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Classic PORSCHE

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

Contributors: Robert Barrie, David Conklin,
Etienne Crébessègues, Bruce Holder,
Bart Kuykens, Setphan Lindloff, Delwyn Mallett,
Roberto Motta, Jan-Henrik Muche,
Daniel Schaefer, Steve Wright

Studio Manager Peter Simpson
Tel: 01883 731150

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

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

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

Managing Director: Clive Househam

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Seymour Distribution Ltd.
Tel: 020 7429 4092
Email: danielle.colley@seymour.co.uk

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What an incredible past couple of months this has been in terms of Porsche books being published. It seems so many long-term projects have reached fruition at the same time that we've been swamped – and by that I mean in a good way – with a breathtaking selection of titles about our favourite marque.

First to hit our shelves was the long-awaited update of Georg Konradsheim's seminal 'encyclopedia' of the 1973 Carrera RS. We thought we'd read all there is to know on these cars, but the author proved us wrong – yet again.

“ My thirst for knowledge is insatiable.
Keep 'em coming, guys... ”

This has since been followed by an equally astounding work by Ryan Snodgrass, devoted entirely to the RS's 'kid brother', the (at long last appreciated) 1974-'75 Carrera 2.7. If you don't have a copy, buy one: it is a masterwork. I had barely had chance to draw breath when the definitive book on the 550 Spyder arrived, followed by a similarly-detailed tome on the 917.

Now I'm looking through more books on where to drive my car in the Alps, one man's love affair with the 356, how to fix my 917 (I do admire Haynes Publishing's sense of humour!) and Ian Wagstaff's history of the Le Mans-winning 917. I'm also anxiously waiting to see the English translation of Jürgen Lewandowski's history of the 912 in all its forms.

Yes, it's been quite a few months, and with so much going on this year I'm struggling to find time to read all these books. But my thirst for knowledge is insatiable. Keep 'em coming, guys...

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

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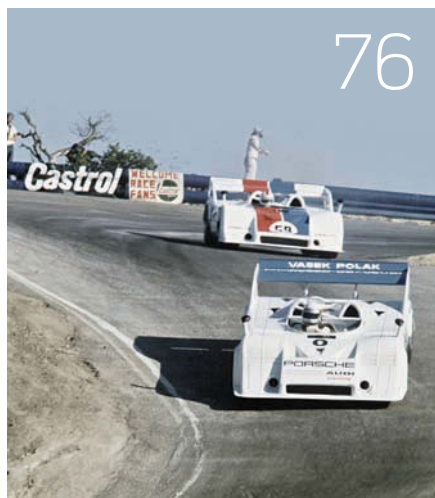
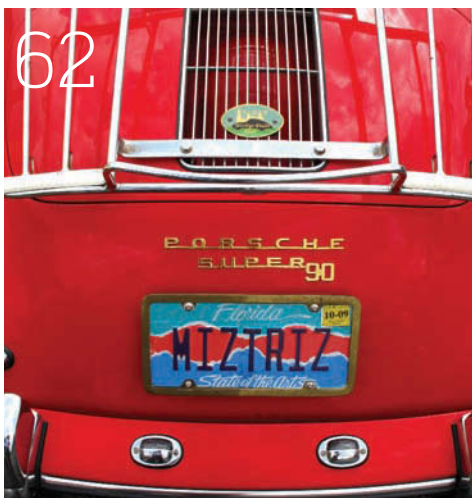
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NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

GOT SOMETHING NEW? SEND DETAILS TO CLASSICPORSCHE@CHPLTD.COM

TWO-WHEELED 'PORSCHE'



As we were due to go to press, we received news of entries in the Bonhams auction at Retromobile, in Paris, held in early February. This Porsche-powered Sunbeam motorcycle caught our eye, and we think you'll understand why when you look at the photo!

In 1969, Gordon Griffiths became dissatisfied with his Sunbeam S8's low power and swapped the engine for a 1200 unit from a VW Beetle, which proved as reliable as expected. But he wanted more 'go'.

The next step was the logical way to find more power, with the installation of a 1955 Porsche 'A-Series' motor. A special bell-housing was cast in aluminium, as were

valve covers, which replaced the Porsche's pressed-steel items.

A BMW tank and indicators, Norton 'Roadholder' forks and much-revised rear suspension have since been fitted, along with a genuine Vincent Black Shadow speedometer. These later mods were carried out by its second custodian, who inherited it in 1992.

This unique Sunbeam-Porsche went to auction with a detailed history file, casting patterns and photographs. It was a great opportunity for a lover of motor cycle engineering at its best – or for the Porsche owner who loves two wheels... www.bonhams.com

NEW FROM STOMSKI

Stomski Racing has added yet another upgrade option to their parts available for the 911 market with the addition of their SR046 brake caliper adaptors. These precisely-machined aluminium adaptors allow you to utilise the increased stopping power of the Boxster or 996 brake calipers on 911 front struts (with 3.5in bolt spacing) using the stouter Carrera discs and standard hubs, all the while being able to run wheels as small as the 15in Fuchs. **Check out www.stomskiracing.com for more details.**



CLASSIC PIRELLI CINTURATOS

When low profile tyres came on the market in 1968, Pirelli was quickly on the case with its Cinturato CN36, which came out in early

1969. One of the first sizes Pirelli made was a 185/70VR15, as this was the low-profile equivalent of the 165R15 tyre, which Porsche had been fitting to its cars at the time when low profile tyres were still being developed.

But Porsche, like Pirelli, immediately took advantage of this new technology, and Pirelli's Cinturato CN36 was one of the tyres Porsche offered on its 911s from the end of the '60s through into the '80s.

For the first time in some years, Pirelli has started to produce this evocative period tyre with its striking tread pattern.

With more detail about the Cinturato range of tyres as a whole, take a look at www.cinturato.net.

For more details of how to buy in the UK, go to www.longstone.com



CORNISH COFFEE

The whole Cars 'n' Coffee subculture has taken off massively in the USA, and is starting to make inroads over here, too. And we're huge supporters of the concept – let's face it, what's better than meeting up with like-minded car-nuts early on a weekend morning, chewing the fat, drinking coffee, eating a donut and checking out each other's cars? Well, that's what Cornwall-based specialists Williams-Crawford are planning on Saturday 12th March at their premises just outside Plymouth, from 8am until midday. Come along for a coffee, a chat and a chance to look at their fine range of Porsches on sale, or undergoing transformation in the workshop. We'll be there – will you?

Visit the website for details: www.williams-crawford.co.uk



HOW TO FIX YOUR 917!

As all our readers will know, the iconic Porsche 917 took Porsche to its first Le Mans victory in 1970, winning again in 1971, and then dominating the North American Can-Am series in 1972 and 1973.

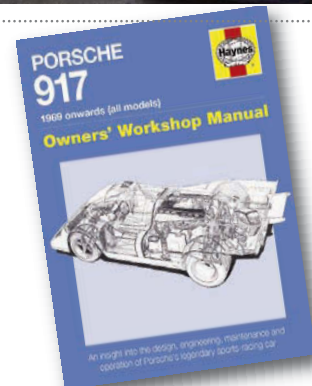
The 917 was driven by drivers such as Derek Bell, Jo Siffert, Jackie Oliver, Pedro Rodriguez, Mark Donohue and Brian Redman. The 917 was, of course, also the star of the film *Le Mans*, in the hands of Steve McQueen, whose car featured the iconic John Wyer Automotive (JWA) Gulf livery. Today, the Porsche 917 is one of the most sought-

after and revered classic sports-racing cars of all time.

So, for the man who has everything, how about a Haynes workshop manual for a 917? OK, it's not a 'how to fix it' manual, really, but it provides a fun and fascinating insight into the design, evolution, operation, maintenance and restoration of the Porsche 917.

Priced at £22.99, this 160-page hardback is a great present for the man who has everything (especially a 917 that needs fixing, of course...).

Order on-line from www.haynes.co.uk



THREE MORE FOR YOUR LIBRARY!



Three great books from DK, each with appeal for anyone who loves driving – and loves Porsche history. After his last book *Escapes*, Stefan Bogner returns to the Alps again with his illustrated book, *Porsche Drive*. This time not only did he photograph particular routes, but he looked for the ideal tour through the Alps, taking in three countries and 14 passes – the perfect little escape for four days!

Porsche Drive focuses on the journey in a mouth-watering variety of models, such as a Porsche 906, the Porsche 911, Porsche 918, and more. Stefan Bogner also gets to drive his own 1970 Porsche 911ST.

Apart from showcasing Bogner's photographic talents, *Porsche Drive* offers information on each route, so you can follow the itinerary on a long weekend away from home. With text in English and German, it's published by Delius Klasing Verlag, with 440 pages and 350 illustrations. It's priced at £28.99.

In his book *My Porsche Book – the 356 icons*, photographer René Staud portrays all variants of the classic Porsche 356. As a dedicated collector, he showcases his own collection, but photos taken by other 356 owners are published as well.

This comprehensive illustrated

book tells the story of René Staud, too. His special use of studio lighting – the so-called 'Magicflash' – gives the subjects an exceptional look, the cars becoming sculptures. An excellent book for any automobile fanatic, it comes with text in English and German, and is edited by Jan van Rossem. There are 244 pages and over 100 stunning photos. It's priced at £55.99.

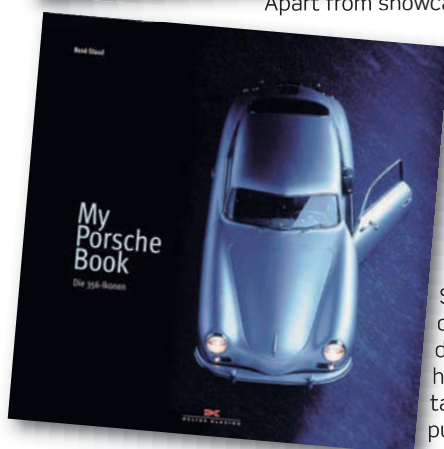
In the spring of 1965 Porsche launched the 912 model, which was designed to replace the Porsche 356C and SC as a reasonably-priced entry-level model. *50 years of Porsche 912*, by Jürgen Lewandowski, is limited to just 912 copies, and describes the development of the Porsche 912 and its modifications in comparison with the 911, and also the evolution and alterations it underwent in four years of manufacture.

When the 912 was introduced in the spring of 1965, some feared it might be seen as a lesser model to the 911, but because the latter was so expensive, many Porsche devotees in Germany quickly warmed to it, to the point that it outsold the 911 in the early years. From 1966 to 1969 approximately 32,000 examples were built, the model being replaced ultimately by the mid-engined 914.

Apart from telling the history of the Porsche 912 coupé (built from 1965 to 1969), this book also presents the story of the Porsche 912 Targa (launched in 1966). Less well-known, but all the more intriguing, is the story of the Porsche 912E, which was built in 1976 exclusively for the US market, and of which only 2099 specimens were produced.

This fantastic limited edition slip-cased book is a must for all Porsche historians and 912 owners alike. It's priced at £75.00 and consists of 176 pages and over 100 illustrations.

All three books shown here can be ordered in the UK by visiting www.accdistribution.com/uk



'ONE-HAND' WATCHES

The RL-71 and RL-72 'One-hand' watches are the most recent products to come from GuardsRed Design.

The RL-71 has been 'rev-limited' to 6200rpm. The RL-72 (right) is aimed at the more sporting driver, with its red line set at 7200rpm! The watch faces are broken into large hour, medium 30-minute and small 10-minute intervals. The single hand of the watch is used to tell the hour and approximate minute. For example, the models shown here are set to read 5.30.

The RL-71 comes with a high-quality tan leather strap and black buckle, while the RL-72 has a black leather strap with red stitching. Both watches are priced at £242.00.

www.guardsred-design.com

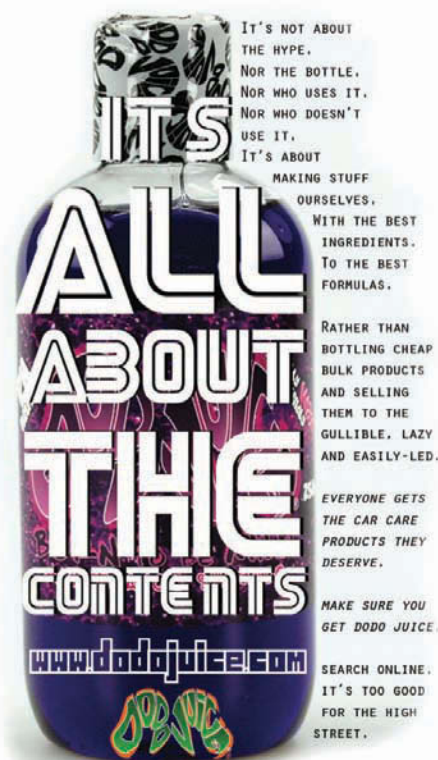


STOP PRESS...

Just as this issue was going to press, we received the results for RM's auction at Retromobile in Paris on 3rd February. Among the lots sold was the Frankfurt motor show 550 Spyder (chassis number 550-0068), which we mentioned in News in the last issue. The Spyder had a pre-auction estimate of €2,200,000–2,600,000, which proved to be right on the money, for the hammer price was €2,450,000 (£1,874,250 or \$2,682,750US). The general feeling is somebody got a bargain...



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To order your binders call us on +44 (0)1883 731150.



PARTS CLEANING PROCESS



Haydon Brothers, the Porsche specialists in Anaheim, California, whom we featured in issue #32, has dropped *Classic Porsche* a line to tell everyone they are now offering a component restoration service for aluminium parts on all Porsche cars.

Originally designed for aerospace industries, the system utilises a pressurised

ceramic slurry to restore any aluminium part to its original cast brilliance (see above for evidence!), making old parts look new, natural and tarnish-free.

Contact the Haydons for a quotation, either by telephoning 001 714 777 7988, or you can log onto the website at www.haydonbros.com

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Part of a fantastic range of retro-inspired clothing and racewear, this jacket is an accurate replica of the clothing worn by the Martini-Porsche team back in 1973.

It's beautifully finished, and comes complete with a 'hidden' credentials pocket, which is accessed by pulling on the two cords poking out of the right front pocket.

We've been wearing one of these jackets for the last couple of months and can vouch for how warm they are – just right, in fact, for wearing at the average British race circuit (which will be windy and cold, even at the height of summer). Priced at €149, buy yours from...

www.maxpart-racing.de

FOUR-CAM SHIRTS

What better way to display your respect for the legendary four-cam Porsche Carrera engine, designed by Ernst Fuhrmann, than to wear one of these T-shirts offered by Triple Espresso? Available in all sizes from S to XL, they come in either red or pale blue. Priced at £24.00 each, they are just a small part of a big range of Porsche products!

Take a look at www.triplespresso.com for more details...



CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-33. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: chp@chpltd.com



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1973

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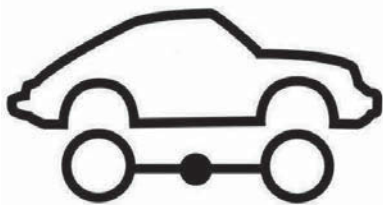


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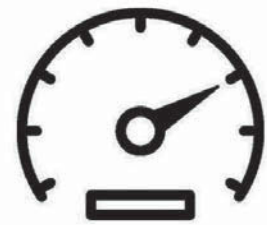
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RENN SPOT

AFTER A TRIP TO THE CLASSIC 24 AT DAYTONA, DAVID CONKLIN WONDERS WHAT IT MUST HAVE BEEN LIKE BACK IN THE DAY...



David Conklin is a long time German car fanatic who has contributed to our sister publication g11 & Porsche World. He's owned a 1970 g11S for more than a decade and is a longtime R Gruppe member. David lives with his wife Melissa and two Jack Russells in Ohio, USA

As I type up my column this month, I'm parked in front of the television, computer on my lap watching the Daytona 24-hour race. In my neck of the woods, late January is typically pretty miserable, so Daytona provides a nice distraction to the cold and snow. I should be working on my car, but I'm pretty comfortable at the moment.

