internet and information technology – but also because of our love for vintage Porsches!' **CP**

*Seats are genuine ST items, as is the roll cage, the latter being supplied by Edmond Harris in the UK. Harnesses are Repa repros by Bill Rich Designs*



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# RETURN TO GLORY

**Classic Porsche follows the rebuild of an original 934 all the way to the Le Mans Classic in 2012...**

Words by Keith Seume Pictures by Paolo Faldini and KS archives



Everybody has dreams – it's just that some people's dreams are more exciting than others! Take Paolo Faldini, for example. The resident of Monaco has a passion for turbocharged Porsches – and a love of classic racing Porsches. Combine the two and it's easy to see how one man's dreams can be a little harder to realise than the average.

'Being a middle-age enthusiast today means that you are very lucky, as you had the chance to live the wonderful racing years of the 1970s,' says Paolo, 'and for me that meant growing up with the dream of driving a turbocharged Porsche at Le Mans. Or at least, Le Mans Classic.' OK, so a pretty common dream for many Porsche-philes, certainly, but not one that can be realised without considerable effort and expense. Quite apart from anything else, there is the small matter of owning the right car – or, come to that, having access to one.

For anyone wishing to run a Porsche at Le Mans Classic, there are obviously several avenues open, from relatively-lightly modified 356s through to 917s and RSRs. So, where do you start? This is where personal dreams come into play. For Paolo, there had only ever been one Porsche for him: the mighty, but often overlooked 934.

Paolo continues the story: 'A few years ago, I started looking at the 934 in detail. I find this car intriguing. OK, everyone agrees that the 935 is much faster, much easier to drive, much more powerful, won many more events, but I find the 934 to be fascinating for a variety of reasons.

'For a start, it still retains the full 911 DNA within its muscular body. It is also difficult to drive, and complicated. It

does not behave well – and it does not forgive easily. It is heavy, it suffers from turbo-lag; you need to throw it aggressively into the turns and anticipate the throttle response. You cannot get your timing wrong – you must be very precise with the steering wheel input. If you do all this, the reward is immense.

'The 934 is filled with the very essence of the great racing Porsches: power, muscles, acceleration... even the smell. For me, a turbo-holic, the 934 is the *ultimate* racing 911! So, thinking about Le Mans Classic, for me was no doubt – it had to be a 934.'

But such cars don't grow on trees, as Paolo was only too well aware. 'With only 31 cars built in 1976, plus 10 cars built in 1977 to the slightly different "934½" configuration, looking for a 934 is not an easy task. All racing cars live a hard life and, to make matters worse, every 934 was sold privately and raced as a customer car, since the factory racing efforts were focused on the 935 and 936.

'Over the years, customer modifications to meet changes in regulations, on-going improvements to both aerodynamics and the engine, accidents and, last but not least, the limited availability of original spare parts for private teams – all these factors took their toll on most 934s. Finding an untouched one is virtually impossible...'

Armed with a large dose of reality, Paolo began his search for the ideal car: 'A couple of years ago I decided that it was time to start searching for a car to drive in the Le Mans Classic in 2010. I tried all the usual searches on the Internet and gradually worked through my network of friends and collectors.

*Porsche 934, chassis number 930 670 0154, was built in 1976 and spent a hard life in the hands of private racers. Crashed at least twice, rebuilt, re-engined, it is now destined for a complete restoration at Kremer in readiness for a return to the track at the Le Mans Classic in 2012. Classic Porsche will be following its rebuild all the way to the startline...*



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'I looked at some of the well-known 934s that were for sale at the time, including the ex-Vasek Polak, the ex-Bob Wolleck, an ex-Interscope Racing 934½, the yellow Mecarillos car... All these cars are really excellent, but the problem is that the 934½ is not eligible for Le Mans Classic. Some, it turned out, were not for sale after all, some were not as good as the pictures suggested and some of the others were too expensive for how they were. Basically, I was having no luck.

'Eventually, I found 934 chassis #0154 advertised at the RUF Auto Centre in Dallas in 2008. It certainly wasn't a car in what you'd call pristine condition, but it was quite an interesting one to consider if you were after a restoration project. The car was clearly in need of a full rebuild, partly because of the accidents it had suffered during its racing history, and partly because of the poor conservation and maintenance that it had received during the last couple of decades. But I found the prospect of owning a car like this both challenging yet interesting.

'Rebuilding a car like this is, in fact, a fascinating exercise: not only do you have the chance to bring back to life a model of racing car that was only ever built in small numbers, but you also need to do your homework and study the model very carefully to be able to carry out the rebuild accurately.

'Unfortunately, the negotiations with the owner came to nothing, so I started to wonder if my dream of buying a 934 was going to remain just that: a dream.'

At this point, still determined to race at Le Mans Classic somehow, Paolo began weighing up the options. 'In 2009,

I contacted Manfred Freisinger to discuss the possibility of renting one of his 934s for the LMC in 2010. But after talking this over with him at great length, I realised that renting such an expensive car made no sense at all.

'Apart from anything else, I would have missed the pleasure of preparing my own car, fine tuning the set-up, testing, taming it – and learning how to drive it fast.' Paolo was back to square one again...

'No matter how I looked at things, I knew inside that what I really wanted was to rebuild a car of my own, studying all the details in an effort to decide what needed to be done, and how, and why. I looked forward to the idea of discussing the details with the racing teams and the very people who knew these cars inside out, having worked on them in the 1970s. I looked forward to driving it in a shakedown session, making it better and better, faster and faster – learning slowly how to drive it, while at the same time learning how it was built and how it worked. I looked forward to getting it ready for the day of the race and bringing it to the startline as the last step in this lengthy process. This is what I really wanted!'

With plans to race at the Le Mans Classic in 2010 scuppered, Paolo reset his sights on the next objective – you guessed it: Le Mans Classic 2012! 'I decided to contact the seller of chassis #0154 once again, as I knew it was still for sale. Then, early in 2010, I contacted marque expert John Starkey, who knew the car well. Dealing with John was very easy: he is a great man and a very knowledgeable professional, so we agreed on how to work a fair deal with the owner. We both knew very well what needed to be done

Original feature in a 1981 Hot Car magazine (top left and right) was our first introduction to the car – photo session took place at a very wet Goodwood; the 934 as raced by Mark Dorrington-Niblett under the Charles Ivy banner (above left); KS also spotted the car by chance at a PCGB track day at Goodwood back around 1980 (above right)



with the car, and what didn't. He was a great support and I learned many things from him during the several weeks we stayed in contact.'

Eventually a deal was struck and Paolo was able to finally purchase the car of his dreams – and so the great adventure began! The first thing was to try to research as much of the history as he could find. Now, as readers may recall from issue #4 of *Classic Porsche*, this is the very car which yours truly had written about in a 1981 copy of the old *Hot Car* magazine as part of a series of performance tests. Other cars in the series included an original 427 Cobra and a 426 Dodge Hemi Challenger. Heavyweight stuff, indeed!

But there was far more to this car's history than a mere four pages in a long-lost monthly. So far, Paolo's research has shown up the following: the car is Porsche 934, chassis number 930 670 0154, and was the third car built – it was completed in December 1975, and finished in Monaco Blue (or Arrow Blue), which is fitting as the car's new home is Monaco! Here's what is known so far:

It was first raced in its original 934 configuration privately by Eugen Kiemele, with the following results:

- 21/2/76 Preis Der Stadt Stuttgart – Hockenheim (1st)
- 21/3/76 DARM – Zolder, Kiemele (6th)
- 11/4/76 DARM – Hockenheim (7th)
- 25/4/76 Heilbronn hillclimb (1st)
- 2/5/76 Krahberg hillclimb (DNF – accident)

To quote John Starkey's website (johnstarkeycars.com), 'Eugen Kiemele raced this car enthusiastically before having an accident with it at the Krahberg hillclimb in May 1976, when the throttle jammed open. Fortunately, Kiemele escaped but the car was badly damaged and was sold to Jurgen Kannacher, who removed the engine and gearbox and sold the damaged shell to Josh Sadler of Autofarm.'

The car was rebuilt by Autofarm in the UK sometime in 1977. It was also repainted silver and then raced with a 2.8 RSR engine developing around 300bhp by Mark Dorrington-Niblett for Charles Ivey Racing (see photo on previous page):  
 1979 Silverstone 1000Km; Niblett & Dron (DNF)  
 1979 Brands Hatch 6 hours: Niblett & Dron (15th)

The car was then sold again in 1979, this time to Gavin Watson, who registered it for road use in the UK (licence plate LPA 714W). This was the period during which it was tested by *Hot Car* magazine. Gavin Watson ran the car until 1983 when it was sold to John R Bell.

Bell raced the car extensively in the UK Modified Porsche and Intermarque Championships, and it underwent various modifications to make the car more competitive in this popular series. In 1986, it was fitted with a 3.3-litre Group B engine (with 934 metering) by Neil Bainbridge, before suffering another accident at Silverstone in September 1987. It was rebuilt for a second time by Neil Bainbridge, after which it continued to be raced in the UK Modified Porsche and Intermarque Championships from 1989 to 1991.

In 1992, the much-travelled 934 was sold once again, this time to Mauro Borella. Although we don't have immediate access to the exact results while in Borella's ownership, we do know that he scored at least one first place at Misano, and also ran at Varano, both times in 1992.

In 1993, the car was sold yet again to Italian collector Mario Ilotte, who raced it at Monza and Varano in 1994. The following year, it was sold (again!) to America collector Richard Gundeck, and exported to the USA, where it remained until its sale last year to Paolo Faldini. It has now been registered in Monaco with the licence plate Xg62.

With the car back 'home' in Europe, Paolo assessed

*Delivery to Monaco (above) – Paolo Faldini (above right) must have felt like a kid at Christmas when the transporter arrived, carrying his latest project; the car was still wearing its UK licence plates, allowing it to be registered in Monaco for limited road use*

*Existing turbo engine (below left) will be replaced with a correct 934-spec unit; dashboard and interior (below) remains virtually untouched since we last saw the car in 1981 during the Goodwood test session*





# PORSCHE 934 RESTO



what lay ahead. He had already carried out a lot of research regarding the availability of correct 934 parts, and it was as a result of that research that he had the confidence to go ahead and purchase chassis number 930 670 0154. As he says, 'The car is in need of a complete rebuild: after all, it suffered two accidents in its history. Even if very well repaired at that time by top professionals, the repairs are now 30 years old and therefore, considering the power and speed of a car like this, I do not want to take any risk.'

'In my mind the car needed to be completely stripped down and seriously checked and may be re-welded somewhere. Also, the engine was not correct, but a modified 930 motor. Even though the 934 metering unit gives this engine astonishing performance, it will be replaced by a correct 934-spec unit.' There was a rumour that the original engine for the car had ended up with Manfred Freisinger, but Paolo's investigations drew a blank in that regard.

After lengthy discussions, the decision was made to send the car to Kremer in Cologne for its restoration. There Uwe Sauer (technical manager) and Achim Stroth (sport director), who both started at Kremer back in the mid-1970s, talked over the project with Paolo before tearing the car down to its bare shell. Dipping the shell revealed evidence of its old war wounds, but there appears to be nothing seriously wrong – traces of the original paint proved that in all but a small section at the front, all the original body panels are intact.

Over the next few issues of *Classic Porsche*, we'll be keeping track of the rebuild of the 934, culminating in its appearance at Le Mans Classic next year. It's going to be an interesting ride, so stay with us... **CP**



Collection from Monaco by Kremer (above left) prior to transport to Cologne; the car is in good company (above) – note the Jägermeister-liveried 935 in the corner of Kremer's workshop; stripped and on the jig, the shell proved to be remarkably straight



Dipping the shell revealed how basically sound and original it all is. There was still evidence of a previous accident in the front right corner, though. Now the real fun begins as the restoration and rebuild commences



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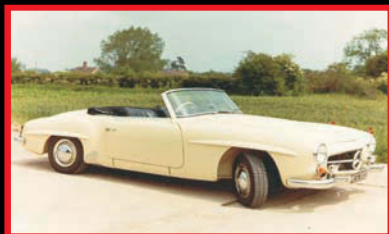


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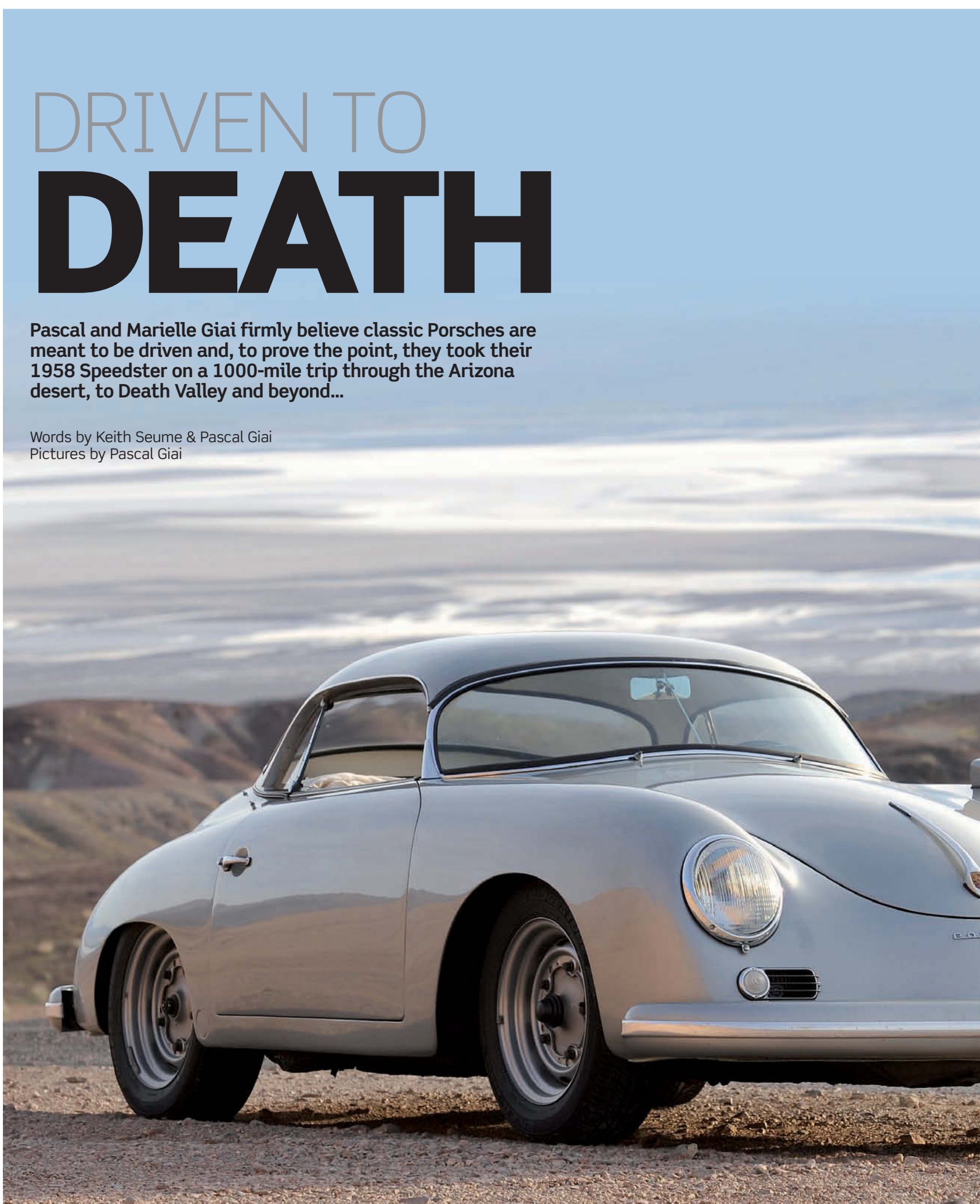
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FOR ALL THINGS PORSCHE

# DRIVEN TO DEATH

**Pascal and Marielle Gaii firmly believe classic Porsches are meant to be driven and, to prove the point, they took their 1958 Speedster on a 1000-mile trip through the Arizona desert, to Death Valley and beyond...**

Words by Keith Seume & Pascal Gaii  
Pictures by Pascal Gaii



The way Pascal Giai describes his little adventure, you could be forgiven for thinking this was a tourist trip like so many, looking out on the sun-dried landscape from behind the tinted windows of an air-conditioned rental car. 'Last March, to forget the recession and celebrate my birthday, we decided to go to the desert before the summer heat took hold. We drove through Death Valley!' But there was no air-conditioning, no blacked-out windows designed to keep out the sun's searing heat, and most definitely no modern rental car. Instead, they took their 1958 Porsche Speedster.