While fairly simple in design, Daytona International Speedway is arguably the most international of all the US tracks and has always held a special appeal to me. As a child in the 1970s, the NASCAR Daytona 500 was the first racing event to be televised in its entirety.

Additionally, most of the IROC (International Race of Champions) races were held there, giving us the opportunity to see many international Grand Prix and sports car drivers on American soil.

Sadly, even though I was aware that there was a 24-hour sports car race held there each year, I never got to see any of those epic races contested by Porsche 935s and 962s because they were not televised.

But as I grew up, the idea of a giant sunshine bathed racing facility spiced with palm trees and planted right next to a beautiful beach in a resort-town seemed like something taken from a fantasy world. How fantastic that place must be, I would think.

As an adult, I have had several opportunities to attend events at Daytona (Rennsport II and III for example) and have

even had the chance to take some slow laps around the entire course in my own g11.

To this day the mystique for me remains. Anytime I turn off of the main road and pass through that tunnel beneath the towering banking and into the infield, I start to get goosebumps.

Last November, my buddy, Dale, who did the body and paint on my g11, invited me to hang out with his crew at the Classic 24 at Daytona.

This vintage racing event provided a whole new perspective for me because I wasn't so much a spectator as I was a pseudo crew member. Not only did I get great access to the garages and the hot pits, but I experienced what it was like to attempt (unsuccessfully I might add) to stay awake for a 24-hour endurance event.

The Classic 24 is organised into six classes that were given four long run sessions over the 24-hour period. So, even though cars were not racing a full 24 hours at one time, in our case we were running two cars in two classes, so there was little extra time for a rest.

I arrived at the track around 8am on Saturday morning and focused on getting as many photos as possible before the mid-day race start. By 10pm I was utterly exhausted and we were still less than half-way through the race! So, now as I watch the real 24-hour event, I have a whole new respect for the crews and team management who must

perform in that high-stress environment with little time for a break. I truly don't know how they do it.

The highlight of the event for me, however, was sitting on the pit wall in the middle of the night watching a pack of historic old racing cars – including plenty of Porsches – take the green flag and flash by the giant block letter DAYTONA on the tri-oval wall. Later, one by one, those same cars swept off of the banking and burbled past my front row seat for their pit stops.

It didn't take a whole lot of squinting of the eyes and drifting of the imagination to get a sense of what it must have been like during the golden era of endurance racing – the days of wailing 917s, fire belching 935s and the dominant 962s.

One major difference between the Speedway today and that of 30 or 40 years ago is the lighting. For many years, aside from the occasional pole-mounted sodium bulb, if the competitors wanted lighting, they had to supply it themselves

using giant Cibie Biode or Oscar lamps bolted to the bumpers or the hood. Night time at Daytona was truly dark – particularly in the far reaches of the tri-oval.

Famous factory Porsche driver Vic Elford tells a great story of his midnight spin off the banking in 1971. When his 917 finally came to a rest in the grass infield, he struggled to figure out which way to run to safety because the darkness was so enveloping.

Nowadays the track is covered with LED lamps creating an almost daylight feel...even in the middle of the night. I guess it spoils the ambiance a bit, but it's a whole lot safer for the drivers and crews.

Someday I hope to see in person some of those classic European courses like Spa Francorchamps or Le Mans but, until that happens, I look forward to attending the vintage events closer to home.

The next Classic 24 Hour at Daytona is scheduled for November 2017. Florida is a nice place to be that time of year, so maybe I will see you there. **CP**



Attending the Classic 24 at Daytona gave our man Conklin the chance to experience what life must have been like for the pit crew in the halcyon days of sports car racing



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NLA-551-101-TAN
Others available



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For all 356. We have all required panels from the front trunk and battery box back to the rear floor—including all required mounts.



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Fits 356 1952-1955
Includes mount and tube
NLA-628-500



356B/C Bumpers

Our exclusive production from Factory blueprints, E-coat finish
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NLA-505-020-05 rear



Bumper Tubes

Authentic re-creation, superb detail, proper metric tubing and silver paint finish
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NLA-505-261-00 rear



Door and Window Seals

For 356, 911 and 912
Made in USA and Europe with Correct Extrusions.
NLA-542-921-20
Early Cabriolet Side Window Seal shown



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DELWYN MALLETT

THE CHANCE DISCOVERY OF AN OLD PHOTOGRAPHIC SLIDE TRIGGERS MEMORIES FOR OUR MAN MALLETT...



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

I was searching through some of my old slides recently on a non-Porsche related mission when, with a jolt, I stumbled upon the accompanying shot of me sitting on the nose of my Speedster. Startling because by my standards I am semi naked. I've never been one for getting my kit off in public and there I am posing in a skimpy vest.

The year was 1970, and although Flower Power had passed full bloom some petals were still lingering on the stalk, as my Balacavala-like tonsorial display and star-embazoned orange tank-top testify.

The slide was taken in Spain where my wife of one year and I had driven for our summer hols. (For those that have matured in the iPhone age, there was a time when phones were anchored to the ground and a 'slide' was a photograph captured on a strip of transparent celluloid by means of chemical alchemy, then mounted in a cardboard frame and viewed by projecting light through it in a darkened room, usually to an audience of reluctant, restless and invariably semi-comatose friends and relatives all anxious to escape the ordeal.)

The previous summer, in addition to marrying, I had also commenced my relationship with the Speedster, a *ménage à trois* that has lasted to this day.

The slide rekindled memories of youth departed. At the age of 24, skinny though I was, I was probably at my physical peak – well, let's say as good as it was ever going to get. But the Speedster, at a mere 13-years, was rapidly approaching its nadir in mechanical integrity. Not too long after the picture was taken the floor almost

fell out while I was driving.

The photo reveals a surprisingly scabby front end (and a later type hood ornament), with some of the larger rust patches daubed with grey primer, while other scars continue to gently oxidise.

The Speedster was my sole transport, commuting into London daily, and its generous curves were only too vulnerable to the bumps and scrapes of careless parking. The absence of a front bumper was the result of an off-road excursion due to an over exuberant entry into a suburban roundabout.

The front tyres lost adhesion on the greasy road and I mounted the pavement, coming to rest against an inconveniently parked tree. The impact, although relatively gentle, was sufficient to force me to temporarily discard the disfigured bumper. The wheel arch also reveals a telltale kink as a result of the impact.

All would be remedied a few years later when an entire front-end outer skin, wings and nose-in-one (the last that the Porsche factory had) was grafted on.

The aerial just visible on the wing also reminded me that my car had been fitted with that most redundant of extras in a Speedster – a radio. The hole carved in the minimalist dash has now long since been filled.

For me, Speedster ownership was as much about California Dreamin' as admiration for German technology. The Levi's, and the Converse I'm wearing were part of the West Coast surfer dream that fired the imagination of so much British youth throughout the '60s. Unimaginable back then that the Levi Strauss blue jean, that most American of

American cultural exports, would one day no longer be 'Made in the USA' – nor the Converse Chuck Taylor All Star trainers.

I'm not sure what my personal power-to-weight ratio was in 1970 but a quick bit of maths shows that my Speedster with its 75bhp engine and a kerb weight of 1675lb produced 100bhp per ton.

There's no question that today's Porsches are infinitely more refined than the Speedster of old, pump out a lot more power, and have long left heart-in-the-mouth cornering antics in the past but, if not exactly obese, they are far bigger and far heavier, too. The original Boxster, Porsche's nearest modern equivalent to the Speedster, with almost 200 more hp panned out at only 158bhp/ton.

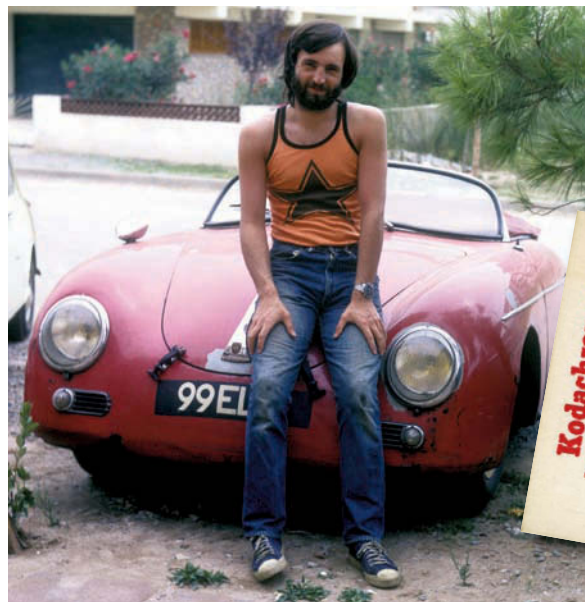
The Speedster was 12-years old when I bought it, and it cost £300. I was earning around £1000-a-year, so the Speedster cost roughly the equivalent of a third of my income. The maisonette in which we lived cost £5500, mortgaged over 20-years. I

guess the equivalent for an aspiring Porsche owner today would be buying a 2001 or 2 Boxster for five or six thousand pounds. I'll let you do the sums to see how that compares to your own financial circumstances.

In the four years of Speedster production, less than 5000 left the factory, with possibly as few as 22 of those being right-hand drive. I'm not sure how much a RHD Speedster is worth in these mad, mad days of soaring values but it certainly well exceeds that of the £190,000 average house price in England.

Only time will tell if a Boxster will appreciate that much in the next half-century. One suspects not, it being highly unlikely that petrol-fueled cars will be on the roads in the 2070s. Enjoy now you youngsters – while you can.

And, dear impecunious reader, if you do plump for an early Boxster, remember, if it's important to you, there is every chance that, like those Levi's, it might not be 'Made Where You Think' but Finland – where 168,477 Boxsters were produced. **CP**



Ladies, try to calm down, OK? Don't get too excited, for this photo of Mallett was taken decades ago – when a Speedster was worth £300, and sartorial elegance was clearly far from Mallett's mind...



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Porsche 911 2.7L CARRARA 1974
Coupe, Manual Gearbox, LHD, Ice
Green Metallic with Black Interior.



Porsche 911T 1969 Coupe 2.0L
Manual Gearbox, LHD, Bohia/Guards
Red (originally - Bahama Yellow) with
Black interior.



Porsche 911 3.2L Carrera 1986
Targa, Manual Gearbox, LHD, Black
with factory Black leather interior.



Porsche 912 1968 SOFT WINDOW
Targa, Manual Gearbox, LHD, Irish
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ROBERT BARRIE

ROBERT RESEARCHES THE HISTORY OF HIS 356, LOOKS AT THE ORIGINS OF HISTORIC RACING AND HAS SOME ADVICE FOR PORSCHE



Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with a variety of early Porsches and organising track days, he's also a purveyor of fine classic automobiles

I have been doing some research. Hard yards on the computer, books and magazines with the occasional breakthrough to make it worthwhile. It's an ideal pastime when the weather is rubbish, and working on and using our cars is less appealing than usual. It started with some enjoyable exchanges with a previous owner of my Pre-A 356 in the USA (the car was featured in issue #33 of this very magazine). Ken took the car over from his father some twenty years ago. It shared a hangar with his dad's Tiger Moth.

His father, in turn, had bought it from a fellow engineering professor some twenty years before that. It sounds like the other guy owned it for a while because demolition work was required to get it out of his garage! That takes us back to the 1970s or 1960s.

Ken kindly sent a number of pictures of the car in its former life – one of which is reproduced on this page – and I sent him the last issue of this magazine, in which it featured, in return. We both learned a little more about a car we had in common.

Next was a request from my old friends at the Historic Sports Car Club to help find an early 356 and its driver from their first-ever grid – arguably the first-ever historic sports car race – at Castle Combe fifty years ago. The club is holding an anniversary event at the circuit in a couple of months' time and wants to get as many of the original participants back together as possible.

The ten-lap Griffiths Formula race, as it was titled, was organised by the photographer Guy Griffiths and serial 356 owner Betty Haig for cars of a type

made, or that competed, between 1945 and 1955. There was nowhere else for these defunct race cars to go. As a result of the organisers' connections, the race ran at a Frazer Nash and Porsche Owners Club meeting.

So, we were looking for another Pre-A. An internet search produced an article that Geoff Thomas – the driver in question – had written about the very event. Bingo! It was a really nicely-written piece with some lovely period photographs. It was Geoff's first ever race and he won the under 1500cc class in his red RHD Pre-A Cabrio fitted with an exhaust from Denis Jenkinson's back garden! The race winner was Neil Corner in a Jaguar D-type, with a Lotus 10 second and an Aston Martin DB3S third. Not a bad grid by the sound of it.

I asked various experts if they knew Geoff and/or the car, with somewhat mixed results. The best response came from our editor, Keith Seume, who replied that he had known Geoff since the mid-1970s and used to work with him at his old company, Autocavan, near Farnham.

I subsequently had an enjoyable chat with Geoff and hope he will attend the event. The car has proved more elusive and, sadly, may no longer be with us. Do get in touch if you know differently!

Now back to the present. I like a cute and clever advertising campaign as much as the next person. Who can forget the poetry of 'the car you always promised yourself' or 'man and machine in perfect harmony'? I think at least

one of those paeans to an otherwise humble Ford was penned by a racing chum of mine.

Anyway, I can't help thinking that the ads for the latest 911 are a little odd. The claim that 'if history is any indication, you are looking at the future of sports cars' doesn't sound quite right. It's possible something has got lost in translation, but surely it's highly improbable that the next Ferrari, or Mazda MX-5 for that matter, will have the engine in the back?

If it doesn't mean that, what does the ad, with its picture of the rear end of a 911, mean? Isn't the point about the 911, even in its current water-cooled, turbocharged guise, that it is different from other sports cars? In its basic design and layout, it remains closely connected to its own past and to the cars we like so much. It's not a huge exaggeration to say it is still connected to the 356 and the Beetle.

Sam Posey, a non-believer in the 911 whose short essays I have been

reading, points out that, even now, the engine is in the wrong place.

The ad would be more accurate if it said 'if history is any guide, the next 911 will probably be quite like the last one and quite unlike anything else.' There you go, Porsche – fixed that for you!

As ever, there's a lot for old car enthusiasts to look forward to in the coming year. The historic racers will already be anticipating the glamour of the two Goodwood events, the Mille Miglia and, given it's an even-numbered year, the slightly different attractions of Historic Monaco and Le Mans Classic.

As they do so, however, they might also think about the more down-to-earth appeal of the HSCC's two-day season-opening meeting at Castle Combe in mid-April and the opportunity to remind ourselves where all this historic racing nonsense started exactly fifty years ago. I'll see you there! **CP**



Robert Barrie's been hard at work researching the history of his Pre-A 356 race car, which we featured in the last issue. Here it is (on the left with a more modern sibling) at its former home in the USA



Perfect reproduction of the factory optional roof rack. All correct pieces and fully chromed.

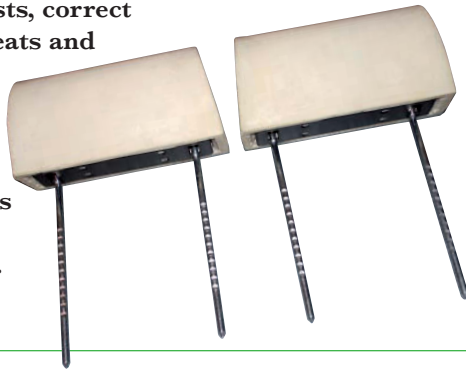
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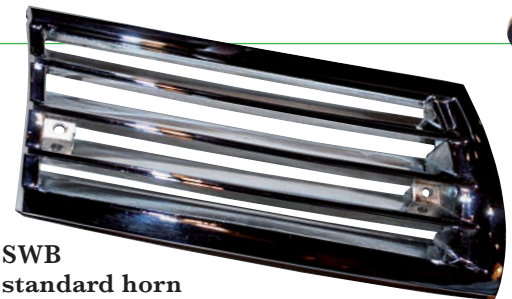


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LETTERS

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



LONG-TERM BLUES

I just read your 'Welcome' page in issue 32 (Nov/Dec 2015) and thought I'd drop you a line – or eight.

I've read with much interest all of your *El Chucho* build features, and have experienced (and am experiencing) some very similar problems with my own 1966 912.

I bought mine a bit over three years ago and have stripped it to bare metal in my pathetic garage (not recommended), then had a mate do all the bodywork and replace the floor pans. To make a long story a little shorter, 13 days of actual work took two-and-a-half years of waiting, yet with mate's rates, you can't really push the issue.

I was all ready for a test and tune, but a leakdown test revealed some nasty surprises! As I type, the engine is receiving a full rebuild after a complete strip. This also revealed more problems, so new barrels, pistons etc, etc, were found to be required.

Now I'm not the 'normal' Porsche owner, as

I need to watch the cash, so the only way to get the damn thing rebuilt was to sell some of my old guitars, and use cash from the home equity (having a very understanding, ex-mechanic missus helps there!).

I chuckled at your mention of being 'mired down in a long-term project', as mine was supposed to be six months 'max', as I was only going to scratch up the white paint (probably house paint applied with a potato!), get it running and drive it. Now three-and-a-half years later, it's back to its former original glorious black colour, with a body that is flawless.

All up, it owes me much less than anyone could possibly hope to pay a shop to do, yet money can be found, and opportunities are lost.

I'm proud of what a couple of mates and I have created, and soon I hope to be cruising in the hills of Adelaide, South Australia, in a car that I have lusted over for 39 years – and one which I can proudly say I built myself (well, most of it).

Enjoy *El Chucho* every single day, mate, you've earned it!

Lee Munro
Via E-mail

Keith Seume replies: Well, I'm sure we're not the only ones to suffer from project fatigue! I still laugh when I think back to when I reckoned I'd have my car on the road in six months. I have no idea what I was thinking...

EFI QUERY

As a recent convert to your magazine, I noticed in your 912 build you are running some sort of EFI set-up. My 1972 2.4 is a newish car to me and also has a hybrid EFI set-up, using a 3.2 manifold and Microtech ECU. Now I'm not very familiar with EFI – and so far can't find the engine builder.

The car runs well above 2000rpm, but under that it lugs and generally is difficult in traffic. First of all, though, I don't like the looks of mine and am considering ITBs. Yours looks so clean – what parts did you install?

The research I have done has left me more

confused then informed regarding MFI/EFI and carburettors! My engine is fresh and I'm considering PMO carbs, because I know how they work.

But seeing yours has got me wondering which way to go, bearing in mind my budget. I mostly do my own work but that's where EFI has lost me.

Mechanical injection would be nice but to buy the pump, etc, will be very costly. I would appreciate your opinion on my situation. Thank you.

Kendall Madigan
via E-mail

Keith Seume replies: Well, as you already have the EFI and an ECU in place, we'd start there. It took me a long time to get my head round things, and I spent a lot of time on forums learning the ins and outs of it all. It's worth seeking the advice, too, of a local rolling-road operative. I can assure you, once you get your system sorted, you won't look back. My first suggestion, though, is to register with a forum like DDK and start asking questions. Before long, you'll wonder what all the fuss was about. Good luck!

911S CHOICES

In your last issue (#33), you asked which 911S would readers prefer: 2.0 or 2.4? Well, I have the answer: neither!

Based on personal experience, I'd go for a 2.2 911S every time. To me, it has the charm of the original 2.0-litre engine, but without the fussiness, yet feels more alive than the more torquey 2.4. The problem, like all these things, is finding a good one which is set up well.

Wim van Zoetemeijer
via E-mail

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Far left: Kendall Madigan likes the clean look of our EFI set-up. It's based on Jenvey ITBs, with a Megasquirt ECU, although there are several other options available (Omex, Emerald, Canems, to name but three)

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WEBSITE**

The screenshot shows the ROSE PASSION website interface. At the top, there is a search bar with options for 'Search by keyword' and 'Entry by reference'. Below this, the text reads 'All the parts for all the vehicles!' followed by a list of Porsche models: 'Porsche 356, 911, 912, 914, 924, 928, 944, 964, 965, 968, 993, 996, 997, Turbo, GT2, GT3, RS, Boxster, Cayman and Cayenne'. There are three images showing car parts: a wheel, a rearview mirror, and a headlight. Below the images is a 'SELECT YOUR VEHICLE' section with a carousel of car models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. There are also dropdown menus for '2005', '997 C2S', 'COUPE', and 'MANUAL GEARBOX, 6'. At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor is pointing at the bottom right of the screenshot.

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911 CARRERA 3.0 Sport Targa (77S) only 67,000miles

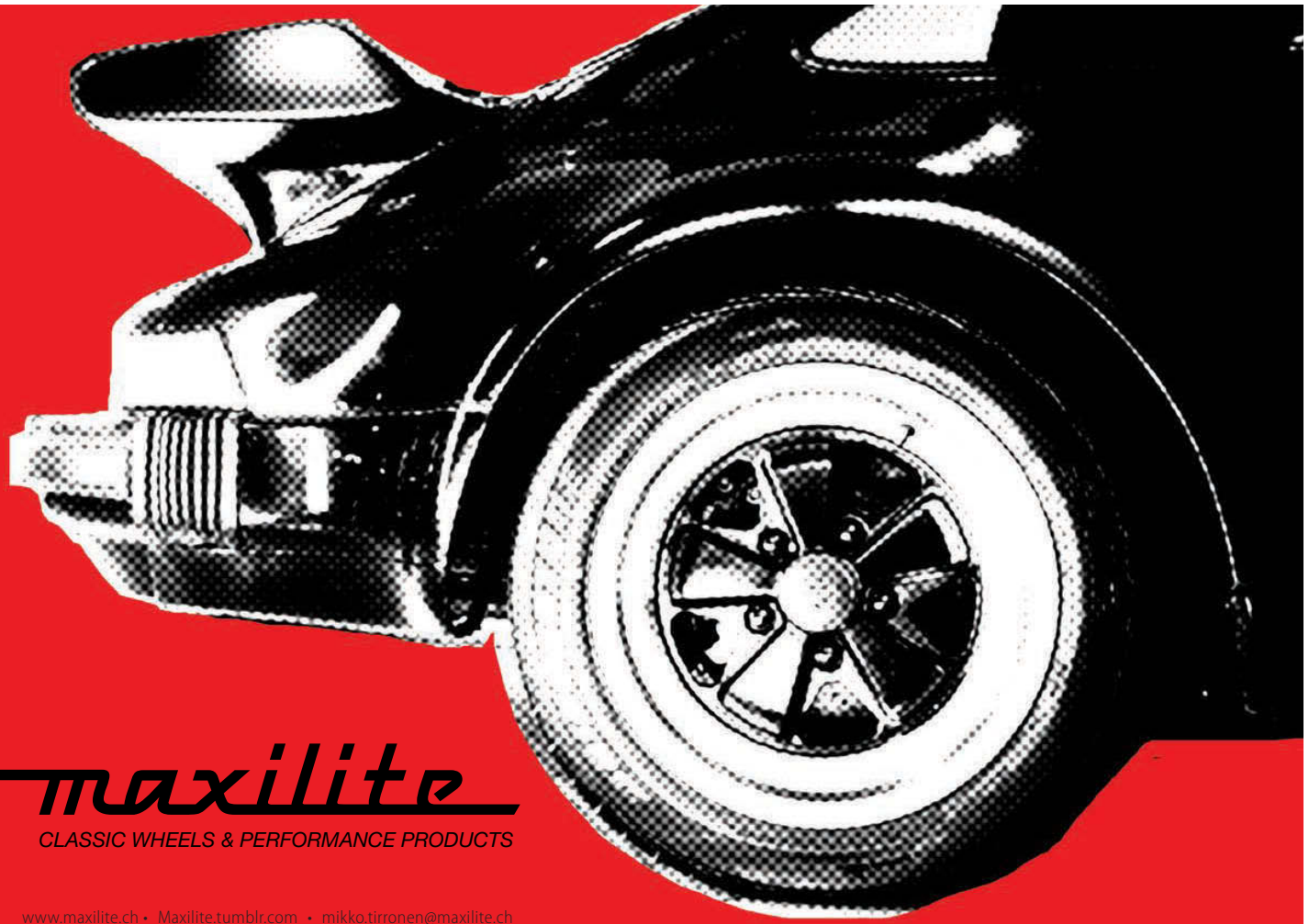
A superb example of these very rare 911's, (believed only 165 RHD) finished in GP White with original Black pinstripe. I have known this car since new & sold it some 4 times, last owner kept it for 20 years, I have had it for 2 years & have sympathetically renewed many parts (not all needed), Please call me for a detailed breakdown
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NO SOFT OPTION

Any soft-window Targa is a relative rarity, but a 1968 911S soft-window Targa is the rarest of all. It's not the most obvious combination but, in retrospect, the marriage of fresh-air motoring and race-bred performance was far from being a soft option...

Words: Eric Crébessègues with Keith Seume
Photos: Eric Crébessègues and Porsche Archiv



SOFT-WINDOW 911S TARGA



By the early 1960s, Porsche's 356 had begun to reach the limits of its development. Considering it had its beginnings in the VW Beetle, it was time to pass the baton to a newcomer, a model that would lead Porsche onwards into the 1970s, if not beyond.

Ferry Porsche had seen the writing on the wall as far back as 1956 and turned to his design team, led by his son Ferdinand 'Butzi' Porsche, aided by Erwin Kommenda among others, to draw up plans for a new car that was more spacious, more powerful and with better handling. The result was, of course, the 901-series Porsches, later to become the 911 as we know and love it.

First seen in January 1963, and launched at the Frankfurt show in September that year, the new model had a wheelbase of 2200mm, 110mm more than the 356, which immediately helped in terms of packaging. The new suspension, front and rear, gave rise to superior handling, while the new six-cylinder engine was...oh, not quite as powerful as many had hoped. In fact, at 130bhp, it was no better than the best of the outgoing 356s, the 2.0-litre Carrera 2 which, of course, had two less cylinders. Performance-wise, though, the new car impressed, with a 0-60mph time of around 8.5 seconds and a top speed of 130mph. There were few rival cars that could match such figures back then.

But as anyone who drives classic sports cars today will agree, enjoyment doesn't necessarily revolve solely around 'paper' figures – what's more important is the whole driving experience. In this respect, the early 911s excelled and many believed that Porsche had built the perfect car. Others, though, could see there was still room for improvement. Given a little more power to match the handling, surely the 911 would be unbeatable in racing and rallying?

And there was another thing that concerned potential customers: there was no talk of a convertible version of the new model. While the 356 had been in production, sales of soft-top models had been consistently high. Speedsters, Cabriolets and Roadsters were all as important a part of the 'team' as the coupé. Even in the last year of production, Cabriolets accounted for over 16 per cent of total 356 sales.

The lack of an open 911 in the line-up was a consequence of Butzi Porsche's personal taste. He felt that there had never been a good-looking soft-top based on a fastback design, especially one with a rear-mounted engine. The problem was that the engine location meant the hood and frame had to be stored away on top of the body, rather in the fashion of a pram hood (take a look at a VW Beetle Cabriolet to see what he meant). He was probably right, for when Porsche eventually offered a Cabriolet version of the 911 in the 1980s, it wasn't blessed with the most elegant of profiles.

But there was constant pressure from the marketing department to consider a convertible version of the 911, countered by pressure from the accounts department

not to spend any more money than was necessary on building a costly new model in parallel with the coupé. Especially, the bean counters argued, when the sales of an 'open' 911 would surely be modest. Better was the idea of developing a model which shared as many of the coupé's body pressings as possible.

The simplest answer would have been to simply cut the roof off a coupé and strengthen the underside of the car to compensate – as was fairly much the case with the Beetle Cabriolet. However, it was clear that this would result in a bodysheet that lacked sufficient torsional rigidity to cope with the stresses imposed by the more powerful new engine and the higher cornering speeds allowed by the superior suspension design.

Butzi's solution was as simple as it was controversial, at least in styling terms. His proposal was to add what amounted to a substantial roll-over hoop, tying the two sides of the body together just aft of the B-pillars. While many questioned the aesthetics of the design, Butzi argued that it killed two birds with one stone. On the one hand it would satisfy, he claimed, the demands of race organisations in the USA (odd, because few people would ever be likely to race

such a car in preference to a coupé) and, as the top was divided into two sections (the area above the driver and a separate rear window), it would also help to prevent the roof ballooning at speed.

As we mentioned in issue #28 ('The Targa Man', March/April 2015), the Targa name was the brainchild of Harald Wagner, a marketing expert at Porsche who later became the person to handle celebrity 'deals'. Wagner tells of how there had been much discussion about a name for the new model – as it was no simple Cabriolet or Roadster (or Speedster, for that matter), clearly none of those names would be suitable. Some suggested naming the car after a race track, and it was Wagner who came up with 'Targa Florio' in celebration of Porsche's victories in Sicily, the 'Florio' being dropped after further discussion.

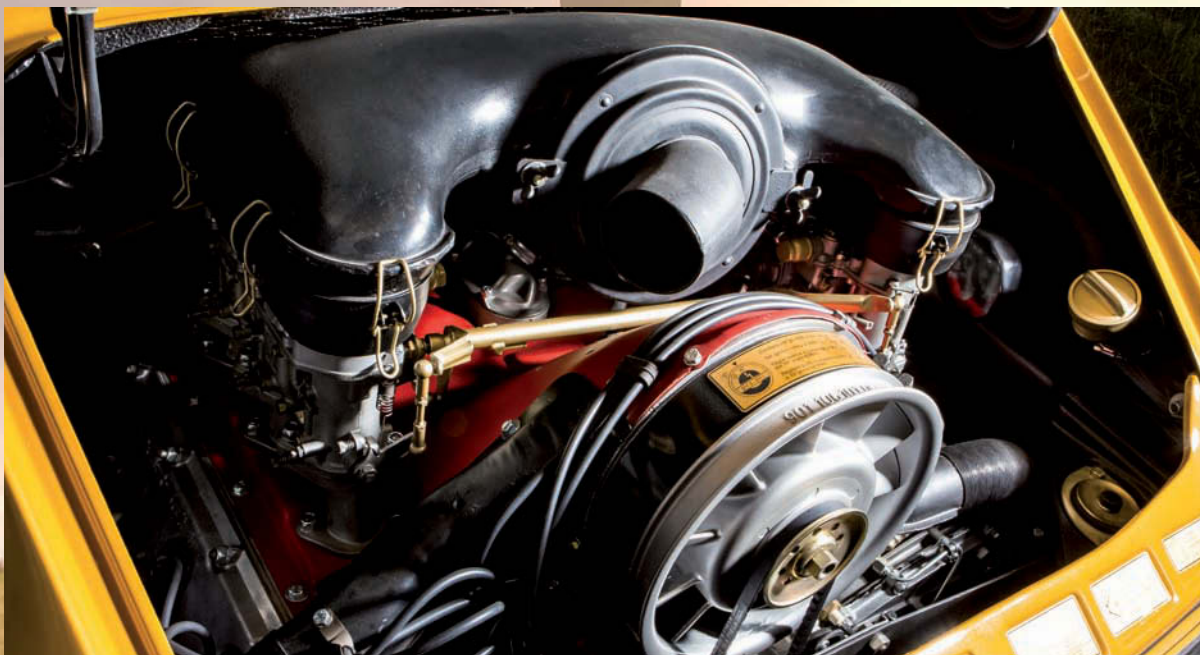
As for the trademark brushed stainless-steel cover to the Targa bar, Butzi Porsche took credit for that decision: 'That idea was mine', he said, 'I do think the roll-bar has a function and adds stiffness – which is why it should be a different colour from the car.' He had a point, and it became the trademark feature on the new model. However, if the Targa was to be considered a true convertible, then it would have

With the rear window unzipped and the Targa roof removed, this was as close to a full cabriolet as you could get. But plastic rear screen was not without its problems in cold weather

“The simplest answer would have been to cut the roof off a coupé and strengthen the underside...”