We've always been of the opinion that old Porsches were built to be driven and have never understood why so many spend their golden years tucked away, out of sight and seemingly out of mind. French-born San Diego resident Pascal is of the same opinion, too, and proves it on an almost daily basis.

Pascal and his wife Marielle moved from France to the USA back in the mid-1990s, turning their backs on careers in photography (Pascal) and modelling (Marielle) to start their own antiques business importing French furniture and *objets d'art*. At the time, Pascal drove a very pretty 356A in Meissen Blue, which he had restored in France and then shipped over to California. Ironically, the car ended up being sold to a gentleman in Germany and shipped back across the Atlantic to its new home!

The reason for the sale was Pascal's desire to own a Speedster – not a replica, but the real thing. However, even though so many were sold on the West Coast, Speedsters still don't grow on trees. He checked out a couple of project cars that were for sale but soon realised



that it would be better to buy a running car, even if it did need work at a later date. That way he should be able to keep the long-term costs down – after all, restoring a 356 of any kind can be a financially daunting prospect. Make that a Speedster and costs can spiral out of control.

Pascal placed a 'wanted' advert in the 356 Registry newsletter and it wasn't long before he got a call from a club member offering him a 1958 model for sale in nearby Delmar. That sounded perfect as Pascal wanted a '58, believing the final-year Speedsters to be the best of all. An hour after taking the call, he stood looking at the car and made the decision to buy it on the spot. The Speedster – finished at the time in white – was all original and had been in the same ownership for 17 years. Although it needed a small amount of work to get it back on the road, it was rust-free and fairly priced. It even bore the licence plate '58SPDST'. That was in March 1998.

“Pascal placed a 'wanted' ad in the 356 Registry newsletter and it wasn't long before he got a call...”

With the car back in his garage, Pascal set about making it roadworthy, rebuilding the brakes and giving it a service, which is all it needed. Later that summer, he had the engine and gearbox overhauled and then sent it off for paint at Sacio's in San Diego. After visiting the car every day for three months to monitor progress, Pascal decided upon some subtle modifications to give the Speedster his personal touch, including painting it silver.

Some changes were subtle – such as fitting '57 turn signals ('They look better', says Pascal), and removing the deco trim and 'Speedster' scripts from each side. He also had Sacio's fill the cut-outs in the rear apron to help smooth the lines still further. But in many ways, the most subtle mods were to fit a Carrera rear bumper and remove the over-riders and bumper guards from the front, to make way for Carrera-style deco mouldings. These, along with the GT-style rear-view mirror, look right at home on the silver Speedster.

The finishing touch was the addition of that ultra-rare Glaspar hard-top. Originally made in California, these glassfibre removable tops were ultimately sold as an official accessory through Porsche dealerships. With their plastic side and rear windows, they are hard to find in good shape. Pascal located his via a friend in San Diego and had to have the windows repolished to remove years of

scratches and discolouration. As for the windscreen itself, that's factory tinted glass, helping to give the Speedster an even more stylish look.

To achieve the desired stance, the suspension was lowered two-inches all round – at the front this was achieved by turning the factory adjusters, while the rear was dropped by rotating the spring-plates and torsion-bars on their splines. The wheels are deeply-set 5.5in-wide steel rims to give something of a 'Carrera' look, while the tyres are period-looking 185/65x15 Michelin MXV4 radials.

As for the interior, Pascal placed the Speedster in the hands of Thomas Upholstery in San Diego. When purchased, the car had been fitted with coupé seats (a common modification in period for any owner wishing to use his Speedster regularly) but Pascal already had a pair of the correct Speedster seats ready to install. The original black vinyl was replaced with leather, while fresh

German square-weave carpets were also installed.

The dashboard was completely refurbished, the gauges being rebuilt with new old stock bezels and repainted faces by California Speedometer in San Diego. Pascal also added a set of VDO accessory oil pressure and temperature gauges to keep watch on the new engine and, as a finishing touch, he installed a smaller-diameter steering wheel.

With the bodywork and interior taken care of, it was time to refresh the engine once more. The new 1720cc engine was assembled by Wayne Baker, who used to race 911s and even won the Sebring 12 hour event. The engine is now something of a hybrid, bringing together what Wayne and Pascal considered to be the best mix of mechanical components.

It features a crankcase and rods from a Porsche 912, while the pistons and cylinders are by Shasta. Equipped with 356C heads, with their lightweight rocker arms and larger ports, and a reground 912 camshaft, the motor also features a sports exhaust system and dual Solex 40P11 carburettors. Incidentally, Pascal

*Salton Sea was formed following movement along the San Andreas Fault (top right); abandoned mining towns are plentiful in the desert regions, but not all are as attractive as this; from snow-capped peaks to roasting-hot valleys, the Arizona desert has them all (bottom right); Glaspar hardtop and lowered suspension help give the Speedster a lean, hungry look (below)*



## SPEEDSTER ROADTRIP

opted to use a 356B crankshaft, rather than the more commonly-chosen SC type, feeling that it offers better throttle response due to its lighter weight.

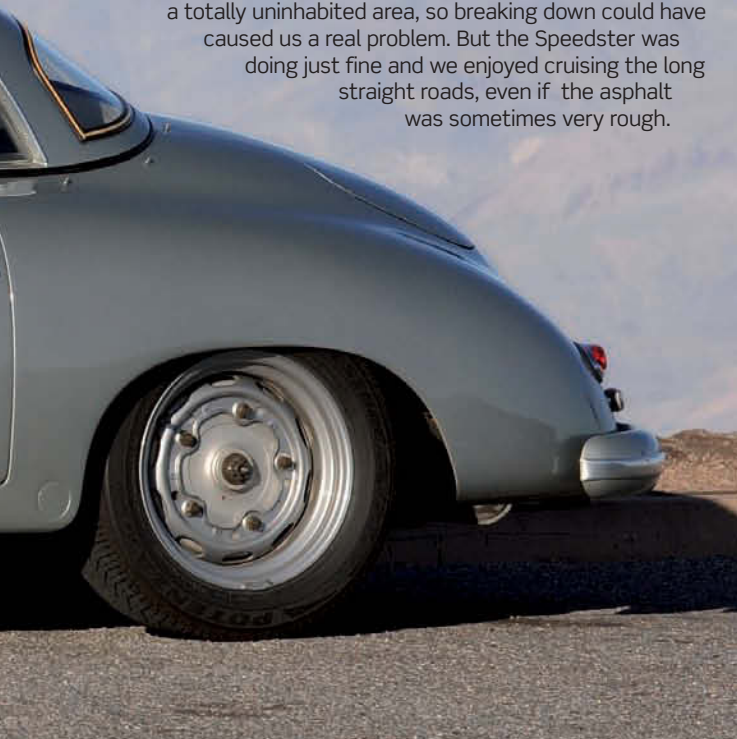
The engine is hooked up to a low-ratio Speedster gearbox which, while limiting the maximum speed to little more than 100mph, does mean that the car feels very sprightly. Having driven the car ourselves, we can vouch that this is one of the best-sorted 356s ever to cross our path. It suffers from very little scuttle-shake (the Glaspar roof helps in that department) and corners like it's on the proverbial rails. And as for the engine: it would be hard to imagine a better combination of parts, for Pascal's Speedster pulls like a train in every gear.

Pascal nicknamed his car 'La Bombe' (The Bomb) and it soon became his daily driver. We can't say he drives it 'come rain or snow' as neither are plentiful in San Diego, but he and Marielle do enjoy taking it out on more than local trips, as these photos bear witness. So, what's the story behind them? After all, it's not every day you'll find photographs of a Speedster in the desert, or posing alongside forgotten truck stops on the old Route 66. Pascal takes up the story...

'I had always dreamed of taking our Speedster on a long trip out into the desert, but everyone thought we were crazy to do so because of the heat! But this kind of adventure is so much fun when you're driving a Porsche 356. Our planned roadtrip was to last three days and take in around 1000 miles of desert roads. And, unusually for the normal sun-burned Arizona, instead of the usual red landscape, we were to be greeted with pale white, pink and green vegetation, thanks to the recent heavy rains.

The first day was the easiest, with one stop in Julian to buy an apple pie – the local speciality – then we headed in the direction of Borrego Desert. After a rest stop for lunch with three other 356 owners, we headed off by ourselves, driving through what is referred to as "The Little Grand Canyon" before reaching the Salton Sea – a very salty, and often muddy, lake in the middle of the San Andreas Fault. After that we headed north all the way to Palm Springs for the night. The weather is absolutely perfect at this time of the year, reaching no more than 25°C beneath blue skies.

'On the second day, we drove past the Palm Springs windmill farms, in the direction of Twenty-nine Palms, in the middle of the Mojave Desert. We were leaving civilization for a totally uninhabited area, so breaking down could have caused us a real problem. But the Speedster was doing just fine and we enjoyed cruising the long straight roads, even if the asphalt was sometimes very rough.



The landscape in this region is just like out of the Hollywood western movies, the Joshua Tree forest in particular. We stopped in Amboy, on the famous Route 66, for a photo shoot with an old cop car in front of Roy's Motel. It was too good an opportunity to ignore! Late in the afternoon, we finally arrived in Death Valley. To our surprise, everything was green, thanks to the winter's rains, but we knew that in a matter of weeks the sun

choice – nobody really lives in the valley, and there are only two hotels open for just six months of the year (in the summer it's way too hot and almost everything closes).

The third day was the longest as we caught the sunrise at Zabriski Point taking pictures of the landscape, then we drove to Dante's View, a little hillclimb which is totally deserted at this time of the day – it's 12 miles of heaven, with a 1-in-6 gradient over the last mile or so. The

*Overnight stop at Furnace Creek (top right) was welcome, with good food at the local steak house; Pascal was ecstatic at finding a private car collection at Kremer Junction; Death Valley momento proudly worn by the hard-driven Speedster (bottom right); Marielle Giai adds a touch of glamour to the sun-bleached landscape (below)*

“Late in the afternoon, we finally arrived in Death Valley. To our surprise, everything was green...”

would dry out all the tumbleweeds and the wind would roll them away in the dust.

In the evening we reached the bottom of Death Valley and the huge salt lake. We took a short walk on the burning salt – the view is fantastic, with snow-covered summits on each side. We had managed to book the last cabin in Furnace Creek; it proved to be a good choice, with great food at the local steak house. Actually, to be honest, we had no

view is breathtaking; you can see all of Death Valley and the snow on the Paramint Range. We promised ourselves we will go back some day.





# SPEEDSTER ROADTRIP

'The rest of our journey took in plenty of sand dunes. We remembered to refuel in Stovepipe Wells before heading into another deserted area: six-mile-long straights and still nobody on the road. It was quite scary at times... We drove through the Paramint Valley, an area which is extremely polluted with old mines and abandoned villages – it's all rather depressing after visiting one of the most beautiful spots on the planet. We finally reached Highway 395 and dived south to Kramer Junction where, by chance, we met the owner of a vintage car collection and a lot of memorabilia. For a while, I'm ecstatic, but time is short and we have to take off. We still have 40 miles to drive back home...

'The car went like clockwork. It never overheated – it's the best time of year to drive through the desert before the temperatures get too high. The journey was yet more proof that these little cars can give their owners a lot of pleasure...' **CP**





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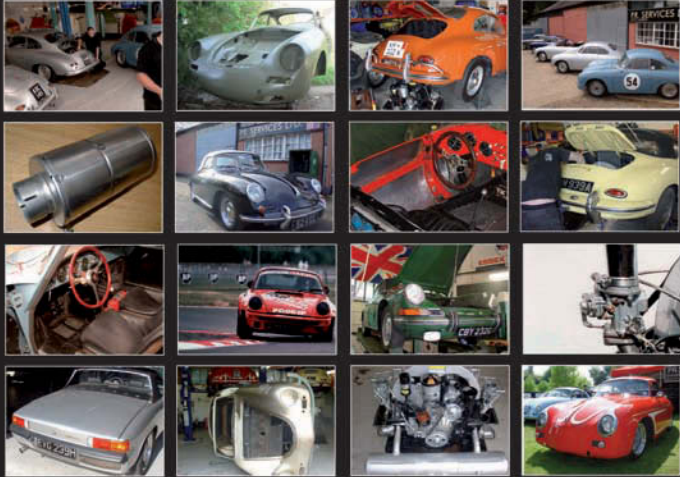
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# The **RENNBARON**

Racing driver, team manager and devout Anglophile, Huschke von Hanstein would have celebrated his 100th birthday in January 2011. *Classic Porsche* looks back over the remarkable life of one of motorsport's greatest characters

Words by Delwyn Mallet

Pictures from Porsche and BMW Archives



Baron Fritz Huschke Sittig Enno Werner von Hanstein was not one of the great racing drivers but there's no doubt that he was one of the great characters in the world of motor sport. An enthusiastic competitor from his early teens, on motorcycles, cars and horses, he never quite made it to the very top rank of drivers, but post-WWII he gained worldwide fame as the public face of Porsche. He managed the racing team, often drove cars in competition, practically invented the business of public relations and continued into his old age as an ambassador for German motorsport.

Born 100 years ago on 3rd January 1911, Baron von Hanstein confessed to coming into the world with 'a silver spoon in my mouth'. His father was a cavalry officer and his mother, a von Dippe, was also of noble ancestry and the daughter of Germany's largest seed producer. As was customary, von Hanstein's upbringing was strict in the Prussian military style, even to the extent of having to wear uniform as a child.

The young von Hanstein's first spell at the wheel of a motorcar was on his father's lap, steering while father drove, not a treat shared by many children at a time when cars were rare and a great luxury. After WW1, the family moved to the von Hanstein estate in Wahlhausen-Unterrhof, on the banks of the river Werra. By the age of 15 Huschke had learned to ride a motorcycle on a machine belonging to the estate manager but had to wait until he was 18 to ride legally, when he promptly bought a second-hand 250cc Triumph.

Perhaps fearing that his son might be becoming distracted by the fast life, von Hanstein senior packed his son off to Hamburg and an apprenticeship with a large export company. This was not quite the disciplinary move that his father hoped for as the Triumph was replaced by a much more potent Belgian FN motorcycle, which was immediately entered in the very popular long distance touring events. Huschke achieved his first victory in 1931 and kept the winner's laurel wreath for the rest of his life.