SOFT-WINDOW 911S TARGA



911S engine puts out 160bhp, compared to 130bhp for other models. Butzi Porsche (left) was the father of the Targa, which went on display for the first time at the 1965 Frankfurt Auto Show. Early mock-up (above) looked ungainly



A yellow Porsche Targa is shown from a rear three-quarter view, driving on a paved road that curves through a grassy field. The sky is filled with soft, golden light from a setting or rising sun, with some clouds. A tall, thin tower is visible in the distance on the left. The car's rear wheel, side mirror, and part of the rear window are visible.

“Butzi’s concerns were shared by Porsche’s marketing department and dealers alike...”

to have a removable roof section, and preferably a removable rear window, to allow a through flow of air. Incorporating a zip-in plastic back window solved the latter design problem, but the roof section caused a deal of head scratching.

Initially, it was proposed that there should be two roofs supplied with each car, a rigid plastic moulding and a lightweight fabric alternative, offering emergency weather protection in the event of a sudden downpour of rain. Wind-tunnel tests soon showed that a fabric top would get sucked up and outwards at speed, resulting in an ungainly bulge above the driver’s head. The solution was to use a single folding roof section of rubberised fabric, with scissor-action supports which could be clipped into place.

‘I think it looks better than one first thinks – and could be better still. Believe me, we weighed every consideration when planning the Targa, and we have great hopes for it.’ Those were Butzi Porsche’s words in December 1966, ahead of the Targa going into production. It smacked of damning with faint praise and were hardly the words of someone who had 100 per cent confidence in the design.

Butzi’s concerns were shared by Porsche’s marketing department and dealers alike, both of which questioned the Targa’s styling. Initial orders were poor, and Porsche started out by building just seven Targas a day, compared to 55 coupés. But very soon demand began to outstrip supply, and production was stepped up to 10 per day simply to keep pace with the West German market. Here, sales of the Targa soon accounted for 40 per cent of volume.

Although it was quite an elegant solution to the problem of creating an open-top 911, the Targa was not without its faults. For one thing, it weighed some 50kg more than the equivalent coupé, and scuttle shake was a noticeable problem due to the loss of torsional strength (despite the roll-over hoop). The zip-in ‘soft’ rear window caused problems in markets with a more temperate climate, and the manual suggested owners didn’t try to install the rear window if the ambient air temperature was lower than 15°C. The problem was that the plastic rear window would contract and become brittle with the cold, making it virtually impossible to zip it back into place. The plastic also distorted vision to the rear.

This shortcoming meant that the plastic rear window

would eventually be replaced by a solid glass ‘screen’ in January 1968. It was a far more practical design, although it meant that there was no longer a through-flow of air when the roof was removed. One major benefit was that the glass helped restore some of the rigidity lost in the Targa redesign.

By 1970, the Targa accounted for almost one third of all 911 sales, this figure rising to more than 40 per cent over the next few years. However, satisfying the domestic (and North American) markets meant that the Targa would not be offered in right-hand drive until the autumn of 1972, with deliveries to the UK arriving in February 1973.

You could be forgiven for thinking that there would be little demand for a more ‘sporting’ version of the Targa, but that was not the case. Porsche launched a 911S (for ‘Sport’, or ‘Special’, depending on who you asked) in the autumn of 1966. It featured a more powerful 2.0-litre engine, which produced 160bhp at 6600rpm – 23 per cent more than the original – thanks to larger intake (42mm) and exhaust (38mm) valves, forged pistons, increased compression (up from 9.0:1 to 9.8:1), cylinder heads with larger ports, nitrided con-rods and reprofiled camshafts, with more duration and overlap.

Weber 40IDA3C triple-choke took the place of the former 40IDA3C type, with larger chokes (32mm instead of 30mm) and revised jetting. The result was an increase in top speed to over 140mph, and a decrease in the 0–62mph time of roughly half a second. The engine produced 132lb ft at 5200rpm.

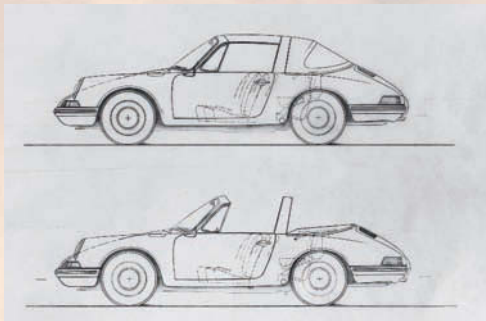
It’s not entirely clear how many ‘soft-window’ Targas were built, but by the time the car shown here was ordered in

The soft-window Targa bodyshell was not as torsionally rigid as the later glass-window design, so pushing the 911S version hard caused body flex

SOFT-WINDOW 911S TARGA



Woodrimmed steering wheel and a lack of headrests hark back to days when passenger safety wasn't the major concern it is today. You can almost hear the lawyers discussing their fees...



1968, the glass rear window was available as an option. One would naturally assume that someone ordering the higher-powered 'S' would a) opt for a coupé over a Targa and b), if he did want a Targa, prefer to put his money down on the improved 'solid' rear window version. A soft-window 911S Targa is a rarity, indeed.

Factory records suggest that 442 911S Targas were built in 1968, but what proportion of these were soft-windows is not clear. It is easy to suggest a split of 50/50 between soft- and glass-window versions, but how many of those wanting to exploit the added performance of the 911S would have really chosen the less rigid version?

This is only conjecture, of course, but we wouldn't be surprised if there were far fewer than 200 soft-window 911Ss built in 1968. The US market didn't get the 911S that year, and the Targa in any form wasn't available on the UK market until 1973, so a soft-window 'S' would have been a rarity even then. Now, how many survive? Targas rust worse than coupés, 911Ss probably got driven harder than other models... Could surviving examples of the soft-window 1968 'S' be the rarest of all early 911Ss? We'd love to know... **CP**

Thanks to RSC Automobile, Lauwe, Belgium for the 1968 911S Targa. Log onto www.rscautomobile.com

Drawings (above left) date back to 1964. Still plenty of details to sort out, including the windscreen surround. Porsche showed off a Targa 'S' in 1967 (above centre) and a year later showed this 911S soft-window Targa Sportomatic (above). Now that's rare!





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FLACHBAU FANTASIES

Those race-bred looks turned it into an early-'80s bedroom poster idol, and there's no denying the iconic status the 'slant nose' Porsche Turbo has gained — even if its styling has proved to be more than a little controversial. How often, though, do you find one that's used as a daily driver?

Words & photos: Bruce Holder



Many readers will be able to recall those times when photo-posters, often with a red border, of bright red cars on black backdrops — or maybe in front of a fake airbrushed sunset — were all the rage. Most popular seemed to be the Ferrari Testarossa, Lamborghini Countach, maybe the Lotus Esprit and, of course, the Porsche 930 *Flachbau*. It must have been those pop-up headlights, if not the obligatory models, that captured the imagination...

Some thirty-odd years later, I'm stood in a field in a remote Canada, about an hour west of Calgary, looking at the real thing — a real 'slant nose' Turbo. Not one that's just similar, but the exact same model — the exact same colour — as the one I had pinned up on my bedroom wall. It's hard to explain what that feels like, to have spent my teenage years dreaming about a certain car, and here I was with an identical one just sat there in the afternoon sun. There was no airbrushed backdrop, no studio-effect reflections...just the car, the Canadian landscape and me.

I was genuinely overwhelmed to be stood in front of my Athena poster car. Even the stone chips across the front, the brake dust-covered, slightly corroded, wheels, swirl marks in the paint and odd dent here and there did not detract one little bit from the magic of the picture I had carried in my mind all those years.

It would seem that Scott Sherman had been on a similar rite of passage to mine as a child — from what we

can establish we both had the same poster around the same time. There is, however, one major difference between Scott and myself: he went on to buy the real deal rather than just remember it as some fantastical dream.

Originally manufactured in September 1985, Scott's Porsche was ordered by a German dealer as a non-option car — a base-spec 930, if there ever was such a thing. Upon taking delivery, the dealer went about fitting the *Flachbau* front end using all genuine Porsche parts, as well as upgrading the specification with a full tan leather sports interior and heated seats. Strictly-speaking, the car is not a factory-original slant nose, but it isn't a later aftermarket conversion, either. It falls some way between the two having been built when brand new by the dealer using original panels.

The car was then shipped, still on delivery mileage, to the USA in March 1986 as a 'grey market' import where it was registered and run for just over three years. It then found its way to Calgary, Canada, in August 1989 where it had three owners over the next few years.

At the beginning of 2011, Scott's long time friend and fellow Porsche fanatic, Andrew Murchison, bought the 930. At the time it was sat in an aircraft hangar in Calgary with a blown engine — the original unit had previously been modified and was dyno'd at over 550bhp (at the wheels). It had been running 1.5bar of boost, which proved too much for the Porsche CIS system and this had, eventually, led to



a melted piston. Previous dyno charts, dated May 2008, showed a power output of 440bhp at the wheels when running a more modest 1.0bar of boost.

Murchison proceeded to strip and rebuild the engine, in his office of all places, before returning it to the road running a more appropriate 1.1bar of boost, along with a B&B exhaust and some other mods, like ARP fasteners, to help keep the internals from going their separate ways. In this rebuilt guise the car runs a more reliable 500bhp, which is about the maximum the CIS can reliably manage.

On 12 May 2011, a date he remembers all too well, Scott first saw the car and, recalling his bedroom poster fantasies, said to himself, 'I will own that car some day'.

neighbours' fields from a completely different road while the new access was being built.

With the incentive of his dream car spurring him on, the mile-long stretch of raised gravel berm road was finished in extra quick time. Not only could the family now drive directly to their house, but Scott could also drive his Porsche, having completed his part of the deal.

His first journey with the car was to spend a weekend up in Banff. It was June, some six months after purchase, but it was worth the wait. 'Once I was finally in the Turbo and driving it, I didn't want to stop,' he recalls.

And for the past four years that's exactly what he has done. Apart from during the harsh winter months, a season

“He commutes to Calgary, and back, a two-hour 110-mile round trip on a mixture of roads...”

Once Andrew had the car back on the road, Scott drove it and recalls, 'it pulled like a freight train. A cop saw me just as it was coming on boost and to this day I have no idea how I didn't get arrested that afternoon'. He revisited the notion that he had to own the car and started negotiations with Andrew to secure it for himself. In December 2011, a deal was struck and Scott handed over his 1990 Carrera 4 Targa and \$15,000 (CAD) in exchange for the red 930. His childhood dream had become a reality.

One condition of this dream purchase that had been agreed with his wife, Yvonne, was that the road to their newly-built farmhouse would be built to join them to the main road before Scott could drive the Porsche. The family had been accessing the house via some

that quite literally destroys cars in this part of Canada, this is Scott's daily driver. Once the snow is gone and the harsh salted roads clear themselves back to clean Tarmac, he commutes to work in Calgary, and back, a two-hour 110-mile round trip on a mixture of roads including gravel — smooth blacktop isn't a given in this part of the country.

To the purist, the collector, the concours fanatics — the majority of Porsche owners, probably — this car is a wreck! There is an abundance of stone chips all across the front, up the bonnet and over the rear arches. The sports seats are worn and starting to crack from so much seat time and not a lot of cleaning. The carpets are filthy, stained and becoming threadbare — but Scott doesn't care: 'I'm not saving this car for the next owner,' he says. And this, in a

Driven far, driven hard – and driven daily. Slant nose styling isn't to everyone's taste, but it's redolent of '80s excess...





nutshell, exemplifies his ownership of the Porsche.

He doesn't neglect it, not at all, but he doesn't wrap it in cotton wool and bubble wrap, either. Regular maintenance and servicing are carried out religiously but the cleaning and polishing takes less of a priority over the driving and enjoyment of the car. 'I can't see the dust and dirt too much when I'm blasting through the countryside with a grin on my face,' he laughs.

The paint finish, although shiny from a distance, would make any detailing expert weep into his microfibre

polishing cloths. You could stick a stylus from a record player in those swirls and it would play you the story of this car. Pampered garage queen this is not.

I can happily report that Scott isn't afraid to use the Turbo. Spending most of the day in or around the red wedge, it was impossible to ignore the fact that he drives it hard and uses it as a performance car should be used. Who needs a sensible daily commuter when you can have lots of open, empty roads, a 500bhp monster and to hell with the odd mark or blemish picked up along the way? The trip to

The interior tells the tale of hard regular use by someone who's more concerned about driving than polishing. Tan leather is cracked and grubby, but that doesn't worry Scott



work and back can be fun all the time if you aren't precious about it. Talking of which, the drive to Scott's office seemed to take a lot less than the usual hour it takes in most cars. It took half an hour, in fact, but we won't mention that to Yvonne.

One thing I noted before we head out for the day was Scott's removal of the child seats from the rear. 'Of all my cars, this one is probably the most family oriented. The '77 (his road-legal 911 race car) has no back seats, the '76 (his totally original 930 Turbo) has no rear seatbelts so with this having rear seats and rear seat belts, we often use this as the family car. My son's car seat was permanently installed for two years! Who needs a big MPV when a 1980s 930 will happily accommodate the wife and kids on a regular basis?

and boy can it take corners. Like the fast sweeping junction onto the main highway into Calgary: even as the turbo cuts in under hard acceleration mid-bend, the car just squats down and keeps its line, fully composed. The Euro-spec suspension and ride height, lower than the US settings, had been professionally set up by the late Hima Maher at Riegel Tuning before he was tragically taken in an avalanche in 2009. The car has been kept to the same specification since by Kenneth Jayasuriya, owner of Lithium Autosport, who also carries out some of the service and maintenance work on the car, with Scott, being an engineer, doing the rest himself.

A few times on our trip the car cuts out completely. 'There's some problem that causes the fuel pump relay to pop every now and then. I'll get to the bottom of it soon

“It's flat, smooth and fast right up to 4000rpm - and then all hell breaks loose...”

The most prominent thing that sticks in my mind about the way this car drives is the power delivery. It's flat, smooth and fast right up to 4000rpm — and then all hell breaks loose. 'Life starts to get interesting at 4000,' says Scott with a huge grin on his face, just as I'm thrust into the seat once again by the massive surge of power released when the turbo comes fully alive. It's addictive, each gear change and each subsequent wallop of boost just has you wanting more. Scott is happy to oblige.

The car feels well planted at all times, it rides far better than I was expecting but not at the expense of handling —

but I've been too busy to really look into it recently,' he says. And with that, he jumps out, opens the bonnet and swaps the red box of electrics for one of the handful of spares he carries. Testament to Scott's love of driving this thing, these relays aren't exactly cheap but if it means he can carry on driving the car until he's got the time to get it fixed, then so be it. Call it dedication.

They say 'never meet your heroes', so what was it like to actually do so? To spend a day with a car, THE car, I lusted after as a teenager?

The car itself is sensational. The modifications that give

Five hundred horses, the open expanses of the Canadian landscape, blue skies - it's hard to imagine anything better



it the added horsepower do so without detracting from the essence of what made the 930 the legend it is today, I'd actually say they enhance it. Add to that the poster pin-up styling of the Flachbau and I'm not in the slightest bit disappointed. Scott himself adds, 'A lot of people tell me that they aren't a fan of the slant nose 911s but they really like this one'. Perhaps more people than we imagined have owned the poster we both had pinned up in our bedrooms...

The thing that struck me most was the way in which Scott loves the car yet isn't afraid of it getting a bit beaten

up. He genuinely doesn't get too concerned for the ever-growing range of chips and scuffs because the joy it brings far exceeds some cosmetic wear that would make others weep, or restrict their use of such a car.

A hero? Yes, the car certainly is, but then Scott is, too, because he's able to take his dream car and enjoy it fully. I envy his being able to do this, but I'm also grateful I got to spend time with him and the *Flachbau*. After all, it's not every day you get to live out your teenage fantasies, airbrushed sunsets or not. **CP**

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CREATIVE CARRERA

At first glance, it might be mistaken for a kit car, but this unique 'one-off' is all steel, based on the underpinnings of a Porsche 356B - and powered by a 2.0-litre four-cam engine! We bring you the story of a coachbuilt coupé that was originally built almost 45 years ago

Words: Keith Seume/Jan-Henrik Muche
Photos: Stephan Lindloff





So, where do you start with a car like this? It's clearly a Porsche, but there are several different styling cues that make it almost impossible to guess at its roots. The long nose, with faired-in headlights, hints at the aerodynamic spirit of the late 1950s and early '60s, as do the simple steel wheels which preceded the popular alloy wheels of the later '60s and 1970s.

The styling of the rear end is clearly influenced by that of the 911, and it's hard to miss the bold 'Carrera' script on each flank, so reminiscent of the 1973 Carrera RS. And then there's the interior: it's a mix of decades in look, and has evidently been added to and generally modified as the years passed, presumably to

suit the tastes of various owners. 'Whether or not it looks good is a matter of opinion,' says Klaus-Otto Räker of this one-off special and founder of the Lemgoer museum (which we featured in issue #24 – November/December 2014). 'But it is definitely unique and quite fascinating!'

The story begins back in 1961 when mechanical engineer Manfred Weiss from Stuttgart, who had worked at Porsche since 1958, acquired a wrecked 356. The bodywork was beyond economic repair, but the mechanics and underside were undamaged.

Through his contacts in Porsche's repair department, Weiss began to look at various options for chassis number 13083, which had started life as one of

the 'notchback' models built by Karmann – effectively a convertible with a welded-on hardtop.

The problem was that there had always been quality problems associated with Karmann's work, and more than 50 years later, Weiss can still recall the trouble they caused.

Now in his seventies, Manfred Weiss says he had a clear idea of what to do: build a 'new' Porsche around his own ideas, one which would be inspired by the streamlined form of the aluminium-bodied 356B Abarth Carrera GTL, built for Porsche by Abarth in Turin. The only major difference would be the engine, as the exotic four-cam Carrera unit was too expensive to consider at the time. The major components and, indeed, the chassis itself were all available – only the body was missing.

Starting with a 1:5 scale model of his idea of a stylish sports car in plasticine, Weiss approached the coachbuilding school at Kaiserslautern. Porsche already had connections there as a number of designers had learned their trade at this famous institution, so he had the right contacts. 'Engineers and other craftsmen did their training there, and so my project made a perfect subject for a practical exam – but for me it was an expensive affair!' recalls the owner, ruefully.

But how to get the bare chassis and drivetrain from Weiss's home in Bietigheim-Bissingen to Kaiserslautern, a journey of some 180 kilometres? After some thought, Manfred and his wife Gudrun decided the best way would be

to tow the stripped 356 behind their Volkswagen. However, the Police had other ideas, stopping Weiss on the road and telling him to make other arrangements.

'As it turns out,' he recalls, 'the licensing office in Karlsruhe was open that Saturday morning, so I simply went and got some number plates – I wasn't allowed to tow the chassis there, but I could drive it!' Delivery of the chassis was completed, with Manfred driving a bare-bones 356 all the way to the coachbuilding school. 'Today it would be unthinkable, but times were much simpler then,' he smiles.

Once at Kaiserslautern, work began on creating a new bodyshell by hand-beating panels over a wooden buck. Meanwhile, Manfred Weiss busied himself collecting any necessary parts to complete the project.

As work progressed, a number of issues needed to be addressed, among them the windscreen. To keep costs down, Weiss had originally envisaged using a 'screen made from flat glass, but the person in charge of the project at the college argued that it would be better to use a curved 'screen instead. In the end, Weiss agreed and opted to use the same windscreen as fitted to the Abarth Carrera.

The original 356B fuel tank proved too tall to fit under the sleek contours of the rebodied Porsche, so it was swapped for a lower-profile tank from a later 356C. 'The headlights probably came from an NSU Prinz,' recalls Weiss, these being fitted behind one-off covers formed from Plexiglas by a local company using a plaster mould supplied



Manfred Weiss only drove the car once before it was sold, and enjoyed being reunited with his creation





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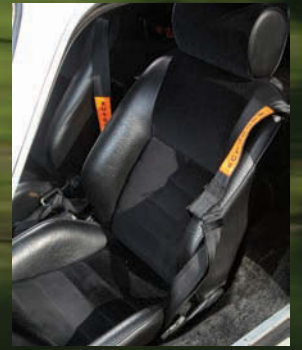
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“Their shared passion survives in the form of a truly unique Porsche *Eigenbau*...”



The one-off is powered by a 2.0-litre four-cam from a Carrera 2. Interior has been progressively updated, with later sports seats and dashboard from a 911

Styling is a real mixture, with hints of E-type Jaguar, Carrera Abarth and Porsche 911. It's arguably not the most beautiful car in the world but it is certainly eye-catching in every sense

by the coachbuilders.

The one-off was completed by the end of 1962, and Manfred Weiss already had ideas for a 356 Cabriolet 'special'. However, all his plans changed when he got an offer from Abarth to work as a suspension specialist. 'Just before my wife and I moved lock, stock and barrel to Turin, I managed to drive the car for the very first – and only – time, back from Kaiserslautern to Bietigheim.' It wasn't the happiest of journeys...

On the way back, the engine failed, leaving Weiss stranded by the roadside. 'Luckily,' he recalls, 'along came Peter Falk, my work colleague who went on to become Porsche's race director. He stopped and together we towed the car the last few kilometres back home – and then I left the car to head off to Turin.'

Weiss sold his unique creation to Eberhard Rank, a racer from Stuttgart and a friend of famous Porsche driver Hans Herrmann. In May 1962, Rank destroyed his own Abarth Carrera in a big way at Hockenheim, mowing down steel marker posts for a distance of 65 metres before ending up embedded in a tree. As he wished to continue his racing career, there was an obvious solution: install the 115bhp 1.6-litre Carrera four-cam engine in the Weiss one-off!

The result was a success, with a second place in the

1600cc class at the Grand Prix of Solitude in July 1963, behind local hero Herbert Linge in a 'real' Abarth Carrera. Rank continued to race the one-off, competing at the Rheinland-Pfalzpreis at the Nürburgring on 4th August 1963, an event supporting the Grand Prix. This race marked the end of Eberhard Rank's racing career and soon after he sold the car to Siegmund Seligmann from Hannover.

Seligmann was impressed with the all-round quality of this 200km/h car and registered it for the road – the first time it had carried a licence plate since its days as a regular 356B. Issued with the plate H-LX 414, the car participated in hillclimbs and airfield race meetings. On 13th September 1964, the new owner finished second in class at a race held at Wunstorf airfield. But he didn't hold on to the car for very long after that.

Using a photograph of the car participating in a race at the Nürburgring a year earlier, he advertised the one-off in *Auto Motor und Sport* magazine as a 'Porsche Carrera Special, first licenced in 1964, 6400km, technically flawless and with TÜV until July 1966. Porsche 356 SC Cabrio possibly taken in exchange.'

Josef Wahl, a Porsche specialist and a similar 'free spirit' to the builder Manfred Weiss, decided to buy the car. Over the next 30 or so years, he changed the Carrera-based



special to suit his own tastes, making several styling and mechanical upgrades. In addition to modifying the interior and rear of the car to bring it more in line with 1970s Porsche styling, he also installed the rear suspension and a five-speed transmission from a 911 to make it more pleasant to drive. Also of significance is the engine switch he decided to carry out: he removed the 1.6-litre Carrera four-cam motor and replaced it with a 130bhp 2.0-litre four-cam from a later Carrera 2!

'I was fascinated by the whole car,' says current owner Klaus-Otto Raker today, 'especially the unique styling, the numerous developments that had been carried out by the last owner. To aid with starting, and in fast corners where fuel surge was a problem, he installed a push-button on the steering wheel to inject extra fuel. It actually works!

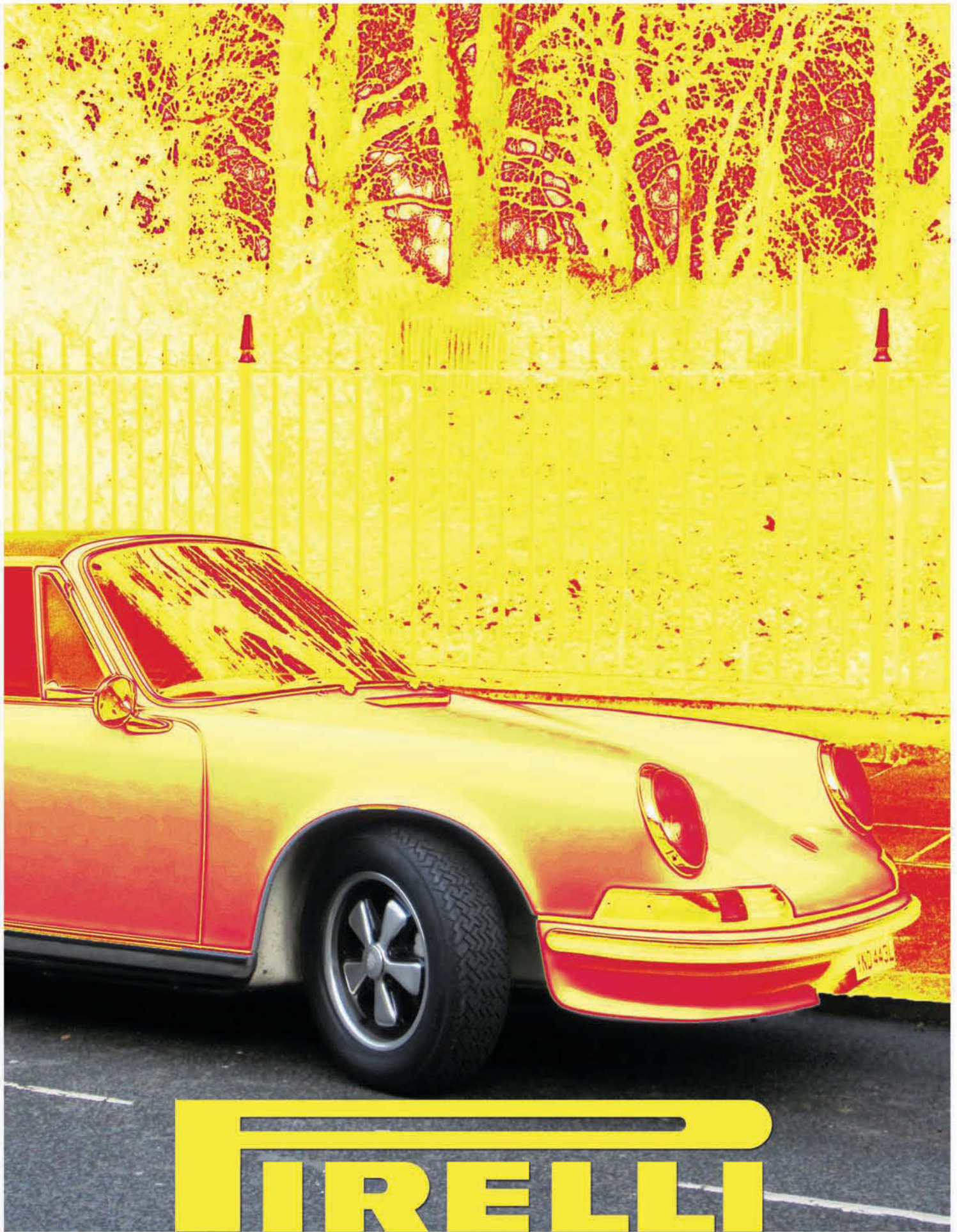
'I bought the Carrera special in 1994 from Josef Wahl on the understanding that he could keep the car to use it as he wanted. Then, in December 2000, he called saying I could pick up the Porsche, but a week later his wife informed me her husband had passed away...'

In the summer of 2001, Manfred Weiss, the original creator of this fascinating car and now a chassis specialist at Ford, met with Klaus-Otto Raker, Porsche collector from the Lemgo Museum, at the Nurburgring. It was the first time Weiss had seen his car since he sold it. This meeting brought together the two 'book ends' of the story, but sadly there was nobody else there to complete the history, as Eberhard Rank, Siegmund Seligmann and Josef Wahl have all passed away. But their shared passion survives in the form of a truly unique Porsche *eigenbau*. **CP**



Look under the front lid and the inner sheet-metal will be familiar to anyone who owns a 356 - the VIN-plate confirms the origins. Front-mounted oil-cooler gets its air from low-set opening in the nose





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Labour of love

Seven books, one objective: to capture the true spirit of Porsche ownership. That's the task Belgian photographer Bart Kuykens set himself, and the first of his high-quality art books has just been published. Take it from us, it's a must-have for any Porsche enthusiast with a penchant for style...

Words: Keith Seume Photos: Bart Kuykens

He describes himself as a '40-year-old Belgian guy, a single dad with two sons. My main business is a casting agency I run, which gives me the freedom to do what I really want to do, and that's taking photographs of old Porsches and their owners...'

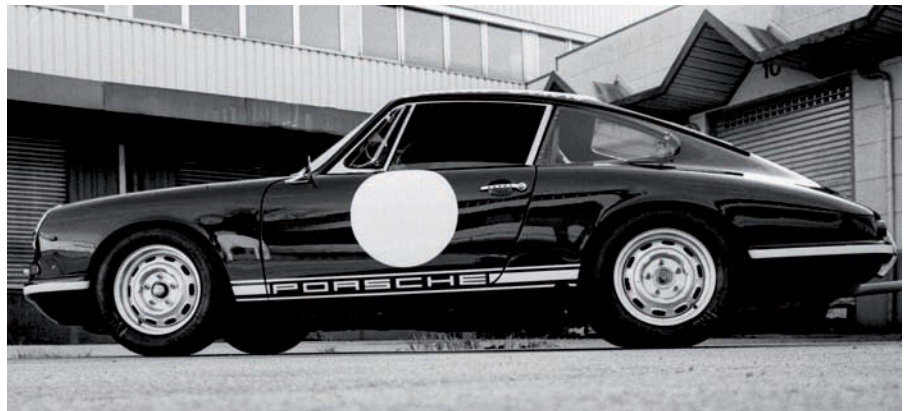
Bart got into photography when he was in his early twenties, and he's never lost the passion. 'I made some extra money as a model, and my friend Filip van Roe, who's an awesome photographer, used to shoot all his photos with a Hasselblad 500-series medium format film camera. He'd develop the films himself at his studio in downtown Antwerp.

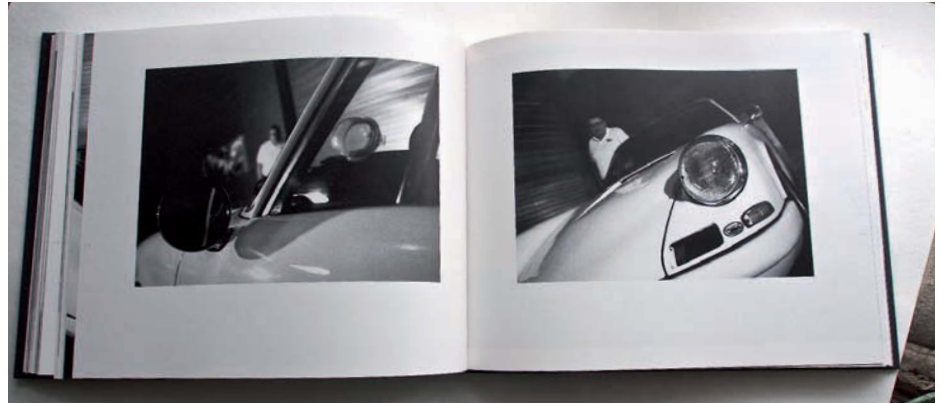
'After mixing the chemicals, and then some work here and there – and a little patience – the unbelievable happened: the

photograph appeared as if by magic!' he smiles. 'That was, to me, always something special, because you really never knew for sure what the result was going to be. I was hooked by that magic.'