Once again the authoritarian hand of von Hanstein senior offered his son a no-option option – a year at

university in England perfecting his English, or a spell in one of the traditional student corps at the University of Göttingen. Already a student of the good life in cosmopolitan and Anglophile Hamburg, von Hanstein junior packed his bags and booked a passage for himself and (unknown to his parents) his FN, on a steamer to London. As befitted a titled aristocrat not bereft of charm and confidence, von Hanstein spent his year in England partying, shooting, chasing girls, making friends and, of course, travelling to the Isle of Man to watch the world's most famous motorcycle race, the TT. He also bought a BSA trials bike on which he competed in the International Six Days Trial.

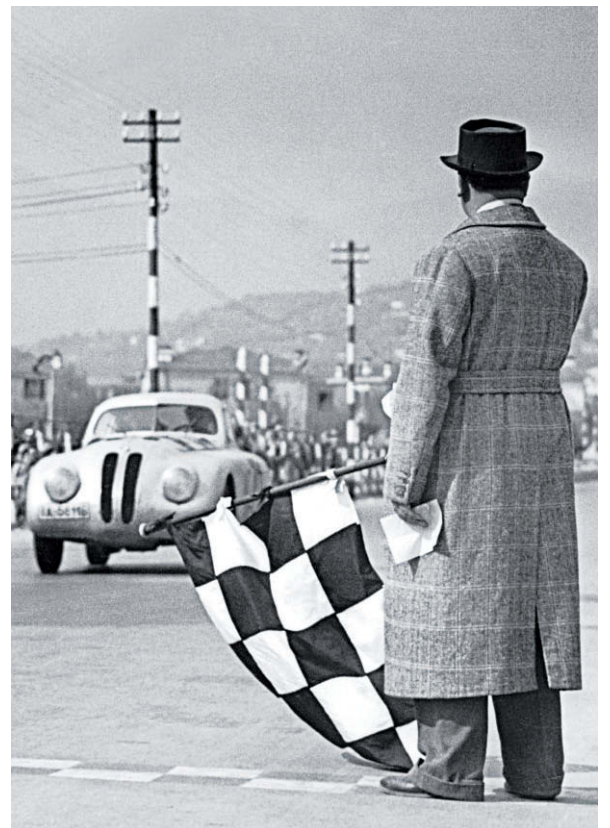
In fact, Huschke became a life-long Anglophile, affecting the dress of an 'English Gentleman' and returned to Germany wearing an English trenchcoat, tweed jacket and a monocle! The monocle didn't last long but tweed jackets and a tweed flat cap became Huschke's sartorial signature for the rest of his life.

The Germany Huschke returned to in 1933, however, was quite different to the one that he had left. Adolf Hitler, the new National Socialist chancellor, had declared the Third Reich, which, as the 'thirties progressed, would have implications for Huschke. In the 1930s, motorsport in all its forms was not just an obsession for Huschke von Hanstein – it was a German *national* obsession, and also a political tool.

With his new BSA, Huschke entered as many of the demanding trials that he could. At the conclusion of one, he was offered a ride on a works Ardie for the next event. The gentleman amateur now found himself an even busier works rider. A year later he switched to four-wheels when he became a works driver for Hanomag. Despite spending much time throwing motorcycles and cars around and getting to know everyone of importance in motorsport, von Hanstein, still engaged in his studies, also found time to become German college equestrian champion and take a part-time job ferrying Röhr automobiles to customers!

Von Hanstein's career, and his life, almost came to an end in 1936 when his mechanic crashed their Hanomag as

*Huschke von Hanstein poses for the camera after his victory in the 1940 Mille Miglia. Next to him is NSKK Party leader Adolph Hühnlein, with co-driver Walter Bäumer to the right*



The 1940 Mille Miglia saw Huschke von Hanstein compete as part of the victorious SS-BMW team. Driving car #70, von Hanstein and Walter Bäumer came 1st overall



they were returning from the six-day International Alpine Trials. Huschke's shoulder was badly smashed and he was hospitalized for some time, and left with limited mobility in his right arm.

In 1937 Hanomag sent a three-car team to the gruelling Rallye du Maroc, the Paris-Dakar of its day, in which von Hanstein was partnered with his friend Walter Glöckler. After WWII, Glöckler would build a series of VW- and Porsche-powered sports racing cars that would influence the design of Porsche's own 550 Spyder. As an assignment 'on the side', von Hanstein agreed, for a fee, to act as a spy for the *Abwehr*, the German Counter Intelligence Service, spotting military installations on route! A month later Huschke took 'time out' from rallying Hanomags to join the Adler team on the track at Le Mans, driving one of their extraordinary and futuristic streamlined coupés. He would continue racing with Adler until the war.

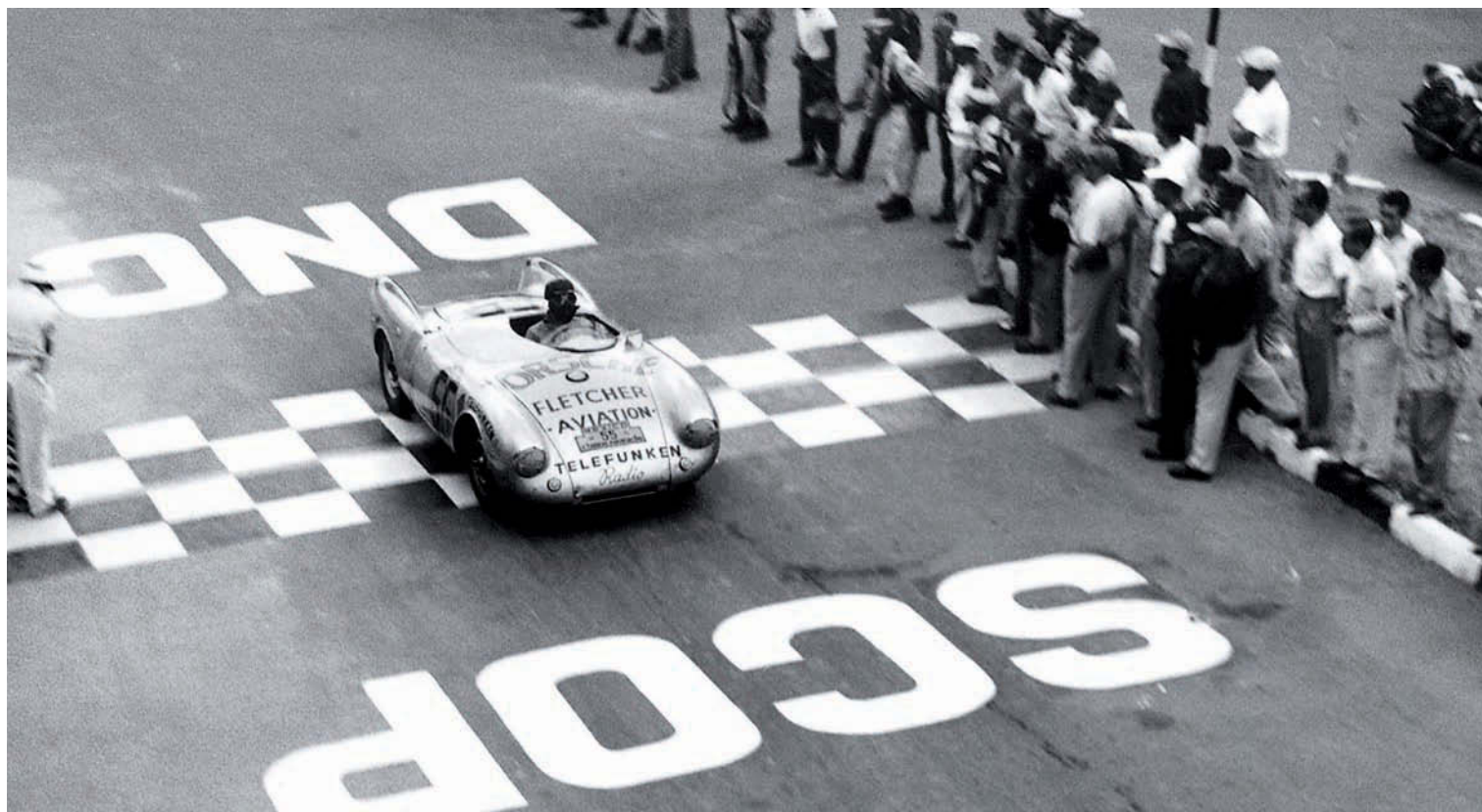
Von Hanstein's father died shortly after Huschke's graduation and he soon found himself running the family estate as well as being a manager in several divisions of his mother's family's seed empire. The 27-year-old hotshot promptly treated himself to the hot new sports car from

BMW, the 2-litre 328, arguably the most influential and successful of immediate pre-war sports car. The 328 was almost unbeatable in its class and von Hanstein was soon on the tracks with his black-painted version. The black livery was, perhaps, more sinister when you realize that it bore the registration SS-333, carried a large 'SS' roundel on the side, with a similar conspicuous badge on von Hanstein's crash helmet.

Von Hanstein, like many other sporting personalities, had been co-opted into the SS and was in fact now an *Untersturmführer* (junior officer) and effectively racing in Nazi 'colours'. Perhaps somewhat disingenuously he was later to comment that the SS stood for 'super sport'!

In 1938 von Hanstein stood on the brink of joining the 'big boys' of professional motor racing when he was invited to participate in trials to join the legendary 'Silver Arrows' Auto Union Grand Prix team. He didn't shine in the tests, not helped by his weakened right arm, and perhaps the fact that the Auto Union boasted around 300hp more than any car he'd hitherto raced! Having twice slid off the road, a diplomatic 'withdrawal' was offered, and accepted. It was an opportunity missed that Huschke forever regretted.

Von Hanstein was there to watch as Hans Herrmann's tiny 550 Spyder sped across the finish line in the 1954 Carrera Panamericana. The result was a first in class and third overall...



Failing to cut the mustard as a GP driver didn't herald the end of von Hanstein's racing career and he continued to campaign his SS-sponsored BMW with enthusiasm. In 1938 he was crowned German Sports Car Hill Climb Champion at the Grossglockner, a challenging and scary 12.6 km blast up the recently opened Austrian mountain road. (The English term 'hillclimb' does not do justice to these events as, unlike British sprints up short private tracks, the continental events were run on mountain roads many miles in length, often climbing thousands of feet, and were properly known as the *Bergmeisterschaft* – 'Mountain Championship'.)

Also climbing the hill was Ferdinand Porsche's son Ferry, driving a KdF-Wagen prototype, later to be better known as the Volkswagen Beetle. Von Hanstein, needless to say, had made the acquaintance of the Porsche family, having stayed several times in the family-owned hotel in Zell-am-See, Austria. Professor Porsche's Beetle-to-be didn't break

Fane was accompanied on his German foray by AFN's Harold John 'Aldy' Aldington, and von Hanstein struck up a friendship with the pair which unfortunately would soon be interrupted by the outbreak of war. Fane's full potential as a driver was never to be fulfilled, as he would die in a plane crash serving as a pilot. Through the 1950s and into the 1960s, von Hanstein would become a regular visitor to AFN's premises in Isleworth, west London. Despite their friendship, 'Aldy' privately didn't 'rate' Huschke's driving skills that highly – but then he was almost certainly measuring him against the exceptional talent of his much-missed friend, Fane.

The peak of von Hanstein's racing career was victory in the 1940 Mille Miglia, albeit, as Europe was already at war, a truncated version of the annual 1000-mile blast around Italy. Still '1000 miles' (actually 934), the race was a 'nine-lapper' over a triangular 103-mile course, from Brescia, to Cremona, Mantua and back to Brescia. The 29-year-old von

“Through the 1950s and into the 1960s, von Hanstein would become a regular visitor to AFN...”

any records that day, taking 21 minutes 54 seconds to get to the top, but his other 'car', a mighty 5.6-litre V16 Auto Union driven by Hans Stuck, did, being fastest overall in 10 minutes 42 seconds. Von Hanstein came third in his class in just over 13 minutes.

However, only Germans were eligible for the German Championship and as the two cars ahead of him, both factory BMW 328s, were driven by an Englishman and a Romanian, the Baron was duly crowned king of the hills. The English driver was A F P Fane, then very much a rising star and a shareholder in AFN Ltd, manufacturers of Frazer Nash cars and UK importers of BMWs (and Messerschmidts!) and, post-war, to become Porsche importers. Well aware of his talent, BMW had engaged Fane as a works driver.

Hanstein was enlisted into the BMW factory team, which fielded five stunning, streamlined, 'superleggera' cars, bodied by Touring of Milan. Essentially a propaganda event for the Axis powers, eighty cars started with von Hanstein's coupé taking the checkered flag at a blistering average of 103mph – and the first ever victory in the event for a closed car.

Von Hanstein survived the war despite being arrested by the Gestapo for fraternizing with the enemy – chasing girls at a Brazilian Embassy party in Budapest! Eventually he was released but sent to the eastern front as punishment.

As the war ended, von Hanstein found himself 'landed gentry' without land. Unfortunately the family estate was situated in the Russian-occupied eastern part of Germany and the communists were far from sympathetic towards

*1956 Targa Florio (below left) – von Hanstein helps push Umberto Maglioli's 550 to the line; (below) stop watch always at the ready, sharing the pit wall at Le Mans in 1953 with Ferry Porsche*



titled capitalist landowners. Huschke's future clearly lay elsewhere so, piling whatever possessions he could on to three *Kübelwagens* and a truck, he headed west.

Despite the ravages of the war and the widespread destruction, motorsport restarted almost immediately as enthusiasts dragged from barns and hiding places what pre-war racers had survived. The mechanical detritus of war was readily available as the basis for many 'backyard' specials and shattered VW *Kübelwagen* components soon started to metamorphose into racing cars.

One of the most successful 'special' builders was Huschke's friend Petermax Müller, who became German sports car champion in the 1100cc class in 1948 and '49. The second car he built was offered to von Hanstein to run. In 1950 the pair became the first post-war German

successful publicity stunt for a pre-war acquaintance with the Vespa franchise for Germany, he found himself offered the post of sales director.

Gratefully accepting, he promptly sold his 'old banger' and bought a secondhand Porsche 356. Not that old of course, as this was 1950 and Porsche had only just started production of steel-bodied cars in Stuttgart after returning there from their wartime base in Gmünd, Austria. Huschke's car was in fact a factory development model and one of the first built.

1950 proved to be a very busy year for the 39-year-old baron, racing sports cars, record breaking, competing in the Monte Carlo Rallye in a factory-entered VW Beetle and returning to two-wheeled competition on Vespas – and even finding time to get married, which he did before the

## “Von Hanstein joined the Porsche company in the spring of 1951... as a sort of titled 'dogsbody'”

team to race outside Germany when they competed in the Targa Florio, finishing a creditable 43rd, a result that saw them invited to that year's Mille Miglia.

To gain publicity, the pair also engaged in long-distance record breaking, first in Germany and then, in 1950, at Montlhéry, just outside Paris. The line-up of drivers for the record attempt reads like a roll call of early Porsche-related personalities. Apart from Müller and von Hanstein, the team included Helmut Polensky, soon to become a successful VW/Porsche dealer and rally driver for Porsche. The fourth driver was pre-war racing companion Walter Glöckler, now also a VW/Porsche dealer and builder of a small series of rapid sports racing cars.