Bart continues the story, and it's a familiar one to many with an interest in cameras and photography: 'Some years later, I bought myself a Hasselblad, too, and then a Contax, a Pentax, a Hasselblad X-Pan, a Fuji...I also switched from 35mm film to medium format, and back again. I finally stopped buying cameras and actually started using them, rather than reading articles in magazines about which camera was best. I ended up with a Leica and promised myself I'd stick with that for a while!'

Several pages are devoted to each subject, with just one image per page. It's all shot in black and white and all cars are 911s – with one exception: a 550 Spyder!





Bart's book is a beautifully produced tome, printed on high-quality art paper. The first of seven such works, it's limited to just 911 copies

But what of the cars? The Porsche interest? Bart takes up the tale: 'Fast-forward to 2012, and I bought my first classic Porsche, a 1988 Carrera 3.2. I'd been inspired by my neighbour Peter s'Jongers who drove a lovely 1971 911 and a 964 Cabriolet. He's the one to blame for all this! A few weeks later, I met Johan Dirickx (whose rare and collectable Porsches have often appeared in this magazine), and I never looked back. Since then, Porsches and photography have blended as one...'

are presented in an almost gothic 'film noir' style that suits the subject matter perfectly. It is both exotic yet timeless in its execution.

'The next book will cover 356s, that's certain,' says Bart, 'but the remaining books in the series are still shaping in my head. Books three and four will be shot in the USA, I know that - I already have a shortlist of people who have confirmed their willingness to help.

'As for the style, all the books will have the same format

“The images are presented in an almost gothic 'film noir' style that suits the subject...”

Bart's subjects are friends and colleagues within the Porsche scene, each photographed with their own car in a style that captures their love of 911s

It was only a matter of time before Bart began planning a project - or rather, seven projects - to showcase his two passions. 'I don't really remember exactly when I decided to make a set of seven books - those things just happen to me. Things flow and sometimes they turn into something special'

The first book, some images from which you can see here, is a photo essay capturing the spirit of (largely) 911 ownership - there are a couple of exceptions to the 911 'rule' - by showing cars with their owners (who include Walter Rohrl, Magnus Walker and our own Johnny Tipler). The images

but with a little twist each time. I think it's important to keep reinventing yourself and what you do...'

At 150 Euros each and limited to just 911 copies, Bart's 'A Flat 6 Love Affair' will forever be an exclusive publication, but one which will be talked about, we are sure, for many years to come. It's a beautifully bound hardback, printed on high-grade paper, and if you don't already own a copy, you'd better move fast - like a Porsche 911. **CP**

For more details, send an e-mail to: bartkuykens@me.com



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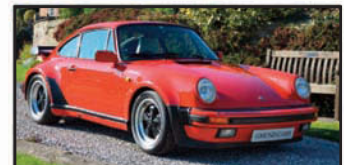
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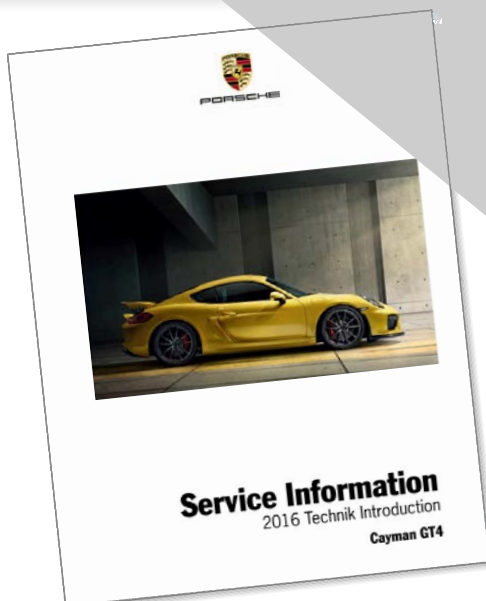
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BLUE BY YOU

Daniel Schaefer's self-built '911GT' has been a popular topic of conversation on the internet, and looking at the details on the car - not to mention the fabulous Aga Blue paintwork - it's easy to understand why. But his talents also extend to working behind the camera lens...

Words: Keith Seume with Daniel Polle
Photos: Daniel Schaefer



Anyone who's spent time on-line looking at forums and social media, searching for information and inspiration to tackle their own hot-rod 911 project, will almost certainly have stumbled across Daniel Schaefer's stunning, yet tasteful, '911GT'. It's a great combination of planning, the right choice of parts and careful execution – an amalgam which should be an inspiration to all considering following a similar path.

Still in his twenties, Daniel clearly has a good eye for design – and photography, as we shall see – and he feels he owes a lot of his personal inspiration to his father, Karl Schaefer. It probably won't come as much of a surprise to learn that Karl's roots are set deep in the air-cooled VW and Porsche scenes, along with an active interest in motorsport. He raced successfully in Formula Vee in the 1970s but then decided to quit and settle down a little.

But only a little, for it wasn't long before he embarked on the restoration of a Porsche 356 at around the same time as his son Daniel's birth in the late 1980s. This first restoration was soon followed by another, so you can see where Daniel gets his love of Porsches from! While he was still learning to walk, he grew used to seeing the curved panels of the old 356 up close and, unsurprisingly, the style left an everlasting impression.

Daniel 'helped' with the rebuild, handing over spanners when needed and generally having fun with his father





who, once the rebuild was finished, raced the 356 successfully for a number of years into the 1990s. That made way for the first true father and son project, an early 911 which they also wanted to rebuild ready for racing.

The starting point was a 1965 911, a car which proved to be successful from the very start, and is still raced to this day. Later, with a young Daniel at the wheel, the car came home second in class in his first race, finishing the season fourth overall, with a race win under his belt to round it all off.

Prior to this, Daniel's prime interest lay with mountain bikes, actually preferring to build his own off-road courses, jumps and all (with a digger!), to working in the garage. However, the turning point came when he got his full driver's licence, which suddenly enabled him to get behind the wheel and, for the first time, experience the pleasure of driving some of the family 'toys' out on the open road.

Guess, what? Suddenly mountain bikes and home-made jumps didn't seem quite so exciting...

In 2008, Daniel bought his own first car, a 1963 VW Beetle which he decided to strip down and rebuild soon after he brought it home. As his background was already deeply seated in performance-oriented rebuilds, he decided against a boring restoration and, instead, threw away the original '40-horse' (34bhp) engine. What he was after was some old-school performance and what better way to achieve it than to install a Porsche 356 Super 90 engine? To complement this transplant, Daniel then added a set of finned 356 drum brakes.

The car was put to regular use and provided its owner with fun transport for the next six years. But then the Porsche bug began to bite... Daniel sold the car and with the words of his friends ringing in his ears ('Have you ever driven a 911? Even regular production cars are more fun to

Narrow arches, lightweight bumpers, dual-outlet sport muffler and up-and-over engine lid hinges – inspiration for project came from the legendary 911R

Check the Schaefer-made Knecht-style air filters! How cool are they? Underbonnet detailing is as sharp as the rest of the car...



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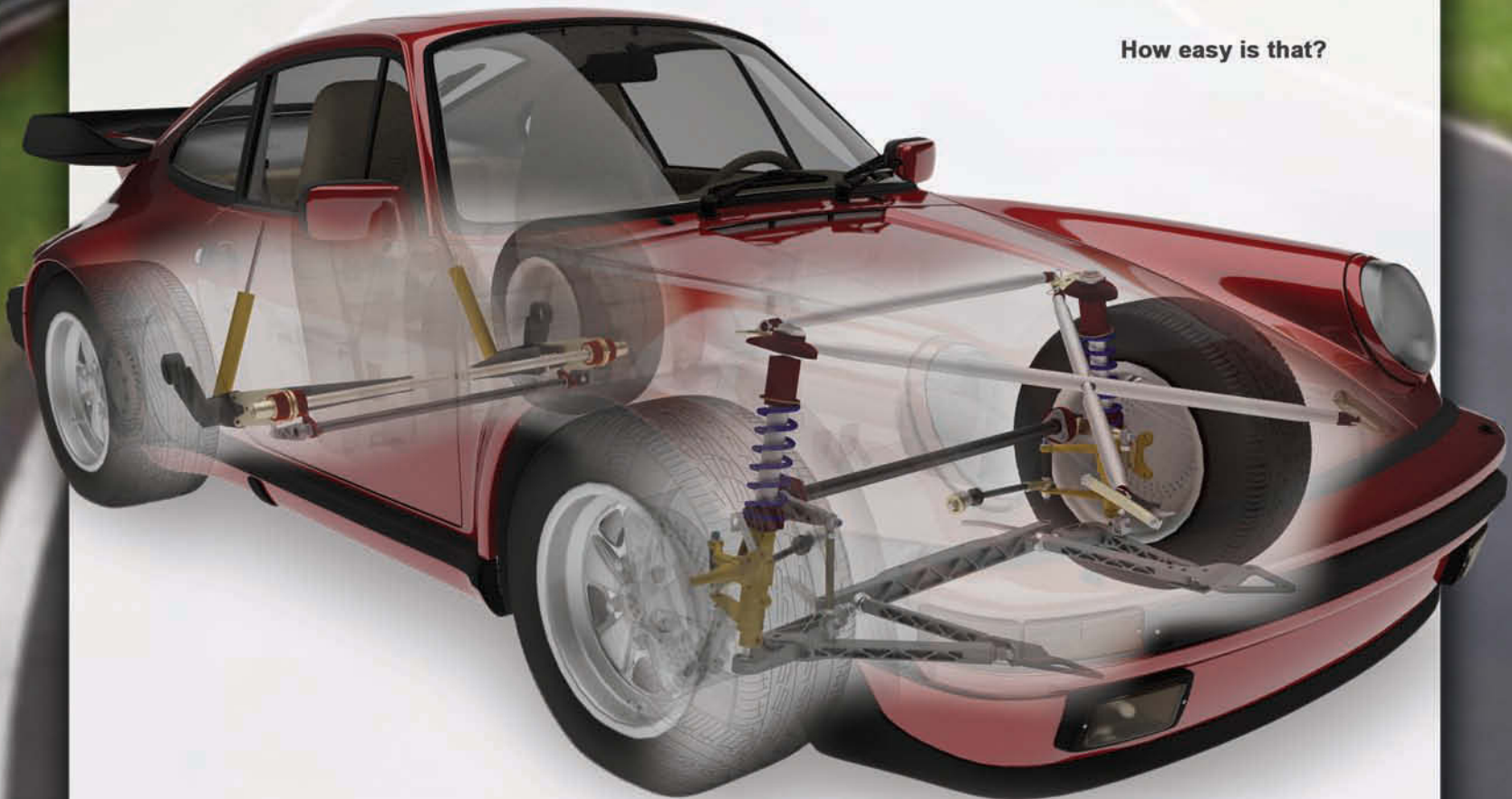
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drive than a Bug...') his thoughts turned to the next step in his automotive journey.

And this is where we arrive at the blue hot-rod Porsche you see on these pages. After selling his Beetle, there was an empty space in Daniel's garage that needed filling. With thoughts of his father's racing 911 fresh in his mind, he considered searching out an early 911 with which to create his own vision of the perfect Porsche. But as this was 2013, and celebrations for the 50th birthday of the 911 were in full swing, values went up and up, making it hard to find an affordable starting point for his planned project.

As a consequence, Daniel decided to change his plans and began looking for a 912 which, regardless of condition, would be more affordable than an equivalent 911. 'One other positive of this,' says Daniel, 'is that people would be less likely to criticise me for building a race car-styled hot-rod out of a 912 than an early 911!'

In November 2013, Daniel found a February 1966-build 912 minus engine for sale near the Dutch border, which was exactly what he was looking for. His first plans had been to build a kind of 911R clone, but he decided against that on the grounds that his car was a too old to carry it off. However, he liked the lightweight, no nonsense

character of the 'R' and decided to build his own interpretation of what the factory might have built early in 1966. And so the '911GT' was born.

At this point, we should mention that Daniel's father, Karl, runs his own business, Classic Boxers (www.classicboxers.de – although the business is based in Germany, there is an English version of the website available, too), so it doesn't take much to guess where the work was carried out, although as Daniel points out, customers' cars always had to come first! The first task was to strip it to a bare bodyshell and then send that away to be media-blasted.

'We were delighted to discover the body was in very good shape!' says Daniel. 'There was no evidence of any accident damage, and it was basically very sound. Better still, all the panels proved to be original to the car, quite remarkable for a Porsche of this age. We were also delighted to find when we stripped the car that all of those important little parts that tend to go missing were all there, meaning we wouldn't have to spend ages afterwards trying to track them down.'

But rust had started to take its toll in some areas, as you might expect. 'The floors, lower corners of the rear

Hard to beat a narrow-bodied 911 (or 912) on steel wheels for that hard-core look. Aga Blue was an inspired choice

“People would be less likely to criticise me for building a hot-rod out of a 912 than an early 911...”





Cord seats with aircraft-style harnesses help with the period race car looks. Wooden g17-inspired gear knob is from Onassis



window and the parcel shelf were all heavily rusted,' recalls Daniel, 'meaning that these areas had to be repaired before we could go any further.' However, all the critical areas (kidney bowls, sills, etc) were solid, probably as a consequence of the car having spent much of its early life in California prior to heading to Europe.

Before sending the bodyshell to the paint shop, Daniel sorted out details like the home-brewed R-style engine lid hinges, and the roll-cage. He also decided to install a pair of the R-style rear light clusters, which he sourced from friend Marcus Stabe at MRS Design in Cologne. Then it was time for the paintwork and here Daniel dug deep into Porsche's old-time colour pallet and came up with Aga Blue (#66o8), which is a wonderfully understated and very period hue.

While the 'shell was away getting the 'treatment', Daniel turned his attentions to the mechanical components. The engine and drivetrain came in for the most scrutiny, as one might expect, the former being a 2.0-litre unit which Daniel rebuilt with the stock 66mm crankshaft and 80mm JE pistons. Modified stock con-rods are used, while the single-plug heads have been ported to take full advantage of the Carrera 6-spec camshafts.

The carburettors are Solexes, fitted with Schaefer's own Knecht-style mesh filters, and fed by dual Bendix pumps. The exhaust system features heat exchangers feeding a twin-outlet sport muffler that gives the car a purposeful look backed up by an even more purposeful sound! A front-mounted oil cooler keeps rein on temps when the 198bhp engine is pushed to the limit.



Chrome rear bumper overrides form a sharp contrast with the lightweight g11R taillights. Mesh grille on engine lid adds to the overall style



The gearbox is the original, fully built with closer-ratio gears and a limited-slip differential set to 60 per cent lock-up. 'I can now steer the car on the throttle!' laughs Daniel. And to add to the driveability, he swapped the torsion bars to 21mm and 25mm, front and rear respectively, and added 18mm anti-roll bars at each end. Wheels are 5.5Jx15 steels shod with 205/60x15 Yokohama Advan tyres. Brakes? 'Lots of modifications that we take for granted weren't available for the early cars – it all kicked off with the 911R – so I left them stock,' says Daniel.

With the bodysell back from the paint shop, it was time to carry out the final refit. The side and rear windows

'useless' (Daniel's word!) clock, while a period-style battery cut-out switch is fitted where the radio used to be. Well, you don't think he'd have fitted a sound system, do you? The knob atop the stock 901 gear lever is a wooden 917-style design from Onassis Porsches (check www.onassisporsches.com for details). Under the bonnet, the theme continues, with everything pared down to the bare bones. It's a rugged but stylish look that leaves you in no doubt about this car's true purpose.