Racing, however, was not a way to earn a living and Huschke had quickly to turn his talents to other means. Affable, charming, ebullient, elegant, extremely well-connected and above all imaginative, von Hanstein was terrific at drumming up publicity. Masterminding a

assembled racing fraternity at the Nürburgring during the Eifelrennen weekend in June. Ever the joker Huschke claimed that by having the ceremony at the track the couple saved on wedding invitations! Despite his best efforts, Germans were not taking to the Vespa but at the end of the year the job offer of a lifetime came his way.

Von Hanstein joined the Porsche company in the spring of 1951 on a temporary basis as a sort of titled 'dogsbody' with no particular job definition, but his contacts and diplomatic skills were used to sell cars to the wealthy (and frequently titled) clientele that this high quality but unusual little sports car was attracting – and to placate customers with complaints.

Ferry Porsche had estimated that there might be a market for about 500 Porsches – not 500 a year but 500 in total. Porsche made their 500th car on March 21st 1951 and it was apparent that Ferry's estimate was a tad conservative and as a sports car manufacturer they were

*All smiles at the 1956 Mille Miglia (below left) - Hans Herrmann, Werner Enz and von Hanstein enjoy the moment. Von Hanstein receives one of the awards at the Mille Miglia (right)*





here to stay – and so was the baron. Von Hanstein now assumed the roll of racing director, as well as press director, head of public relations and VIP contact.

Von Hanstein had effectively become the public face of Porsche, a role that suited Ferry Porsche who was a naturally reserved man not at ease in the spotlight. Still racing whenever he could, Huschke was back pounding around the banked Montlhéry track in autumn 1951, breaking records in a Glöckler spyder, now Porsche-powered, and also a Gmünd coupé, gaining enormous publicity for Porsche amongst enthusiasts.

It's hard to think of a job more suited to the talents of the gregarious, multilingual, car-mad von Hanstein. Whizzing around Europe in the 'company' Porsche meeting the rich and privileged, old and newly monied, making new friends and reacquainting with old.

The first few years of the 1950s were a frantic round of activity for the baron as he stewarded the young company's cars to racetracks around the world, racking up success after success and building Porsche's reputation for excellence. Although hiring and nurturing the best talent he could afford on his limited budget, and usually striking a deal with a gentleman's handshake rather than a contract, on race day the baron, too, was often seen at the wheel of a 550 Spyder, or a 356, filling a 'spare' seat – and frequently winning. The baron also used his irresistible charm to raise sponsorship for the still cash-strapped young company. No wonder von Hanstein later commented that he considered himself to be 'married to Porsche'. Huschke's 'real' wife, Ursula, was no less an enthusiast, appearing through the 1950s in many international rallies, including the Monte, driving a 356.

With friend and fellow BMW team member in the 1940 Mille Miglia, the Italian, Count 'Johnny' Lurani, the pair were instrumental in introducing the 'GT' category into international racing, a division clearly more suited to the road cars from Porsche.

Von Hanstein was also instrumental in introducing Formula Vee to Germany. Having watched the little VW-based racers in action in Florida, he persuaded a sceptical

Ferry Porsche and Dr Carl Hahn of VW to buy and import a dozen cars, and promote a series of demonstration races. Within a year the series had turned into a phenomenal success, vindicating Huschke's enthusiasm.

Towards the end of the 1960s, Porsche began to change as a new generation began to clash with the old. The new order arrived in 1963 in the shape of Ferdinand Piëch, grandson of Professor Ferdinand Porsche, and a human tornado. Piëch's autocratic style was completely at odds with the old-world bonhomie and courtesy of von Hanstein. It was decided that the 57-year-old Huschke would give up his role as race director at the end of 1968 and continue as consultant, undertaking special assignments for his old friend and chairman, Ferry Porsche.

Of course, von Hanstein had a personality too big to suppress. The most famous racing manager in the world by now knew everyone in the world of motorsport – drivers, officials, manufacturers, sponsors, paupers and princes. The sprightly and energetic 60-year-old baron, with no thought of retirement, became sports president of the German Auto Club (AvD), German representative in the sporting commission of the FIA, as well as continuing as a roving goodwill ambassador for Porsche. He even entered the special senior category of the Monte Carlo Rallye in a VW K70, beating some of his old friends and racing adversaries in the process. He continued to tour on motorcycles well into his old age and kept five of them at his holiday home in France. (A young Damon Hill practiced his off-road skills there when visiting with his father, Graham.) He even went record breaking again in 1980 at the wheel of VW's remarkable 224mph diesel-powered aerodynamic research vehicle.

The irrepressible Huschke von Hanstein finally ran out of track on 5th March 1996. He is buried next to his father in the cemetery at Wahlhausen, east Germany once more being reunited with the west after the fall of communism. As a tribute to one of their most colourful and faithful personalities, the Porsche museum still displays one of von Hanstein's 'company' runabouts, a dark green 356A 1600S coupé. **CP**

*The date is 19th May 1968, the occasion is the Nürburgring 1000km endurance race. A serious Huschke von Hanstein in deep discussion with the late, great Jo Siffert*



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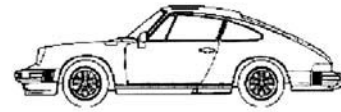


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Words by Paul Davies  
Pictures by Michael Ward

# PERFECTION IN PAINT

**Turning a classic Porsche into an old master? Bruce Cooper's Sportwagen is the best reason we can think of for visiting the Essex coastal resort of Southend-on-Sea**

The English town of Southend-on-Sea has the longest pier in the world. At 1.34 miles, it pokes into cold waters where the Thames Estuary meets the North Sea. Once upon a time it was a playground for the working classes from nearby London, but sadly the image has faded and nowadays the place is not high on tour schedules. Unless you have a Porsche in need of tender loving care and attention.

You'll find Sportwagen on the outskirts of town. Putting it simply, here lies one of the best places to restore and paint a Porsche to its former status as a work of art. In Sportwagen, Bruce Cooper has established a business that is a legend: it's where many of the most valued cars go for restoration of tired bodywork.

It's old news now, but this is where the famed Jim Clark 356 had its makeover after being discovered in a Welsh barn. Where Porsche Cars GB took the historic split-screen car once owned by Betty Haig that now sits proudly in its showroom. And where former Grand Prix driver John Watson entrusted his early 356 Cabriolet when the

bodyshell resembled a 'tea bag'. Of late, a clutch of Scandinavians (quite a few early cars made their way north it seems) have discovered Sportwagen.

The company repairs Porsches of all ages but primarily restores older cars. Bruce's nine-man team will reduce a 356 or early 911 to its most basic form, painstakingly rebuild it, and then re-paint it. They've even restored a Porsche tractor.

Bruce goes back to that golden age when Southend's seaside attractions pulled in the punters. He ran amusement park rides, go-karts, motorbikes, and even a house of fun before, as he says, 'slipping into the business of car bodywork'. In fact it wasn't a blind leap, as he'd already spent a couple of years engine building and repairing invalid carriages.

Starting as a one-man band in 1979 from a 'side street' location, self-taught but learning fast, Bruce was conscious he needed to prove just how good he was. An early priority was to achieve all the necessary VBRA (Vehicle Body Repairers Association) qualifications in order



*The company often welds in repair patches rather than fitting complete new panels to preserve as much originality as possible*



**TOP: 356 Cabriolet and early 911 coupé in the background clearly indicate the model span in the Sportwagen workshops**

to attract important insurance company work. Later his company would be only the second in the UK to achieve European ISO quality certification.

Originally it was known as Southchurch Refinishers, the fledgling concern working on any make of car and rapidly gaining a reputation for high standards of workmanship. Then came the custom VWs, followed by the Porsches. Sportwagen was set up as a separate company to concentrate on restoration work, the name suggested nearly 30 years ago after frequent trips to Germany to buy steel body panels.

I recall being taken by Richard King, of VW and Porsche spares specialists Karmann Konnection, to meet the 'man who does all our paintwork' over ten years ago and being well impressed. Then Bruce was working from his original central Southend premises and almost exclusively Porsche, with several 356s and a smart orange 912 (his own) being fettled in cramped quarters. The move into much larger workshops in the village of Great Wakering came in 2002.

Today the workshop – with low-bake oven for curing paintwork, no less than three chassis jigs, and an English wheel – sees an almost equal mix of 356 and early 911s. While the emphasis is on body restoration, it's quite often that Sportwagen strips and then replaces the mechanical elements of a restoration – although oily activities such as engine and transmission rebuilds are not handled.

Some customers supply cars as rolling shells having already made their own mechanical arrangements and some are supplied direct from Porsche independent specialists who hand bodywork over to Sportwagen.

The company's work has attracted favourable attention at the highest levels. Bruce tells of the recent visit he made to the Porsche Museum in Stuttgart, where the 1950 356 of Norwegian, Paul Rui, formed part of their 60th anniversary display (we featured this car in issue #1 of *Classic Porsche*). A group of factory brass inspecting the car – first restored at Southend some nine years ago and a frequent visitor since – made the comment: 'that's how we'd like to see our panel gaps'.



*Naturally shy, Bruce Cooper is hiding in the middle of the back row of this 'Sportwagen team' shot*

*The quaintly named English wheel is an essential craftsman's tool for the bespoke forming of metal panels*

*The factory-built 914/6 GT of Simon Bowery is another well-known car that has received major attention at Southend*

*Pre-A 356 of Norwegian Paul Rui was rebuilt by Sportwagen nine years ago and chosen for the 60th anniversary display in the Porsche Museum*

The Museum visit was part of a fact-finding exercise to ensure authenticity of an original, Gmünd-manufactured, 356 currently with Sportwagen for total restoration. With only 50 (or 48 depending who you consult) of these cars made at the original Porsche factory in Austria before production started at Stuttgart, it was necessary to seek reference wherever possible. Bruce had inspected cars in Scandinavia and Holland and, with four cars at the factory museum, Germany was also on the list.

In truth these first 356s were not particularly well made, says Bruce. Folklore tells of a panel beater who – how shall we say – was fond of a glass or two of schnapps during working hours, and (for many reasons, not just blurred vision) not one car was identical to another.

The restoration in progress at Southend is the first Gmünd 356 that has been entrusted to Sportwagen, and Bruce is determined to get it right, warts and all. Hence his joy when he discovered another owner in a remote part of Sweden who had saved the original longitudinal chassis sections that had been replaced by another restorer some three decades ago. Inspection of these allowed Sportwagen to make sure the new rivets they use will be fitted in the same haphazard manner as the originals, some the wrong way round, some at odd angles. No-one will ever see them, but Bruce will know.

It's a small point, but a good example of the way Sportwagen tackles a job. Such perfection does not come quickly or cheaply, of course. A typical restoration will first see the car stripped and the bare body sent away for 'mild blasting' to remove paint and sealer, and reveal trouble areas. The body goes on a jig to check it's true (they rarely are), and from then on it's down to good old-fashioned hard labour, cutting away bad areas and replacing them, constantly checking dimensions against original drawings.

Before painting starts, the body spends time in the paint oven to 'de-stress' the new panels and prevent them from buckling when painted. After an etch-primer, between two and six primer coats are sprayed on, rubbing

down between each coat. Bruce likes to leave a body in primer for at least a month to allow the finish to 'settle down' before three or four top coats are applied, with flattening down between each to remove orange peel. The painted body is then left for two or three weeks to settle before machine polishing and then hand finishing.

It does sound long-winded, but no old master was created in a day and, as our man points out, the customer is only paying for the time spent on the job, not the time it's sitting in the workshop. The hourly rate is modest by any standards at £37.50 per hour, but consider that a complete 911 or 356 restoration can take anything from 400 to 1000 hours.

Bruce likes to discuss progress with the owner at regular intervals, and where possible provide an estimate of just how long the work will take. Piles of before, during, and after, photographs are taken to provide a complete history of the project. As he says, 'We don't go looking for extra work, but we do insist it's all done properly'.

Doing it properly often means Sportwagen making its own body panels, and explains the presence of the huge English wheel, which permits precise forming of even the most intricate curves. Factory-made panels where available are acceptable, but Bruce appears to have little faith in aftermarket products, and preferring to make his own.

So, what's the work ethos? 'Doing the job properly and, being honest, I can't see the point of doing something incorrectly. We always say that everything we do has a lifetime guarantee. I don't consider that to be such a big deal, if you're doing something properly it won't fail'.

If you take a hard look at the figures – work against re-sale value – you might come to the conclusion that restoring a classic Porsche is rarely ever going to appear cost-effective. But that's not the point.

Most people who use the services of Sportwagen are making a masterpiece and buying into lifetime ownership. Look at the way modern supercars depreciate and it soon makes sense. **CP**

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Photo courtesy of Porsche AG Archive, 22 July 1956, Stuttgart, Solitude, von Trips 550A-0101 follows Speedster of von Saucken.

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# Classic Workshop

Where better to have your early Porsche rebuilt and maintained than at Porsche's own bespoke resto facility in Germany? *Classic Porsche* visits the ultimate restoration workshop

Words by Steve Bennett  
Pictures by Antony Fraser

Is this Porsche's best kept secret? We're in Freiberg on the outskirts of Stuttgart. The address is Harteneckstr 25, and according to the sat nav we've arrived. Now I know Porsche isn't a 'shouty' sort of company, but we really can't see anything that resembles the Porsche Classic Workshop. No, there are just some fairly unremarkable industrial units, on what is a fairly unremarkable industrial estate. Then we spot the tail of a Panamera peaking round a corner.

It's the only clue to what lies inside, and is hardly representative, in any shape or form. There is no signage, no fanfare, no fuss, but this is where old Porsches come to be revived the Porsche way, which for some, let's face it, is the only way.

Porsche, for all its heritage, is only just starting to really

trumpet its classic credentials in terms of spares and restoration. Porsche Classic is now a brand within the Porsche Empire and Porsche would like it known that it can supply original and remanufactured parts for your old Porsche. You can have it rebuilt too, or serviced, or really do whatever you would like to it, although judging by what we see in the basement later, someone ought to say 'No' every now and again!

We're here at the Classic Workshop the day after visiting the Porsche Museum which, amazing as it is (and we would urge a visit), is just ever so slightly clinical. This three-storey plain-Jane building promises to be the antithesis of the museum experience, and so it proves. While the museum has its own showcase workshop, here we find a more conventional working environment, its







three levels dedicated to restoration, concentrating on the very earliest cars up to 993s for resto, and absolutely any model for servicing.

The workforce has a collective knowledge of the Porsche range over the years that cannot be equalled – and head of the Classic facility, Jochen Bader, has a collection of VWs and Porsches that Editor Seume would die for, including a frankly stunning Karman Ghia with 993 running gear. Check out [www.bader-racing.de](http://www.bader-racing.de) for the low-down on this creation.

This place is a proper facility. The sights, the sounds and smells are Porsche enthusiast heaven – and at first it's hard to take it all in. But one thing is apparent: there are a lot of 959s in here – nearly ten in fact. The Classic Workshop also doubles up as the European centre for 959 servicing, its complex and now antiquated electronic systems beyond the experience of your average Porsche dealer or workshop. According to Bader, it's lack of use that does for them, but then such a car is difficult to use regularly. Porsche always reckoned the 959 lost money – and they certainly seem to cost their owners dear.

Dragging ourselves away from the European 959 mountain, there is no shortage of other fascinating machinery in various stages of restoration or rebuild. Cars arrive from all over the world; such is the cachet of a factory rebuild. That the workforce is well versed in what they do is indisputable. They have all worked on the production line at some point, and will have worked on some of the models they are now restoring when they were new.

Not that bolting together new cars makes you a restorer. Some skills have to be learned – obviously. Not only do they have access to an original parts mountain, Porsche Classic will consider having parts remanufactured by the original supplier, preferably using the original tooling. Not that this is always possible. Even at the Classic Workshop, there are occasions when that elusive part isn't on the shelf and cannot be remade, so the staff goes hunting round the specialists, and even good old eBay on-line auctions.

Such is the value of classic Porsches now, restorations that would once have been considered unviable, are now

*Sun-bleached, yet very sound, 911 won't be restored but used as a display vehicle to show the 'before' alongside various 'durings' and 'afters'*



*From servicing to full rebuilds, the Porsche Classic Workshop handles it all – even if it means stripping an oil-encrusted motor from a neglected 911*



fair game. It's amazing to see the sheer scale of the replacement metal work going into some of the cars here. A convertible 356 in particular is on the receiving end of a serious metal fix. And while there's nothing to say that work carried out at the Classic Workshop will be any better than that carried out by an independent Porsche restoration specialist, the access to specialist tooling, such as the original body formers, has got to be a bonus. These massively chunky bits of steel fit into the window apertures and keep the bodies on the straight and narrow while new panels are welded on.

With access to the full Porsche archive, there is no disputing the history of a car when it arrives; no matter what indignities it has suffered over intervening years. Its production history is accessible and restoration to factory settings is an achievable end goal. Customers are encouraged to view their cars as often as they like, and



*Early 911 being prepped as a prize in a draw by Porsche Club of America. This is one of the few places where your 959 gets treated with care and understanding...*

we spot Derek Bell's 924 Carrera GTS, which is in need of a bit of remedial electrical work.

It's also hard to ignore the frankly hideous 959s that were built by the Special Wishes department for a Middle Eastern family – suffice to say that metallic orange doesn't suit this particular model... We marvel also at a sun-baked American 911 that's been rescued from its fiery desert hell and will form a part of the Classic Workshop 2011 tour. It's not too far-gone for restoration – but it would be a shame to restore, and the team feels the same way, so will preserve its baked and rusted patina.

So would you choose the Classic Workshop for your restoration? Well it depends on what you're having restored, really. It's certainly got a cachet that's hard to ignore and one that would add to the history of any car. Your precious machine would be in the most expert of hands, but for many the added costs and hassles of

“Porsche's support of the classic scene is testimony to its keen awareness of its own history...”

each restoration is detailed in minute photographic detail. At the end of the process, a doubtless delighted owner is presented with their car and a book featuring the restoration process.

How much will a Porsche restoration set you back? Well obviously that's down to the amount of work that's required, but labour rates for restoration or servicing are 97 Euros per hour. And plenty of people bring their cars in for just straight servicing, particularly as that hourly rate is cheaper than an Official Porsche Centre (lower overheads, you see). Indeed some cars have only ever been serviced here in their entire lifetime.

The Classic Workshop is a great place to have a nose around. Amongst the work going on is the restoration of a 911T for, and in association with, the Porsche Club of America, which will be raffled to one lucky member. In the basement further projects await. Lurking in the shadows,

getting their car to Germany may preclude the Workshop route. But, fortunately the world is blessed with some truly outstanding Porsche specialist restorers and this is a competitive market place.

Rising classic Porsche values are a double-edged sword. The cars are becoming out of reach for some, but more cars are being restored because it's worth doing. Perhaps, then, as more cars are restored, and there are simply more cars out there, then prices will start to fall? Supply and demand and all that. Indeed with 60 per cent of all Porsches still on the road, is that figure set to rise?

Whatever, the Porsche Classic Workshop is a fascinating place, and Porsche's recognition and support of the classic scene is testimony to its keen awareness of its own history and seeming immortality. And judging by some of what we've seen, you really can bring cars back from the dead. **CP**



*Celette body jig keeps bare shell straight. Derek Bell's personal 924 Carrera GTS in for electrical work. If it's good enough for Bell, it's good enough for anyone*



*Our visit coincided with something of a love-in for g17s! The most famous of all examples are on show*

**Contacts:**  
Porsche Classic Workshop:  
Harteneckstr. 25  
71691 Freiberg am Neckar  
Germany

Porsche Museum:  
Porscheplatz 1  
D-70435 Stuttgart-  
Zuffenhausen,  
Germany  
www.porsche.com

The Porsche Museum is open from Tuesday through to Sunday, 9.00am-6.00pm throughout the year

*Museum archives are packed with priceless information. Museum exhibits are breathtaking!*

### Porsche Museum

**Y**ou've seen the Porsche Museum in pictures, but nothing can truly prepare you for the real glass, concrete and metal effect. Angular and seemingly floating, despite being perched on equally angular supports, it looks like it's been beamed down from another world of architectural design. The Viennese Architect, Delugan Meissl, certainly created something special. As a statement, it is hugely impressive and imposing, and that's just the outside.

Classic Porsche readers, you're already converts to the Porsche cause and way of doing things, but a casual observer would be equally struck at Porsche's contribution to all things automotive, and the unique Porsche DNA that flows through everything here.

The museum isn't just about the shiny and the static. There are glassed-off workshops, too, where visitors can witness cars under restoration. Perched on a stand is the supercharged engine from the Italian Cisitalia Grand Prix car, Porsche's first post-war project. The engine will be

**“There are glassed-off workshops, too, where visitors can witness cars under restoration”**

Since the Porsche Museum opened just two years ago, over 700,000 people have marvelled at the exhibits within. And it's difficult not to. In the airy modernist white surroundings there is a lifetime's work on display – from the legendary electric wheel hub of the Löhner Porsche – the world's first hybrid from 1900 – to the current g11. In between, the museum pays homage to Porsche's inspiring and hugely diverse output on a multi-level platform. As

reunited with the rest of the car and will be running this summer. The unmistakable tubular chassis of a CanAm g17/10 lurks awaiting bodywork – and for a special treat, we are privileged to hear the aural symphony of Attwood and Herrmann's 1970 Le Mans-winning g17 firing up.

The Porsche Museum really is a 'must see.' A word of warning: if you're easily strayed when it comes to parting with your cash – stay away from the gift shop... **CP**





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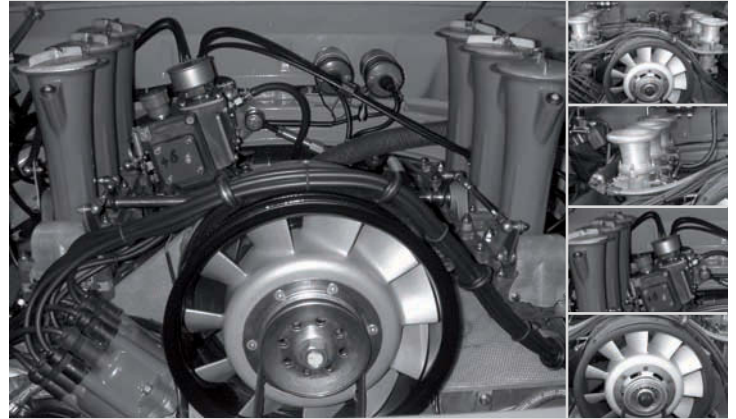
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# The Beautiful Beast

Without doubt one of the most beautiful Porsche competition cars of all time, the 906 was a success right from the start. But in its final long-nose, short-tail format, with fuel-injection, it became something truly special. *Classic Porsche* tracks down a rare 906E...

Words by Britta Bau  
Pictures by Stefan Bau







Porsche's new type 906 Carrera – more commonly known as the Carrera 6 – was heavily influenced by the design of the Ollon Villars Bergspyder, even though work on its design had already begun before the Bergspyder achieved major success. It was primarily intended for Porsche's select motorsports clientele, with a minimum number of 50 cars built in order to meet the FIA's homologation requirements for the Group 4 Sports Car category. But, under the direction of Ferdinand Piëch, who had just taken the reins at Porsche's research and development department, the chassis for the 906 was a completely new design from those of its predecessors.

Unlike its forerunner, the Porsche 904 GTS, the new type 906 of 1966 was no longer required to be street legal, at least in the eyes of German legislation.

This Group 4 sports racing car was equipped with a tubular-steel space-frame, of which several tubes were also used as oil pipes. The wheels, suspension and brakes were taken largely from the Porsche 904: the 7J x 15 wheels were fitted at the front, with 9J x 15 rims at the back, alongside transverse control arms with coil-over dampers, the latter equipped with spherical joints instead of rubber bushes to optimise the car's handling.

At the rear, each upright was located with what today would be referred to as a 'four-bar' set-up: each side had a pair of adjustable-length locating arms, which were attached to the chassis using spherical bearings. At the front and rear respectively, 15mm and 16mm anti-roll bars were used. The braking system, with its four disc brakes, was adopted in its entirety from the Porsche 904.

To achieve the homologation weight of a maximum 580 kilograms, weight had to be reduced wherever possible, for the riveted 15in steel-aluminium rims plus the 5.50x15 Dunlop racing tyres alone added considerable weight. As an aside, to overcome this in the very same year, Porsche began development of a successor, the Porsche 910, which was to be fitted with lighter 13in rims in accordance with what was becoming Formula 1 practice at the time.

Apart from the weight, another drawback with using the old-style five-bolt wheels on the 906 was the time-consuming effort required to change the wheels at each pit stop, compared with later centre-lock rims.

The 906's purposeful-looking glassfibre body was barely one metre high and, unlike the boxed steel chassis structure of the 904, which relied on the glassfibre body panels to contribute to the chassis' rigidity, it was unstressed and therefore far lighter. Side-mounted fuel tanks and the resultant high door sills necessitated the adoption of gullwing doors. The mid-mounted two-litre engine was covered by a large and distinctive Plexiglas cover with louvres to allow air into the engine bay.

The engine itself was a further development of the Porsche 901, a high-performance six-cylinder normally-aspirated engine, type 901/20, with an output of 210 PS (approximately 207bhp). The engine case was made of Elektron, a magnesium alloy similar to aluminium, as used by Bugatti for the 'Aerolithe'; it is an extremely light metal, but fairly hard to weld, though. As with the Porsche 911, an upright fan mounted in a glassfibre shroud was belt-driven off the nose of the crankshaft.

Chain-driven overhead camshafts opened the two valves per cylinder, while a Marelli dual-plug ignition system fired the mixture, which was supplied by a pair of Weber triple-choke downdraught carburettors. The 'production' (or customer) cars usually came equipped with such carburetted engines, whereas the factory team's race vehicles were additionally equipped with state-of-the-art Bosch fuel-injection systems, which boosted the performance to 230 PS (or approximately 227bhp).

By means of titanium conrods, lightweight Mahle forged pistons and modified light-alloy cylinder heads, the 901/20 achieved an overall weight reduction of 54 kilograms



compared to the engines used in regular production 911s. The 906's dry clutch was basically equivalent to the 911 one, yet – for reasons of weight reduction – the specially-made five-speed gearbox was provided with an Elektron casing, in addition to quick-change gear sets which allowed rapid ratio changes at the track.

#### EARLY SUCCESSES

In a 906, Hans Herrmann, Gerhard Mitter and Joe Buzzetta finished fourth overall in the 1966 Sebring 12 Hours and, moreover, won their class. At the Monza 1000km, the 906s came home in second, third, fourth and sixth places in class. Herbert Müller and Willy Mairesse, in a private

Porsche built 52 standard versions of the Carrera 6, plus nine models equipped with the six-cylinder fuel-injection engine, and another four fitted with a 2.2-litre eight-cylinder motor, which ran as prototypes.

Although Porsche was already developing the 910 for the 1967 season, the company built a new series of four 906s, especially for the Daytona and Sebring races, in late 1966: the so-called 'long-nose, short-tail 906Es'. The supplementary 'E' (for *Einspritzung* – injection) indicated the four factory team cars – numbered 906-157, 906-158, 906-159 and 906-160 – designated for racing in these US events. Based on the *Langheck* version, the body of the 906E was lengthened by another 487mm. The cars were

*Extended nose helped aerodynamics at expense of ultimate good looks. Stacked double headlights were fitted to all four US-bound 906Es*

“The car, with the chassis number 906-157, was the first of the ‘fantastic four’ to leave Zuffenhausen...”

Scuderia Filipinetti entry, ensured Porsche's victory at the Targa Florio after all factory team cars had dropped out. At the 24 Heures du Mans, Porsche succeeded in showing up the twelve-cylinder Ferraris. Furthermore, the 906 won its class and took fourth-through-seventh places in the wake of the more powerful Ford GT40 driven by Chris Amon and Bruce McLaren.

Specifically for Le Mans, Porsche built three long-tail versions of the 906, with the rear bodywork extended by about one metre. This version was also tested in a wind tunnel, and proved capable of a top speed of 280km/h (around 170mph). In this guise, Porsche took the first six places at Hockenheim, as at that point in time, many improvements were implemented on the factory team cars.

fitted with a longer and sleeker nose, with modified brake duct openings and higher, more bulbous front wings. Further modifications included double headlights, a larger oil-cooler and oil tank, and bigger air inlets, as well as lighter titanium uprights and beryllium brake discs.

#### CHASSIS NUMBER 906-157

So, what of the car shown here? Well, with a little help from a friend, we came across one of these 'Americans'. The car, with the chassis number 906-157, was the first of the 'fantastic four' to leave the Zuffenhausen production line on 23rd December 1966. Even though the car would become one of the most-raced 906s in the United States, the factory team raced it only once: at the 24 Hours of



Daytona in 1967, during which Jochen Rindt and Gerhard Mitter crashed in the eighth hour.

The car was retired from the event and, rather than being shipped back to Germany, remained in the US. It was repaired and sold, whence it began a very successful career as a privateer racing car. First, it was owned by Fred Baker, a Miami-based entrepreneur who, in his spare time, ran a serious and well-organised private racing team. In 1968, Baker sold the car to the racing enthusiast, American comedian Dick Smothers, who had just got his

I've heard, it eventually sold for well over a million dollars, but that's not when I had it! Anyway, I bought it... and we raced the Six Hours of Watkins Glen and the 12 Hours of Sebring (we won our class). The car finished every race and was unbelievable.