We love this car, and all the myriad details, from the drilled door handles to the rotated tachometer, those home-made mesh air filters to the long pea-shooter

It's not only 911s that form the subject of Schaefer's work, as this image of a 550 Spyder goes to show...

“Somehow we don't think this is the last we're going to see from Daniel and the crew... ”

were replaced with Plexiglas, including the hinged rear quarter windows, while lightweight plain door cards were fitted with simple leather straps. The seats are period-correct Silverstone cord buckets, with aircraft-style harnesses adding to the 'built in 1966' look that Daniel was seeking.

The lightweight theme continues with the choice of carpeting, and the use of simple latches and hinges for those opening quarter windows. The dash has lost its

tailpipes. Most of all we love the colour and the simple but effective race-car graphics.

As an exercise in building a no frills, ready to boogie, pin you in your seat hot-rod, it's succeeded at every level. And somehow we don't think this is the last we're going to see from Daniel and the crew at Classic Boxers. After all, as he says, 'Come on! I'm still young!'

As we alluded to earlier, as time progressed Daniel had started to take an interest in photography, largely as a

Readers will recognise Chris Jury's 912 outlaw (below left) from issue #31 – the photos were taken by Daniel (below – photo by Maurice van den Tillard)





Photography is playing a bigger role in Daniel Schaefer's life, but his fascination with Porsches remains stronger than ever

result of reading numerous books and car magazines over the years. He made the decision to take this to the next level and, towards the end of 2011, set about investing in some higher-end equipment.

He also began taking his camera everywhere he goes, capturing a wide range of images in a fresh, imaginative style of his own. Eventually his friends suggested he should do something with his work, rather than keeping it hidden away. And so, in March 2013, he launched his on-

high-quality photo art under the guise of 'Schaeferpictures' (log onto schaeferpictures.tumblr.com if you want to check it out), some examples of which you can see here. The subject matter ranges from Porsches (naturally) and mountain biking, to motorcycles, models and whatever else captures his attention.

Recently, along with his friend Daniel Polle (yes, another Daniel!), Schaefer's been adding videos to his blog, in the form of some pretty stylish short films on – guess what? –

“He's been taking his camera everywhere he goes, capturing a wide range of images...”

line blog, 'Heckmotor-Sportwagen' (rear-engined sports car), which can be found at <http://heckmotor-sportwagen.blogspot.co.uk/>.

As Daniel tells us, in the beginning, he had no clear direction with the blog and today he looks back with dismay at some of his earlier posts. However, he's far happier with the work he's been doing over the last year or so and, now at the age of 26, has begun producing some

Porsches. One of these was produced in league with the man Daniel regards as his mentor on such matters, Maurice van den Tillard, of Dutchman Photos fame. It's Maurice who was responsible for much of the stylish photography and filming for 'urban outlaw' Magnus Walker.

Check out Daniel's work. We think you'll like it as it's unique, slightly ethereal and definitely stylish. Rather like his Porsche, in fact. **CP**

Daniel loves shooting into the sunlight, the strong backlighting helping to give the images an ethereal look





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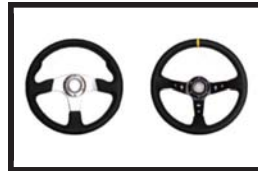
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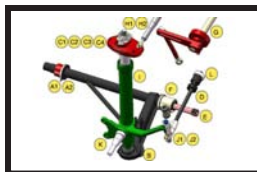
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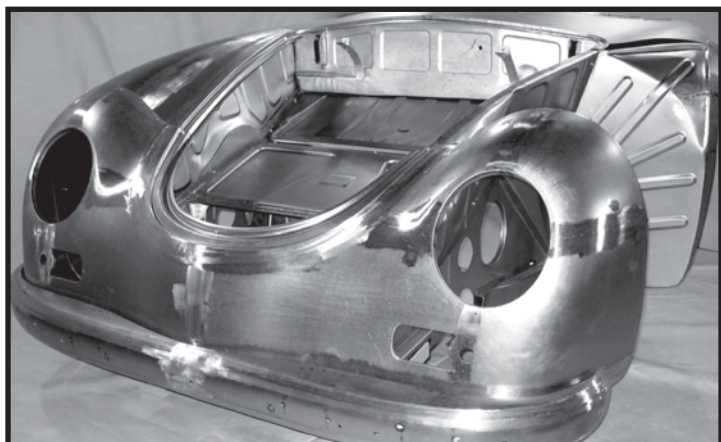
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ONE MAN'S PORSCHÉ

When 'JJ' Schaub went to buy a Lotus, he came home with a Porsche. And now, 55 years later, he still owns it. Collected from - and ultimately repaired by - the Porsche factory, the gleaming red 356B Cabriolet now calls Florida home

Words and photos: Delwyn Mallett
Black & white photos: JJ Schaub





One of the simpler and more recent pleasures of American car culture are the early morning breakfast 'Cars and Coffee' meetings, where car folk of all automotive allegiances gather for a natter over bacon and scrambled eggs, usually with the proviso that it's all over by lunchtime.

On a visit to Chris Branston, one-time president of the Porsche Club GB and now resident in Naples, Florida, we trotted off in his 911 Cabriolet to one such event hosted by a local car dealer where we soon found ourselves chatting to an affable guy with a gleaming bright red 356B Cabriolet. Nothing remarkable about Porsches, of any age, gleaming in the Florida sunshine, but it soon emerged that this one had a far from ordinary story to tell.

The owner was sprightly 74-year-old John Jerry Schaub, or, as he liked to put it, 'a dyslexic 47-year-old' – known to all as 'JJ' – and he had owned the '61 Cabrio from new.

In the late 1950s, serving as a navigator in the US Air Force, JJ found himself posted to a base in Sculthorpe,

Until then, JJ's car-owning history had run in a typical US fashion for a young man in the 1950s. His first car was a 1950 'Shoebbox' Ford coupé, followed by a Studebaker and then a much sexier Thunderbird. His dad, however, had 'gone European' with a new Triumph TR3A but, when they picked it up at the port in New York, they were less than satisfied with the paint finish, Jerry maintaining that 'The fog had taken the paint off. Disillusionment and a warranty battle ensued.

A Porsche was not the only sports car option that JJ had on his short list – despite his dad's experience with Brit quality the new Lotus Elite appealed, and he planned a reconnaissance trip to the Cheshunt factory, taking in AFN's Isleworth, West London, showroom en route to assess the wares. In the event the stopover at AFN was as far as JJ got – Mrs Schaub fell in love with a Porsche Cabriolet, and the decision was made.

Jerry wanted to order the full-house 'Super 90' and recalls the salesman trying to talk him out of it on the basis that it was perhaps 'a bit too powerful for a Porsche novice, sir'. Not

“Porsches were something of an esoteric choice. They were expensive, more than an E-type...”

Norfolk, at a time when the Cold War was still very hot. Crewing the tanker version of the B29 bomber, known as the KB50, JJ recalled that the long nights cruising high over Europe refueling nuclear bombers were whiled away in the company of 'Moscow Molly'.

Molly was in fact a sultry-voiced, English speaking, female DJ broadcasting the latest American music and communist propaganda midnight to dawn from East Berlin on the same wavelength as the American Forces Network.

On the ground JJ also fitted in some live music and, on a visit to Liverpool, he even managed to catch, in a dive called the Cavern, a striking but then unknown group going by the odd name of The Beatles...

In the 1950s and '60s Porsches were something of an esoteric choice. They were expensive, more than a contemporary E-type Jaguar, and as such tended to be favoured by the *cognescenti* amongst whom were many pilots, both military and civil. Jerry, intrigued by the curious little German sports cars beginning to proliferate on the US bases, decided to investigate.

such bad advice as events would soon prove – remember, those were the days when Porsche's legendary oversteer was still 'dreaded'.

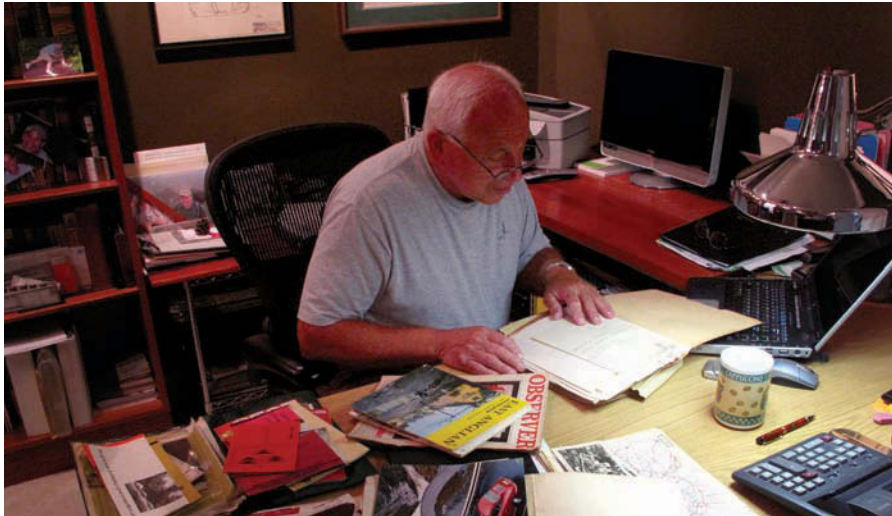
On discovering that our host Chris Branston had once been the president of the Porsche Club GB, Jerry's anecdotes became more elaborate and we decided to continue the reminiscences at his house. Back at JJ's den the memories started flooding back thick and fast and, after a bit of hunting, he unearthed what turned out to be a Porsche time capsule: a file of every piece of paper relating to the purchase of the Cabriolet.

These gems included an AFN wallet stuffed with pristine brochures, colour charts and specification sheets for the car that JJ was about to order, as well as the very first issues of the Porsche Club GB's newsletter and subsequent magazines – Jerry being one of its earliest members. In those pre-decimal days membership was what now seems to be a ludicrously low one pound and ten shillings – a pound, incidentally, would then buy you almost twice as many dollars as today. There was also a driver's manual that

Ouch! Inspired by a PCGB driving day at Silverstone, an over-confident JJ managed to slide off a damp road and heavily damage his Cabriolet. It was sent back to Porsche in Germany for repair







from its pristine condition had not been opened since the first read-through.

Although ordered through AFN, JJ, with transport courtesy of the American Air Force at his disposal, opted to pick the car up at the Porsche factory in Zuffenhausen. With the 356 fitted with German export plates, the proud owners made their way back to Norfolk and wind-in-the-hair motoring fun. Barely four or five weeks after returning, JJ participated in a Porsche Club driving school day at Snetterton with Dutch racer Ben Pon providing the expert tuition.

The very next day, now perhaps over-confident that he had got the better of oversteer, Jerry careered off a damp road seriously denting the Porsche and his ego. The car was transported to AFN where it was declared too damaged to repair on site and it was shipped back to the factory. With the Cabriolet returned to as new condition, JJ managed to avoid any more serious incidents in the ensuing half-century.

JJ was posted back to the US in 1962, taking the Porsche

and also a Mini with him. Appetite whetted for speed, and with enthusiasm undiminished by his shunt, Jerry took to the tracks in 1965 racing a variety of sports cars and SuperVee single-seaters, with his most fondly remembered outing being at Sebring in a go6. In 1978 he decided to 'get responsible' and retired from racing and eventually retired from the Air Force, too, at the age of 62, with the rank of Captain.

Along the way JJ got divorced, a time when many a cherished car has to be sacrificed in the inevitable division of assets, but in this case he managed to hang on to the 'MIZTRIZ' – although he failed to retain custodianship of his other German girlfriend, a much-loved Leica M3.

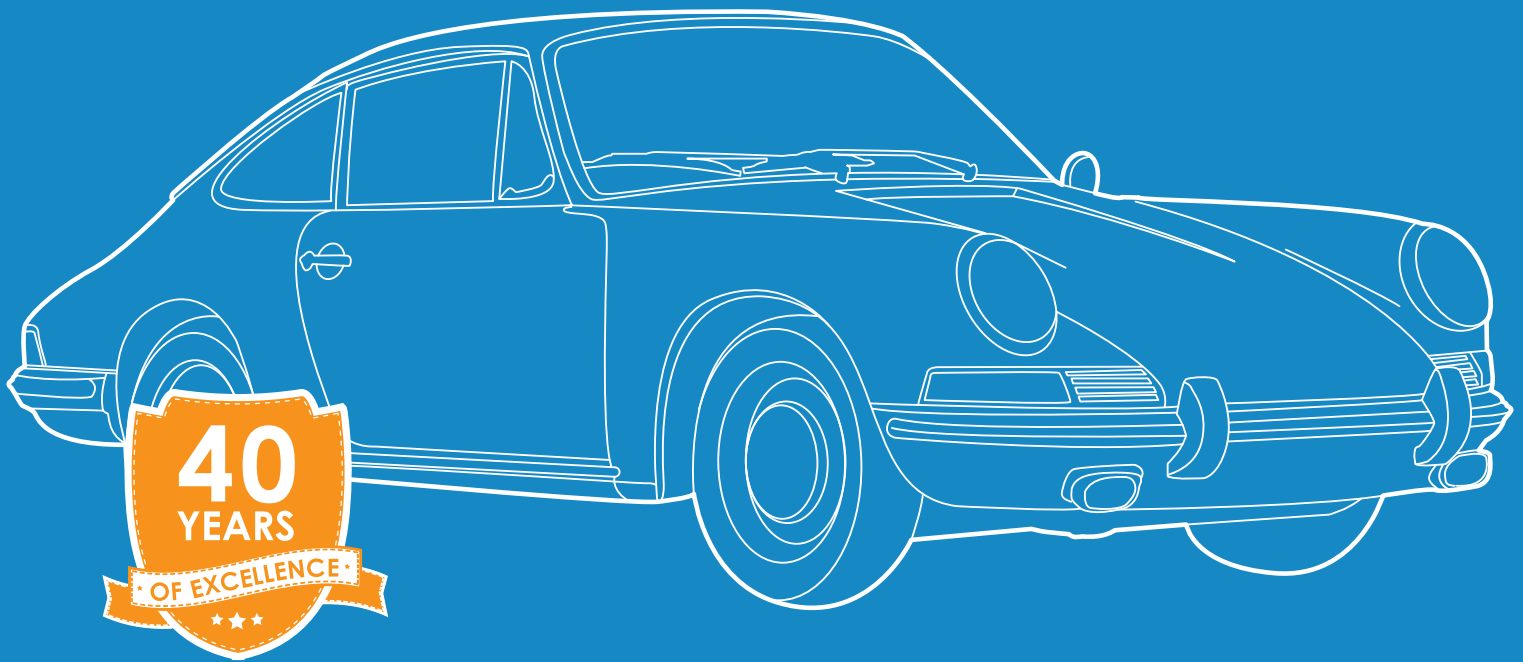
In the late 1980s, JJ undertook a restoration of the Cabriolet, including an engine rebuild, before moving south to the more clement climes of Florida in 1996, where the fine weather of the Sunshine State has obviously been kind to both of them. We suspect that there are still a good few happy miles ahead for JJ and his MIZTRIZ. **CP**

JJ Schaub (above left) has retained virtually every single piece of paper relating to his Porsche's history. His office is like a time capsule...

The salesman at AFN tried to dissuade JJ from buying the Super 90 model on the grounds that it might be too much for a Porsche novice to handle!