'My first year of racing moved really fast. I did the Pro Series and then the distance races. We won each class. I ended up with a track record at Watkins Glen. I can't say it was because of my driving. I was about to come in for gas when Brian Redman in a Porsche 908 passed me going

*901/20-series engine ran fuel-injection in the 906E, boosting power to 227bhp - up by 20bhp. Cooling fan was mounted upright, as on production 911 engine*

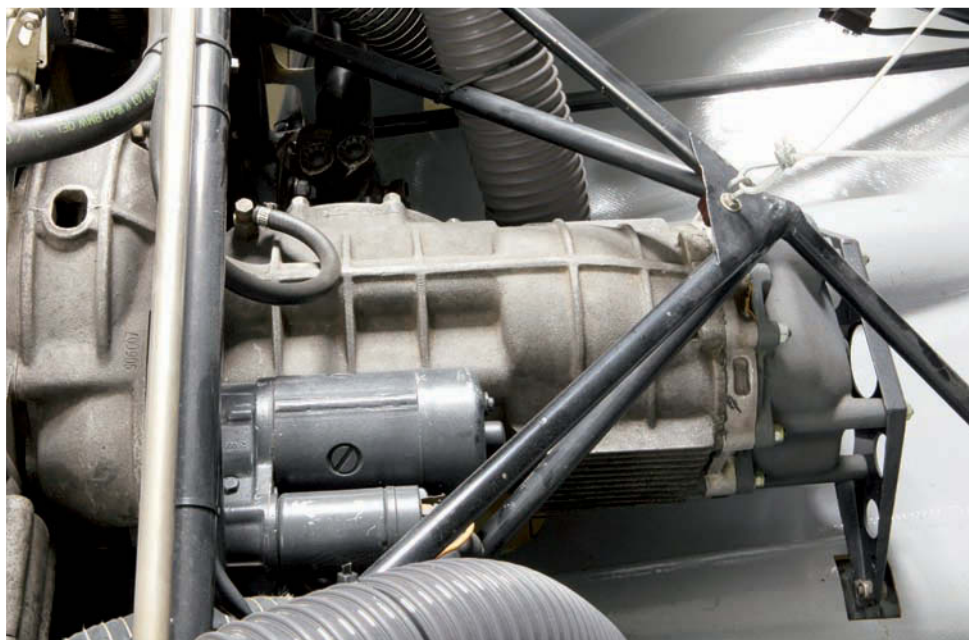
“It was retired from the event and, rather than being shipped back to Germany, remained in the US”

national racing licence and shortly afterwards started the 'Smothers Brothers Racing Team'.

In 2002, Smothers was interviewed by Motorsports.com for a piece entitled 'Reflections on Sebring'. He described the purchase of the Porsche as follows: 'It was a long-nose 906 with a spare engine that went for \$14,000. From what

up into the Esses and towed me at 1000- to 1200rpm faster than I had ever gone down the straightaway. Then, a three-litre Alfa Romeo came by and pulled me through the turns and all the way down the back straight. I shattered the lap record! I was light on fuel and had two people give me a tow. That's my little bit of history!

*'Clamshell' rear bodywork allowed easy access to both engine and transmission. Trans casing was cast from ultra-light Elektron alloy*





*No frills to be seen here, just a Momo Prototipo steering wheel and a couple of VDO gauges. Cockpit is a tight squeeze, as Britta Bau demonstrates*



On his first drive at Sebring, Smothers commented: 'Sebring was the first big-time race I was ever in. It was a carnival down there... a riot! While racing around the track, the scents you smell were amazing! I would glance over and see guys standing with big beer bellies, holding a beer in one hand and a girl with a spandex halter-top in the other. You could smell the hamburgers cooking on the grill. The scents would whip up through the cockpit as you're pointing the car through that high-speed right-hand turn.'

For the 1969 racing season, Smothers changed the colour of the car from the original white into yellow with red and black stripes. After the season, the car was

convinced that the car was noticeably quicker afterwards and that the modifications reduced its weight by more than 200 pounds.

Amazingly, all of the 906's original body parts, including the roof, doors, tail and rear Plexiglass cover, headlight buckets, etc, remained in storage for years and would eventually be reunited with the car. Loomis continued racing in SCCA National races in south-eastern America and then, in 1972, he decided to participate in the IMSA series, which in his opinion made more financial sense, and was far more enjoyable.

One year later, in 1973, Loomis sold the 906 to Bob

**“At every event, he took pole position, would lap practically everyone else in the race, and win”**

repainted white again and Smothers sold it to Gregg Loomis in Atlanta, Georgia. Loomis had previously raced Porsche 906-121 and found that the carburetted 906 was not competitive against the 906s with fuel-injection, so he went looking for a quicker car and found 906-157.

In 1970, he raced the car in a few events in south-eastern America. Loomis was an ambitious driver and wanted to upgrade the performance of the car. He engaged Vasek Polak's garage in Hermosa Beach, California, to modify and lighten the car.

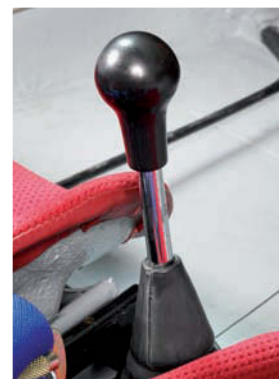
The 906's tail was thus replaced with a new lightweight unit, and the roof was completely removed. Loomis was

Barker, who also lived in Atlanta. Barker had actually been looking for a Porsche 911, but ended up with a 906E ex-factory racing car instead. It could have been worse...

Barker mainly raced the car in the SCCA series in 1973 and 1974. At every event he entered with his 906, he took pole position, would lap practically everyone else in the race, and win. His wave of success would finally be ended by a Lola T212, which ran in the same class.

Nonetheless, Bob remembered the 906E as having been 'a joy to drive and very quick'. In 1974, Barker sold the car to Don Bennett and the 906 moved to Miami, Florida, again. Barker also handed over to Bennett all the original

*Short Kamm tail added to straightline speed and stability on fast US circuits. All-important chassis number proves this is one of four special 906Es*





body parts of the car, which had been stored at his parents' house. Bennett worked as a line mechanic for Eastern Airlines and planned to restore the car. Although he did indeed act on his scheme, which was bringing the body back to original specification, it ended up in rather bad shape mechanically.

In the late 1970s, the car was sold to Kent Morgan in Monrovia, California. Morgan remembered going to Miami to see the car – Bennett had asked him if he'd like to drive

engine was rebuilt by Vern Covert and Bob Hatchman put the body back together – in fact, it is actually one of few 906s to retain its original bodywork.

Afterwards Morgan raced the car in the Monterey Historic Races in 1979. In the early 1980s he sold the car to a well-known Porsche collector, Warren Eads, who was at that time living in Novato, California. The car was featured in the May 1984 issue of *Motor Trend* and also appeared in a video on Porsche 906s by Ron Armour. Eads

*Louvered Plexiglass rear window is a trademark of all 906 coupés. Large ducts either side of cockpit channel air to brakes, engine and transmission*

“Bennett had asked him if he'd like to drive it and... they both ended up blasting around a Miami suburb”

it and with Morgan's consent they both ended up blasting around a Miami suburb. 'Loud, visceral, and exciting!' is how Morgan remembers his initial impression of the 906; what mainly lingered in his memory was that the car didn't stop very well. When he got the car back home, he found that the brake calipers were seized!

Nevertheless, he also found some pleasant surprises in the form of several titanium components, like suspension uprights and dust covers. The car was then restored; the

took the car to the Monterey Historic Races a few times before he sold the car to Yasuhiko Hashimoto in Japan.

Hashimoto brought the car to the 1998 Monterey Historic Races and to the 2000 Japan Automobile Festival. In 2007, the car was finally sold to a major vintage car collector in France, who still owns it today and allowed us to feature this exceptional bit of racing car history. The perfect ending for yet another success story from the house of Porsche. **CP**

*Tubular-steel A-arms attach to titanium uprights. Coil-over shocks are from Koni. Four-wheel disc brakes were 'borrowed' from the 904*





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# PORSCHE'S FIRST TURBO

**The 911 Turbo of 1975 rocketed Porsche into the supercar league. We take a detailed look at the engine that launched a line that continues to this day**

Words: Paul Davies

Pictures: Porsche AG, David Wigmore and the author

**T**alk to insiders about Porsche prices and they'll give you a tip: 'Buy a 930 Turbo if you can find one'. It seems that good examples of the blown 911 are in demand, hence healthy moves upwards in value and, sadly, a proportionate scarcity. It seems the first road-going Porsche with pressurised induction is fast becoming hot property.

Our 'Classic Guide' of last issue gave you much of the story about how the car came about, so here let's concentrate on the technical aspects of the 911 Turbo, born in the mid-seventies and a 'significant step' on the manufacturer's progress to greatness.

Confused by the '930' bit? That's the factory type number for the car produced from 1975 until 1989, and with various suffixes for engines and components: 930/10 is the original 3.0-litre engine, 930/60 the 3.3-litre unit introduced in 1978, 930/30 the four-speed gearbox, and so on. Initially chassis numbers also started 930 (until in 1980 when an international system was adopted) and the same three digits prefix many individual Porsche part numbers right to the present day.

Porsche's first road-legal turbocharged car was previewed at the Paris Motor Show of 1974, with production starting the following spring, but it wasn't the first pressurised induction engine from Stuttgart. To win in Can-Am race series in the USA, Porsche had taken the flat-12 engine of the 1970 Le Mans-winning 917 sports car and added twin compressors to power the awesome 917/10 and 917/30 Spyderys comfortably north of 1000bhp. From then on the company was committed to using the exhaust-driven compressor as a means of increasing power.

The Carrera RSR Turbo of 1973/74, a short-lived prototype with 500bhp from 2.14-litre capacity, was the first of the European turbo racers, paving the way for the better-known and highly successful 934 and 935 competition cars. Between these came the 930 Turbo.

In fact the road car had to come before the 934 and the 935. Porsche wanted success in sports car racing, and the best way to achieve this was to build 400 vehicles to allow the vehicle to be recognised in the Group 4 (GT) category of international motor sport. From then on, the competition department could further modify the car as an 'evolution'.

Starting point for the new car was to take the engine of the, then, top model Carrera 3 and add a turbocharger. The regular 911 of the time had grown to 2.7-litres, but the Carrera engine went a stage further by combining 95mm-diameter pistons with the existing 70.4mm-throw crankshaft to create a displacement of 2994cc.

In common with the Carrera 3 a reinforced, aluminium-silicone (AluSil), crankcase was used, instead of the

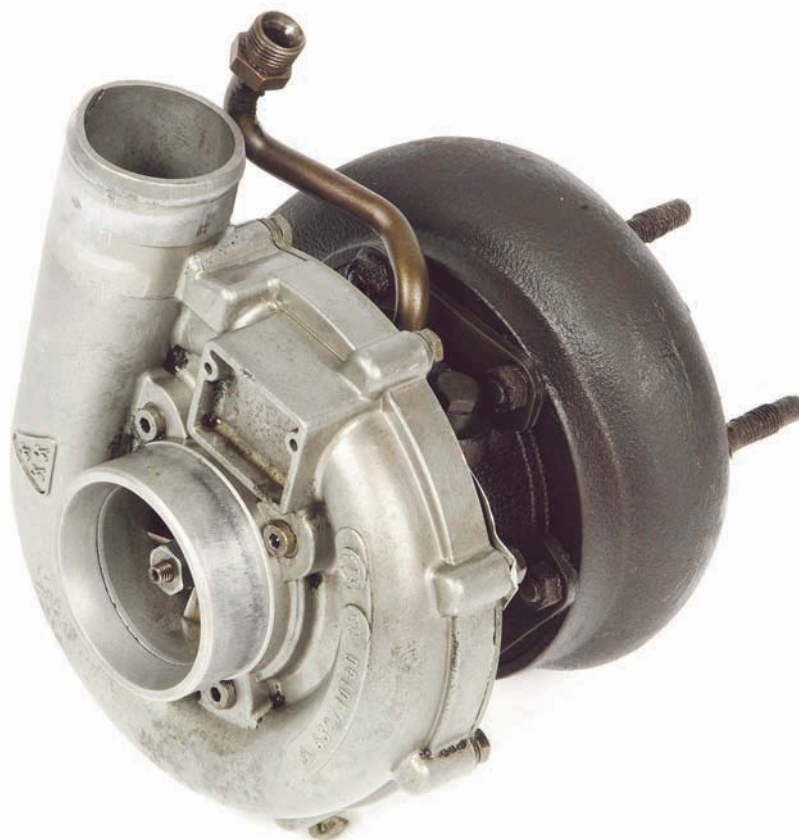
magnesium version of earlier engines. Power was 260bhp, developed with 0.8bar boost (11.6psi) from the single KKK (Kuhnle, Kopp and Kausch) compressor, fuelled by Bosch K-Jetronic injection. As a matter of interest the non-turbo unit developed 200bhp.

The move of the 911 to higher power levels – torque of the three-litre engine was a hefty (for those days) 252lb ft – meant many detail alterations had to be made to both the transmission and running gear of the new car. The Type 930 transaxle was considerably tougher than the Type 915 fitted to the Carrera 2.7 and the Carrera 3.0, with strengthened casing, and four forward speeds, instead of five, to allow stronger internals. A 240mm, instead of 225mm, diameter clutch was fitted.

Engine capacity grew after three years. Increasing piston size to 97mm and crank throw to 74.4mm took the blown engine to 3299cc. This – coupled for the first time with an intercooler to reduce the temperature of the air in the induction system and so increase the density of the fuel/air mixture – resulted in an extra 40bhp.

From 1978 onwards, until 1989, when the Carrera 3.2 ceased production, the 911 Turbo continued in more or

*Porsche's own Sportkit for the 3.3-litre Turbo utilised the larger K27 version of the KKK turbo compressor to help raise power by an extra 30bhp*



## 930 TURBO ENGINE PROFILE



*The original 3.0-litre 930 engine ran without an intercooler, and the wastegate dumped excess pressure into main silencer. Bosch K-jetronic system controlled the fuel delivery*

less the same form, albeit with better brakes and a revised clutch assembly. A 330bhp Sportkit engine was an option. When the 964, with totally different M64 series engine, came along there was a bit of overlap with the Turbo 3.3, and then production ceased for nearly two years.

When the Turbo came back it was somewhat of a hybrid. For two years, the car – known unofficially as the Turbo 2 – took on the coil-sprung chassis of the 964, but retained the 930 power unit, an even larger intercooler helping to raise power to 320bhp, and a five-speed G50 gearbox. At the end of its life the engine capacity increased to 3600cc (100mm x 76.4mm) and power rose to a heady 360bhp.

The crankcase of the 3.0-litre Turbo (and Carrera 3) follows accepted Porsche design practice, being two-piece, split vertically, and held together by 11 through-bolts. The forged crankshaft, with eight main bearings of 56.9mm diameter and big end journals of 51.9mm diameter, is treated with a 'Tenifer' hardening process.

The Carrera 3 had cast pistons, with raised crowns to give an actual compression ratio of 8.5:1. Turbo pistons are forged and flat-top with a nominal 6.5:1 compression – necessary because the additional volume of mixture

created by the forced induction system has the effect of raising combustion pressures.

Although the AluSil casing was to stay for some time (it's still used today) the crankshaft fitted to the 3.0-litre engine should be regarded as the last of the line. The 3.3-litre unit has an altogether heavier crank (59.9mm mains/54.9mm big ends) which also forms the basis of the 3.0-litre motor of the 911SC, the extra capacity of the turbo engine coming from the larger diameter piston.

Following accepted design, the two sets of three opposed cylinders all have separate barrels, of the Nikasil material first seen on the 2.7 Carrera RS. To improve engine cooling the shrouding around the barrels was modified for the turbo unit, and on the later 3.3 engine the top side of each barrel lost its fins to – it was said – even out cooling.

Barrels located in spigots in the crankcase halves are retained by four studs, which also hold the individual cylinder heads. On the 3.3 there is no gasket between the head and cylinder barrel, Porsche relying on the chamfered face of the head sealing on the flat barrel top when the retaining studs are torqued in place.

The 930 engine was the first to use Dilavar steel-alloy

Small silencer (right) after waste gate valve (left) shows this to be a 3.3 engine - earlier 3.0-litre had the valve exhausting into the main silencer box



head studs, which could corrode in a reaction to the casing material causing quite a few problems. In 1983/84 improved studs with plastic coating on their shanks were introduced, the problem finally being cracked in 1994 with the use of fully threaded, treated, studs on the M64 engine of the 993 model.

Not unsurprisingly, the turbo engines have their own specification alloy cylinder heads. Although they have the

A further innovation was the fitting of a system that injected air into the exhaust port from a small pump, belt-driven off the back of the left-hand camshaft. Designed to promote the continued burning of gases after they had left the combustion chamber, the layout not only helps with reducing emissions but also improves engine pick-up because it increases turbo speed in the mid ranges.

Camshaft layout remains the same as previous 911

“Compared with modern Porsches, the 30-year-old technology of the 930 is pretty basic...”

same diameter (49mm inlet, 41.5mm exhaust) valves of normally-aspirated engines, both inlet and exhaust ports are smaller, the 3.0 engine having 32mm inlet and 36mm exhaust dimensions, while the later 3.3 unit has even smaller, 34mm, exhaust ports.

The combustion chamber shape is also peculiar to turbo engines, with the pair of valves set at a shallower angle in sintered steel seats, and the exhaust valves sodium-filled to help cooling.

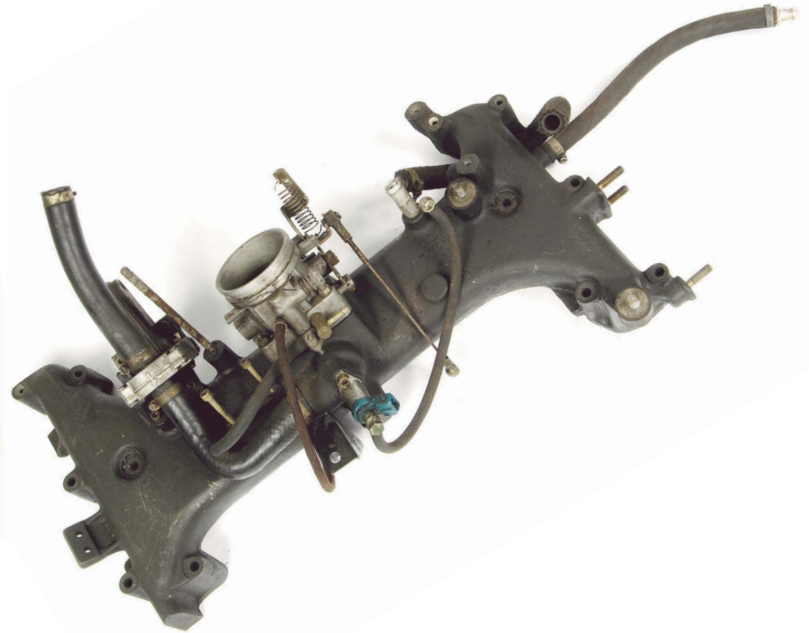
engines, with one single shaft over each bank of three cylinders, driven by duplex chains from a crankshaft-driven intermediate shaft in the crankcase. Each cam has four bearings, and valve actuation is through cast steel rockers, with manual tappet clearance adjustment. Porsche developed a specific camshaft for the turbo unit, the same profile being used on all capacity engines.

In common with other 911 engines, the turbo units were fitted with improved hydraulic chain tensioners from 1984

Introduced on the 3.3-litre engine, the oil pump has a larger (compared to 3.0) aluminium pressure sender and cast-iron scavenge side



## 930 TURBO ENGINE PROFILE



onwards. Various designs of chain ramps were also fitted to apply pressure to the lengthy chain.

On the turbo side of things, compared with modern Porsches, the 30-year-old technology of the 930 is pretty basic, but the principle is the same. Exhaust system pressure powers the compressor unit that (revolving at up to 100,000rpm) forces air and fuel mixture into the combustion chamber, greatly improving efficiency.

There are few differences between the 3.0 and 3.3 engines. The (unequal length) manifold pipes from each bank of cylinders feed through a by-pass valve (often called a wastegate) to the single K26 compressor, which sits low on one side of the engine. When turbo pressure reaches maximum, a spring-loaded valve in the wastegate closes, causing the exhaust flow to by-pass the turbo unit and so preventing excess pressure build-up. On 3.0-litre engines this by-pass is directed into the main exhaust silencer, on 3.3-litre units, the wastegate vents to the air through its own mini-silencer.

Fuel delivery is controlled by a Bosch K-Jetronic mechanical injection system. Air is drawn in through a filter

into a flap-controlled fuel distribution unit (which determines the fuel flow to the injectors and ultimately the fuel/air ratio, or mixture) and to the turbo compressor. The air under pressure is then routed into the inlet manifold through a single throttle body.

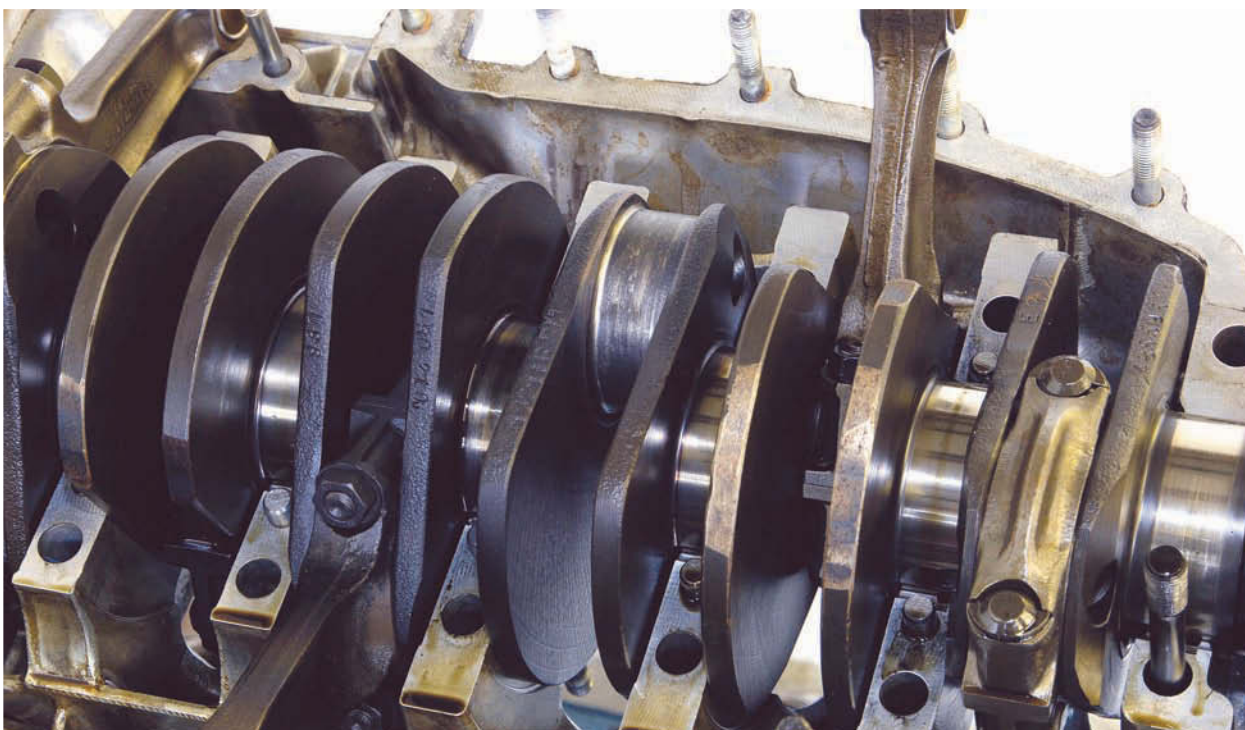
The inlet manifold is a single alloy casting, which straddles the engine, feeding all six inlet ports. Each injector is positioned in an insulator block between the manifold and the cylinder head.

Most early turbo designs suffered from throttle lag – the time needed to get the turbo spinning again after the foot had been taken off the accelerator pedal and then put down again. In those days before electronic management systems, Porsche partially eliminated the problem by fitting a blow-off, or dump, valve on the induction side.

When the throttle is closed (ie: foot off), manifold vacuum pressure increases, the valve opens and pressure in the delivery pipe to the turbo is released, so letting the turbine go on spinning to reduce the time needed to build up pressure when the throttle is opened again. Instead of

*The Bosch K-Jetronic mechanical fuel-injection system (used on most Porsches of the era) has a flap-type air flow unit to control fuel flow*

*Cast inlet manifold with central throttle body sits astride cylinder banks. Injectors are positioned in insulator blocks between manifold and inlet ports*



*Crankshaft is 'Tenifer' hardened, and in 3.3-litre form with 74.4mm stroke and larger diameter (compared to the 3.0) mains and rod bearings, as tough as they come*

*The '930' indicates this is the AluSil (aluminium silicone alloy) crankcase that replaced the previous magnesium version of earlier 911 engines*





An air to air intercooler was crammed into the 3.3 engine compartment to reduce the temperature at the inlet manifold, so improving efficiency

3.3 Turbos do not have head gaskets, but rely on metal-to-metal contact of the head and barrel. RSR's 100mm bore uses a sealing ring in a 3mm groove

venting the excess pressure to the air as on race engines, the system 'dumps' back into the inlet pipe between metering unit and turbo.

Porsche introduced a further refinement with the 3.3-litre engine. An air-to-air heat exchanger (intercooler) was positioned between the compressor and the inlet, reducing the temperature (and so increasing the density) of the air being mixed with fuel in the inlet. Further power increases on later engines came, in part, from increasing the size of the intercooler.

The dry-sump lubrication system is the same as earlier engines; the 3.0 turbo using the same pump as the 2.7 Carrera RS, but a larger unit appeared with the 3.3 engine. The oil feed to the crankshaft bearings passes through

The turbo unit also has its own lubrication system. Oil is supplied from the crankcase gallery through a one-way valve to the compressor, and then drawn back to the dry sump tank by a small scavenge pump driven – like the exhaust port air pump – by belt off the back of the left-hand camshaft. (The same system was used to provide lubrication for the Sportomatic semi-automatic transmission of the same period.)

To increase rigidity and eliminate a likely oil leak problem, the sump plate (which on previous 911 and 356 engines had allowed access to a mesh filter) was deleted from the lower crankcase, and a mesh strainer was attached to the oil pump pick-up pipe. This stronger 930 casing was fitted from 1983 onwards – including to the

## “Take a look at the crankcase of a Group C 962... and you'll see stamped the magic number '930' ”

the main gallery in the crankcase and the through-bolt holes, which are larger in diameter than the bolts themselves, and squirter jets (increased in size on the 3.3 engine) in the main bearing webs direct cooling lubricant under the pistons. The camshafts are lubricated by a feed to each of the four bearings, and also by a spray bar running the full length of each shaft.

There are two thermostatically controlled oil coolers – one integral with the engine lubrication circuit, the other under the right-hand front wheel arch. Several types of front cooler have been used; first a simple bent tube sometimes called 'serpentine', then (1980) a version with brass tubes connecting top and bottom tanks, and finally in 1984 a conventional radiator.

last of the 911SC engines, as well as Turbo and Carrera 3.2 – until the introduction of the M64 power unit of the 964.

Like the fuel delivery, the ignition system used on 930 Turbos is mainly old-style technology, with a low-voltage, contactless, distributor fitted to engines prior to the introduction of a more complicated digital system – using a crankshaft sensor – on the 964-bodied Turbo 2.

The original 911 Turbo was an undoubted success for Porsche, which made 21,000 cars in the period from announcement in 1975 to replacement in 1993, but it's more than just that first foray into the supercar league. Take a look at the crankcase of a Group C 962 racer of 1986, or a recent 997 GT3RS Cup car, and you'll see stamped the magic number '930'. How about that? **CP**



The exhaust gases drive the turbine which in turn spins the vanes of the compressor forcing fuel/air mixture into the inlet system at just under 1.0bar

### CONTACTS

Thanks to Russell Lewis and Bob Watson for their assistance with this feature:

RSR Engineering, Headley Rd, Grayshott, Surrey GU26 6LB  
Tel: 01428 602911

Bob Watson Engineering, Unit 4, Hatch End, Middle Aston, Oxford OX25 5QL  
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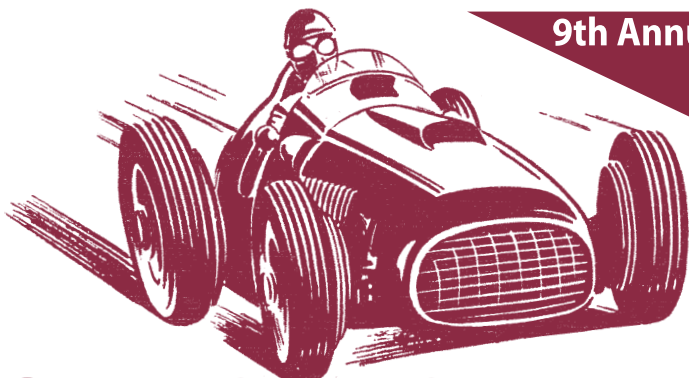
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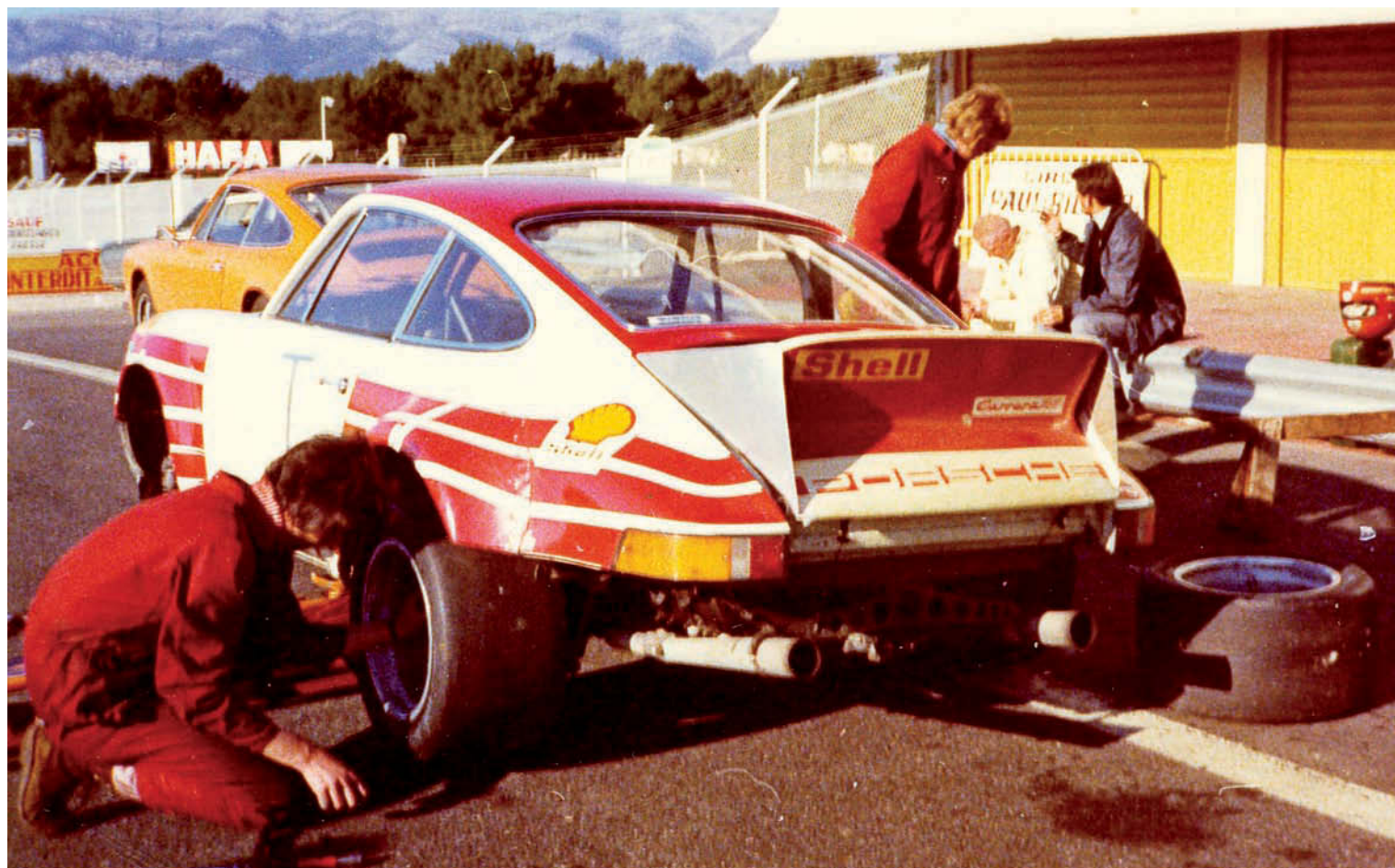
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# ALL IN A DAY'S WORK

December 1972 and Porsche takes over the Paul Ricard track in the south of France to test a modified long-wheelbase 917/10 and a prototype RSR

Words by Keith Seume Pictures by unknown



**D**ecember 1972 at Paul Ricard circuit in the south of France. The sun is shining but a cool breeze keeps the temperature down to a level where warm jackets take precedence over T-shirts – especially where drivers more used to competing at tracks like Riverside and Laguna Seca are concerned...

The photos shown here were taken at a Porsche test session at the famous circuit, a session where particular emphasis was put on testing aerodynamics and, in the case of the mighty 917/10 Can-Am car, extending the wheelbase. Mark Donohue was the driver at the wheel of the 917 development car, while the RSR prototype was driven at different times by Larousse, Müller, van Lennep and, again, Donohue.

Compared to its rivals, the 917/10 had a relatively short wheelbase and was proving something of a handful on certain tracks. Factory engineers were unhappy about simply stretching the wheelbase without getting any

quantifiable evidence that such a change was for the better. Their solution was to adapt a 917/10 chassis so that it could be extended just behind the firewall. Not unnaturally, this led rivals to assume that Porsche was developing a chassis that could be adapted to suit different circuits. Stretching the wheelbase also meant that the bodywork needed to be extended – hence the obvious signs of ‘cutting and stretching’ behind the driver’s cockpit in the photos.

Also on test was the so-called ‘Paris body’, developed in a wind-tunnel by SERA, a French aeronautical company. This was designed to improve downforce without increasing drag. While at the track, at Donohue’s suggestion, Porsche also cobbled up extended rear bodywork from aluminium sheet to test the effect of long ‘Le Mans-style’ bodywork. The result was an increase in top speed from just shy of 210mph to over 230mph at a stroke!

The red and white RSR shown in the photos was chassis

*Installing the fat 11-inch-wide Fuchs wheels necessitated the fabrication of some hastily-made rear flares and the removal of the rear apron on RSR prototype, chassis number 911 360 0020 (R2)*





number 911 360 0020 R2, a car which began life built up as an early RS on a 1972-style bodyshell, and which ran in the 1972 Tour de Corse, driven by Larousse and Delferrier. It failed to finish due to transmission problems.

Repaired, the car arrived at Paul Ricard in very much the form in which it ran in the Tour de Corse. While at Paul Ricard, however, it was equipped with fat 11-inch-wide rear wheels, necessitating some hastily made (and painted) rear flares. The removal of the rear apron was almost certainly as a consequence of the modifications to the rear wings.

The doors, too, were swapped, although nobody is entirely certain why. The most obvious suggestion is that they were new aluminium-skinned panels, or possibly even glassfibre mouldings, simply left *au naturel* for the occasion.

Of interest here, too, is the experimentation with the rear wing – a Carrera RS-style ducktail is fitted to the car but in some photos (above right and opposite) it is shown with experimental side flaps which pre-empt the 'Mary

Stuart' style of spoiler that appeared in 1973.

The test sessions were beset by weather problems, with snow flurries hampering proceedings. However, the time spent at the Paul Ricard circuit proved invaluable, with the new season's 917/30 proving dominant, partly due to its incredible straightline speed and its sure-footed handling – at least, compared to the twitchy 917/10.

As a sidenote, there has been considerable debate on Internet forums about the true identity of the Paul Ricard RSR, its origins and its ultimate fate. The consensus appears to be that this was a 1972-series 'shell' converted to later spec, and is the car which now resides in the Porsche museum. It has been painted to resemble the 1973 Targa Florio-winning entry (chassis number 911 360 0588), whereas the display car (#0020) actually finished third overall in that event.

Old photos – don't you just love the stories they tell? If anyone has more to add, we'd love to hear from you... **CP**

*Mark Donohue (top left) arrives at a chilly Paul Ricard circuit; you can easily see in these two photos (top right and middle left) how the bodywork has been extended to allow for the 'stretched' chassis. Bodywork is the so-called 'Paris body'; 1972-spec 917/10 (middle right) was on hand for comparison; RSR (bottom right and left) was former Tour de Corse car driven by Larousse and Delferrier, now in Porsche's museum at Stuttgart*

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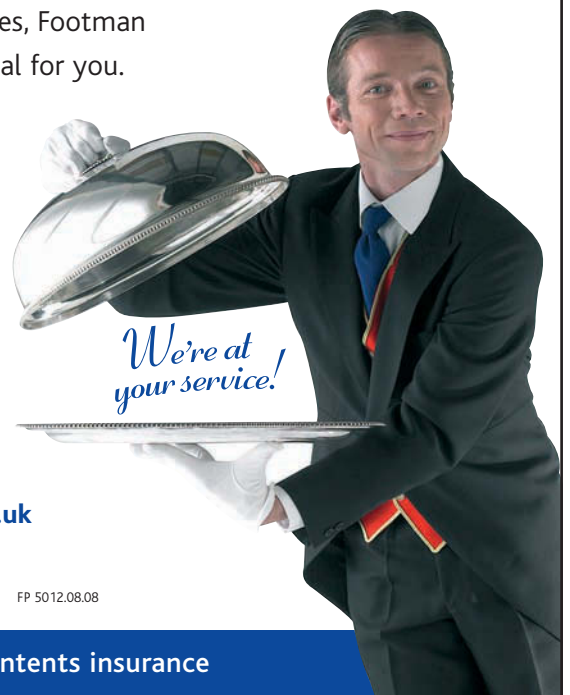
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# CLASSIC Q&A

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## BACKDATED VALUES

First of all, may I just say how much I enjoy your magazine. It has filled a gap in the market, and has now inspired me to get to work on my own Porsche project. It is regarding this that I have contacted you.

My current project car is a 1978 911SC, which I have owned for several years but is now starting to show its age. Mechanically it is fine, and was the subject of an engine rebuild two years ago, with new bearings, rings and valve guides, among other things.

However, the bodywork is not so good, and I have been thinking about carrying out a 'backdating' project, to turn the car into a pre-'74-look 911.

My one concern is about values: at present, the car is worth probably no more than around £7-8000, maybe a little more now spring is around the corner, but not a lot. If I did backdate the bodywork, can I expect to see a return on my money if I come to sell the car in a year or two?

**Paul Simmons**  
Via E-mail

**CP:** The current trend to backdate early impact-bumper cars has reached almost epic proportions! And while it is true that some well-converted cars can achieve high prices on resale, for the most part you are unlikely to see a major return on your investment.

The cost of carrying out a full-on backdating project is far more than many people realise, if you wish to end up with a convincing 'tribute'. Apart from the obvious front and rear bumpers, there are the front wings and slam panel to consider, along with a full repaint.

Inside the car, you'll need, at the very least, to replace

the seats and steering wheel. The costs soon add up.

If you have this work carried out professionally, then you will undoubtedly spend far more than the current value of your car.

To be honest, unless you carry out work to the highest standards, using carefully-sourced parts, don't look at a backdate as an investment - more a fun hobby...

## 356 RUST REPAIR

I read with interest the feature in your issue #4 about replacing the floors in a 356, as my own example is in dire need of such work.

I presume the work was carried out in a professional workshop, but do you think it is within the realms of possibility for a skilled amateur to do this work at home? I am reasonably experienced at MIG-welding, having repaired a number of British classics over the years, but have never replaced the entire floor of a unitary-bodied car before.

**Austen Stevens**  
Via E-mail

**CP:** We can see no reason why this job should be beyond your capabilities, as long as you take some basic steps to keep the 'shell' straight first.

It may be worth building a simple jig from steel box-section on which to mount the bare 'shell', and also to brace the door openings, too, with some square-section tube to prevent the shell from sagging if the longitudinals are at all weak.

We know of many people who have carried this work out at home and now that so many high-quality body panels are available, we'd be happy to suggest you give it a go - but if you have any

doubts about your welding at all, don't be too proud to seek professional help.

## OIL CONSUMPTION

We have a 1988 3.2 Carrera which runs well and appears to make good power, but it also seems to use a lot of oil - maybe a litre every 350 miles, or so.

It smokes on start up but not noticeably so when driving. And if I downshift at speed, there is no plume of blue smoke from the exhaust that would be typical of a worn engine.

The car has covered 107,000 miles and records show that it was last filled with fully-synthetic oil. This has made me think, as a neighbour has an older 911 with far higher mileage (around 250,000) but it doesn't seem to use a drop of oil. His car runs on regular non-synthetic oil, though, so I wonder if this may be part of the problem? Which type of oil would you recommend?

**Art Gaves**  
Via E-mail

**CP:** It may come as a surprise, but your oil consumption isn't especially excessive, depending on what sort of journeys you do. Without doubt, though, using fully-synthetic oils will exacerbate the problem - they are not recommended for air-cooled engines of this age. We would suggest using something like Castrol Magnatec, or some other part-synthetic oil of a similar viscosity.

The smoke you mention on start up is fairly normal and is probably a symptom of slight valve guide wear. Unless it becomes excessive, you need not worry for now. The only way to check for other problems, such as worn bores or rings, is to carry out a compression check on all cylinders.

## POPPING CARRERA

My 1988 Carrera makes a popping and banging noise from the exhaust, which is particularly noticeable when the car is idling or when driving on the overrun. The problem first

*Replacing the floors on a 356 shouldn't be beyond the capabilities of a competent home welder...*



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occurred after a service three years ago, during which nothing significant was changed, apart from new breather hoses. These have been checked again and, after extensive efforts to find a cure, the symptoms still persist. The problem does not appear to affect the performance, though. The engine has good compression figures and uses no oil.

I have replaced the distributor cap and rotor arm. Recently a garage changed the fuel injectors, but this made no difference, so the originals were refitted.

The mechanic thinks the problem must be mechanical and suggested that it may have something to do with the valves.

A recent diagnostic check suggested that all vital signs were OK. The car has covered 175,000 miles and is used daily, mostly for journeys of around 200 miles.

**Nic Taylor**  
Via E-mail

**CP:** At both idle and on the overrun, the throttle situation is similar. It seems that the air-fuel mixture under these circumstances is too lean. Any good garage should be able to check this using an exhaust gas analyser, and adjust the mixture for you with reference to the measured CO level. Check the air-mass sensor, too, as a fault here could also be the cause of a lean mixture.

If this is not the case, then check for air leakage on the engine's inlet system. The most likely area is at the gasket at the base of each intake manifold runner, where it connects to the cylinder head.

Also check the exhaust system closely for pinholes and leaks at the joints. Excessive hydrocarbons passing through the hot exhaust system can ignite if air is drawn in through small leaks, exploding with a popping sound.

Injector problems can also cause these symptoms. Did your mechanic try new

injectors, or just different ones which were assumed to be good?

*In view of your car's mileage, unless the injectors have been renewed or refurbished, it would be worthwhile having them cleaned, and their spray patterns and flow rates tested. The CO level would need to be reset after this work has been carried out.*

### CRACKED FANSHROUD

Can you help me? Stupidly, I recently dropped a large object (the engine block of my son's go-kart...) on to the fanshrouding of the engine of my 911, which currently sits on the floor under the workbench while awaiting a rebuild.

From reading various books, I understand the shroud is cast from magnesium, and therefore cannot be repaired. Is this really the case? I hope so, as I don't really want to have to lash out on a replacement if I can repair the original.

**David Wilson**  
Via E-mail

**CP:** True, the casting is made from magnesium, which is a notoriously difficult material to weld - it's definitely NOT something for the amateur to tackle!

Your best option, if you do wish to repair the original, is to take a look through the Yellow Pages for specialist welding services local to you - or maybe a local classic car repair shop.

However, the labour costs of getting this work done may turn out to be higher than simply buying a secondhand replacement form one of the specialists advertising in Classic Porsche or our sister magazine, 911 & Porsche World.

### FUCHS REPAIR

Thanks to a moment's lack of concentration, I recently kerbed two of my Fuchs wheels on my 1971 911T. As you can imagine, I am very angry with myself as, prior to this, the wheels were almost perfect.

However, I am now wondering if it will be worth having the whole set of wheels refurbished, and if so, who would you recommend to carry out this procedure?

I would prefer to have the wheels restored with their correct anodised finish, rather than getting the rims polished, as my local tyre depot suggested.

**Mark Peters**  
Via E-mail

**CP:** There are several people who specialise in this work, but we have seen particularly impressive work recently from Nick Moss at [www.early911.com](http://www.early911.com) and Alan Drayson at Canford Classics ([www.canfordclassics.com](http://www.canfordclassics.com)). Also try Autofarm ([www.autofarm.co.uk](http://www.autofarm.co.uk)). It will be well worth the effort and expense having the wheels professionally refurbished.

### 912 BUMPSTEER

I have noticed that since I had the suspension lowered on my 1967 912, I am now getting a lot of bumpsteer at speed. This can be quite unsettling, especially on the twisty roads in mid-France where I live. I have had the tracking checked, along with the camber, but I do not seem to be able to prevent this problem. Can you help?

**Jean-Claude Marielle**  
Via E-mail

**CP:** The problem you describe is caused by the fact that the angle of the tie rods has now changed due to lowering the suspension. In standard trim the tie rods sit at a slight angle to the road, and are intended to move through a gentle arc as the suspension compresses.

With the lowered suspension, the tie rods are now sitting at too steep an angle and this means that they will tend to pull the pitman arms on the steering knuckles closer together, steering the car without any input from the driver.

To solve this, you can install a 'bumpsteer kit' - effectively a pair of spacers which raise the steering rack slightly so that the tie rods regain their natural angle.

### 356 NEWBIE

I bought my first Porsche a little while ago - it's a 356, best described as a 'project'! Can you tell me if there is a club dedicated to these cars, and if so, how I can get in touch with members?

**John O'Reilly**  
Via E-mail

**CP:** Assuming you're in the UK, try Porsche Club GB (see [www.porscheclubgb.co.uk](http://www.porscheclubgb.co.uk) for details) or Die Deutschen Klassiker (log onto the forum at [www.ddk-online.com](http://www.ddk-online.com)). Both are invaluable resources for 356 owners.

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