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MID-ENGINE MAGIC

The 914 was the first volume-production mid-engined Porsche. Sadly, despite a very promising specification and handling that set it above its siblings and rivals, it was ultimately doomed to suffer the consequences of internal politics between management in Wolfsburg and Stuttgart

Words: Keith Seume and Etienne Crébessègues
Photos: Etienne Crébessègues

Here's a sobering thought: until the launch of the Boxster in 1996, Porsche had only ever offered one road-going mid-engined sports car in its life. And here when we say 'road-going' we mean a model which was designed for volume production and intended for use on the road, rather than the race track.

Sure, the very first Porsche (good old Number 1) was mid-engined, but it was a one-off and never intended for production. There was the 550 Spyder in the 1950s, too, many of which saw limited use on the street – but they were never built in volume and were hardly suitable for regular road use. And the factory certainly didn't regard the 550 as a mass-market model. Then came the RSKs and their variants – yes, some were road-registered, but again they were serious competition cars, not weekend racers.

The 904 was – or could easily be – road legal, and was frequently seen in road-rally events, including the prestigious Monte Carlo Rally. But, again, it was not a production car in the true sense – it was a specialist, low-volume model better suited to competition than going to the shops or taking on holiday. So, for more than three decades – 1965 to 1996 – Porsche only had one mid-engined car in its line-up, and that was only available for barely seven years: the 914.

With the demise of the 356 following the launch of the 911 – the last 356s came off the line in April 1965 – there was a feeling in some corners that Porsche no longer offered a true entry-level model, as even the cheapest 911 was considerably more expensive than its predecessor. Dealers felt the effect most, noticing a reduction in footfall through the door as they had nothing 'affordable' to offer customers.

With initial interest in the 911 slower than might have been hoped, thoughts turned to producing a cheaper alternative, one which hopefully was sufficiently different so as not to take sales away from the flagship model, but also technically interesting so that it would arouse interest from serious buyers. The big problem was that to develop an entirely new car from scratch would be an expensive

exercise, and Porsche simply did not have the wherewithal to do this alone at this time.


The answer would be to do a joint project with a partner, and who better than Volkswagen, with whom Porsche had remained closely involved since day one. Volkswagen had its own problems, of course, not the least of which was its reputation for being a brand that relied on one model: the Beetle. The head of Volkswagen, Heinz Nordhoff, had come under fire from critics for not expanding the passenger car line-up – the commercial side of the company offered a wide range of models from campers to pick-up trucks, all based on the Type 2 Kombi, but as far as the Beetle was concerned, there was just a saloon and a Cabriolet to choose from.

Introduced in 1955, the Karmann Ghia coupé had been an interesting, if not particularly profitable, side-line, but it had done little to fend off the criticism that the company had been relying on the Beetle for far too long. It was costly to build and while it may have looked like one, it failed to deliver sports car performance. It was, sadly, a victory of style over substance.

In 1961, Volkswagen announced the Type 3 range – a Notchback saloon and a Variant, or Squareback, followed by a Fastback. There had even been a Cabriolet proposed but it didn't make it past the prototype stage. These were worthy cars but still there was a feeling afoot that Volkswagen needed a more sporting model to lift its rather dowdy image – even a second-generation rakish-looking Karmann Ghia (the Type 34) had proved a disappointment.







“The arrangement with Volkswagen was reputedly sealed with a handshake...”

Nordhoff wished to expand into the luxury sector with a new model, the VW 411, which led to the development of a new, more powerful engine – still an air-cooled flat-four, but with a capacity of 1.7-litres, which could then also be used in the contemporary Type 2 range. Or, of course, a sports car...

This was an idea which appealed to Nordhoff – the lack of Type 34 Ghia sales was probably the catalyst to the commencement of talks between Volkswagen and Porsche with a view to jointly developing a low-cost sports car that could be marketed by both companies. The major problem was where to build such a car, if the idea came to fruition.

This problem was solved when it was suggested that, as production of the Karmann Ghia was drawing to a close, Wilhelm Karmann GmbH at Osnabrück be tasked with producing bodies and assembling the cars. Karmann had had longstanding relationships with both VW and Porsche, the latter relying on the old-established coachbuilding concern to produce bodies for 356 and 911/912 coupés.

The arrangement between VW and Porsche was reputedly sealed with a handshake between Heinz Nordhoff and Ferry Porsche – this proposed that Volkswagen would supply its new four-cylinder Type 4 engine for use in its entry-level model, while Porsche would install the six-cylinder engine from the 911 in its own version. Porsche, though, wished to have closer control over production and the agreement was that, while VW would ship the engine and mechanical components to Karmann for assembly into the 914/4, Karmann would send bare bodies to Stuttgart for Porsche to build up as the 914/6 alongside the 911.

There remained the matter of styling. It has often been suggested that the 914 was styled by Gugelot Design in Neu-Ulm, some 90 kilometres from Stuttgart, but in reality much of the design work was carried out in-house by Porsche's own styling department under the watchful eye of Butzi Porsche and Heinrich Klein. Gugelot had, indeed, been working on a variety of sports car projects, which were shown to a number of manufacturers – Porsche among them – but none were

accepted as designs for the new joint venture with VW.

A number of clay models were made and offered up for assessment by the management team. Some were plainly ugly, others showed promise but weren't quite 'there', so to speak. The first proposal was for a roadster with nothing more than a vestigial windscreen and no roll-over protection at all. Next came a more rounded design with a distinct swage line along each side, which hinted at possible use of a two-piece glassfibre moulding.

By the middle of 1966, Porsche's stylists came up with a more angular design, which featured cumbersome dual headlights set high on the nose of the car. Another design suggested a lift-out Targa roof panel, but it was clear Butzi Porsche's and Klein's team were still having problems with the looks, even though they hoped the 914 would be ready for production within the next couple of years.

Yet another proposal featured a wide, flat front bonnet, with fold-away headlights – the door tops were cut away on this model, a feature seen on a number of earlier proposals. Overall it was clear the 914 would be unlike any previous Porsche, more angular and with proportions that reflected the mid-engined layout which had been decided upon at an early stage in the project, following the lessons learned by Porsche on the race track.

When it came to the matter of the drivetrain, the 80bhp 1.7-litre Volkswagen Type 4 engine was the obvious choice for the lower-priced model, used in conjunction with Porsche's 901-series five-speed unit. Porsche opted to use the 2.0-litre 110bhp 911 engine in its version, the 914/6, which was sufficiently powerful to set it apart from its VW-powered sibling but not so powerful that it would embarrass the flagship 911.



Heinz Nordhoff fell terminally ill. He had been due to retire within two years and had already appointed his successor, Kurt Lotz, who was to work alongside Nordhoff during those final two years at VW.

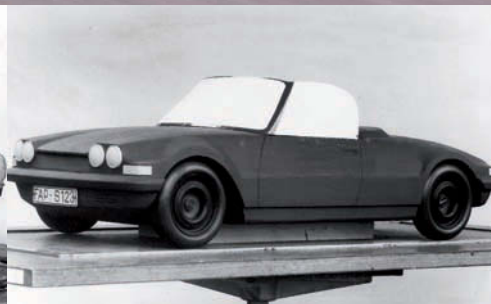
But Nordhoff's condition became more serious in the summer of 1968 and he passed away in April the following year. This left the 914 project in something of a turmoil as Lotz, an industrialist rather than a motor industry expert, did not share his predecessor's passion for the venture.

However, he did see the worth of maintaining close links between the two companies in terms of engineering design, and his promise of closer ties led to Porsche investing a considerable sum into expanding its test facility at Weissach.

The entire front suspension assembly from the 911, torsion bars, cross-member, struts and all, was used on the 914, although the front hubs were changed on the 914/4 to allow the use of cheaper VW 411-sourced disc brakes. The 914/6 used 911-style brakes all round. The rear suspension caused a few headaches as mid-mounting the engine meant that transverse torsion bars could no longer be used. As a consequence, Porsche chose to use coil-over rear damper units instead.

All was looking good for a 1968 production date when

Several designs were put forward, the first of which was a slightly bizarre roadster. Dual headlights and cut-away doors never made it into production





Mid-engined layout meant there could be no rear seats, but cockpit ended up being very spacious. However, engine access was limited. Front luggage space had big capacity, while Targa roof panel could be stored in second luggage space at the rear



Lotz was amazed to discover that no formal detailed contract existed between VW and Porsche, and he insisted on sticking to the letter of the agreement, which he felt made it clear that the 914 was first and foremost Volkswagen's project. Porsche, for its part, was very keen to keep control of the 914/6 as a second string to the 911.

As part of the process of selling the new car in North America, Porsche agreed to hand over the sales of its products in the USA to Volkswagen, which would then create a new offshoot, the Porsche + Audi Division. Volkswagens, however, would continue to be sold through the existing dealer network. To cement the deal, a new company was formed back in Germany, called VW-Porsche Vertriebsgesellschaft GmbH, or 'VG' for short.

This was owned on a 50/50 basis by the two parent companies, and a 17.3-acre site was acquired at Ludwigsburg to the north of Stuttgart, to accommodate a new sales and spares operation in a modern purpose-built industrial unit.

This move, along with what was happening in North America with the Porsche + Audi division, gave rise to (unjustified, as it turned out) speculation that Porsche was going to be taken over by Volkswagen.

The joint venture worked out fine but for one thing: costs. For seemingly inexplicable reasons, Volkswagen demanded that Karmann charge Porsche more for its supply of 914 bodyshells than it did for the 911 bodies. The thinking behind this turned out to be because Volkswagen regarded the 914 as a low-volume product, with high development and tooling costs, and the only way VW could recoup these was to increase the cost of the basic components, namely the bodyshells supplied to its partner!

The 914 soldiered on into production, the four-cylinder model





seeing further development as Volkswagen expanded the Type 4 engine range. The original 1.7-litre engine was followed by a 1.8-litre version, which was ultimately overshadowed by a 2.0-litre unit. The 'sixer', however, underwent virtually zero development at the hands of Porsche, remaining resolutely a slightly underwhelming 110bhp second cousin to the 911.

But this is not to suggest in any way that the 914 was a failure – far from it. It was a victim of politics and financial burdens, and a poor marketing strategy that only served to confuse dealers and customers alike. In Europe it was sold as a VW-Porsche, but was badged simply as a Porsche in North America. However, at no point in the model's production did a 914 ever proudly wear the Porsche crest. That in itself was quite a statement.

Aside from the competition variants, the 914/6GT and the ultra-rare 916, the 914/6 remains the most sought-after of

all. Even though it can't match the straightline performance of a contemporary 911, it will run rings round it on a cross-country blast. The handling is impeccable – until the absolute limits are reached, and exceeded. Then hold on tight, for the inevitable spin will happen very quickly!

Having owned an original example, we can confirm the 914/6 is quite possibly the most underrated Porsche of all. Because of its rarity today, too few people ever get to experience the pleasure of driving such a wonderfully balanced car. Between 1969 and 1976, some 115,646 examples of the 914/4 were built, compared with just 3332 'sixes'. That makes it a pretty special Porsche in our books, and one which we wish we still owned. **CP**

Thanks to Art Restoration, Strasbourg, for the use of their 914/6 for the photos. Log onto www.art-restoration.eu

Steel wheels were standard, with 14in Fuchs alloys as an option. Gauges were similar in design to those of the 911. Porsche lettering (above) but no Porsche crest to be seen...





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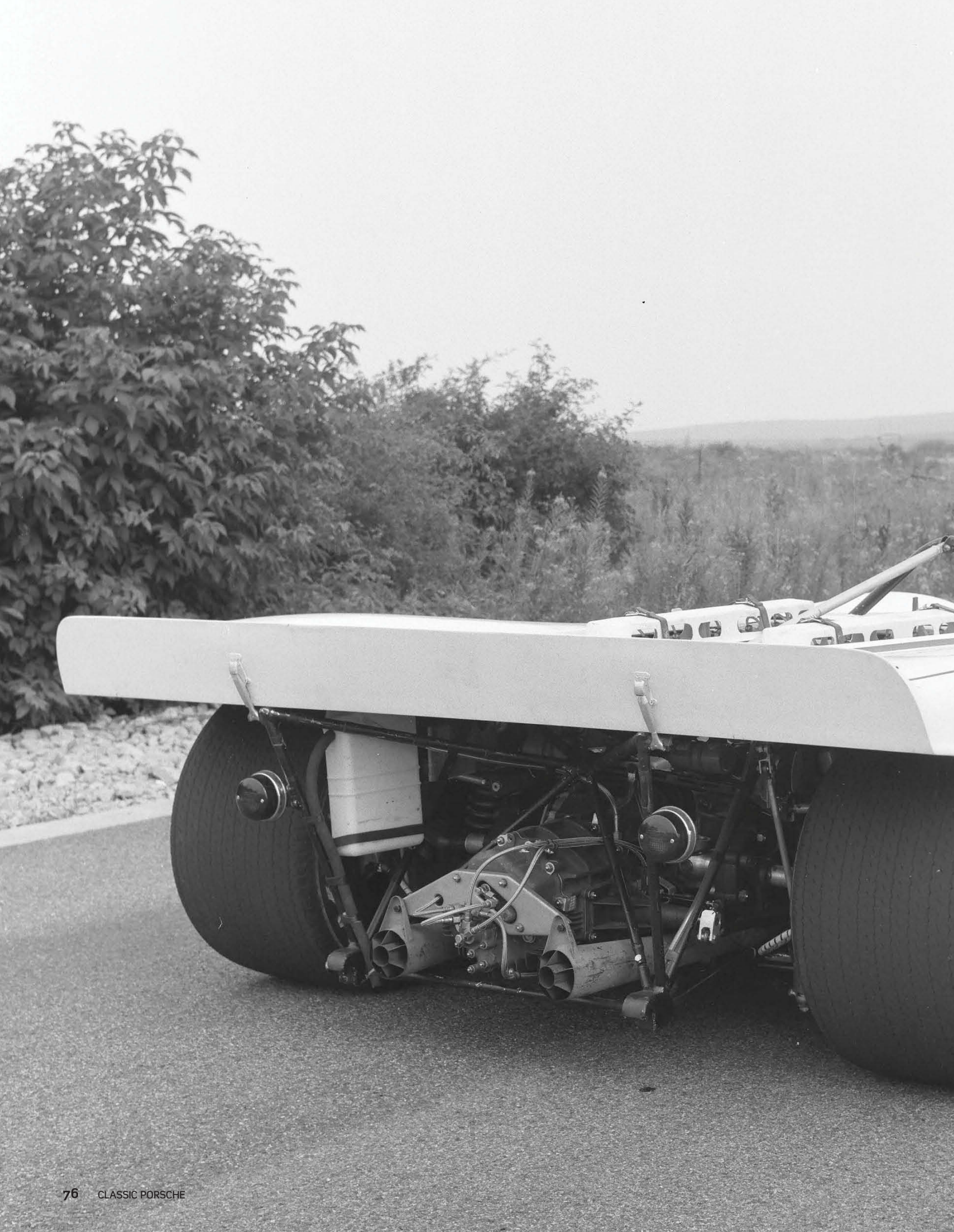
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ALONG COMES A SPYDER...

The Porsche 917 PA Spyder was one of the most interesting cars of its time. Rolled out under the cover of a 'private team', its task was to give Porsche the chance to gain experience in the Canadian-American Challenge Cup, ahead of a full factory-backed assault

Words: Roberto Motta
Photos: Porsche Werkfoto
& Porsche Cars North America

During the 1969 season, in response to the requests from the American importers Porsche-Audi, Johnny von Neumann, and the Swiss driver Joseph Siffert, Porsche began its adventure in the Canadian American Challenge Cup (Can-Am), a championship governed by few simple rules.

Derived from the FIA Group 7 category, Can-Am left great freedom for designers to exploit new fields in aerodynamics and develop engines with unrestricted capacity: there was no limit for the turbocharged engines, no set minimum weight and few other technical restrictions. The idea was to compete in the new championship in order to assess the chances for a full factory entry – and support the sale of the new VW-Porsche 914.

The new car was essentially a 917 without the roof, and was designed by Anatole Lapine, but only after Hans Mezger and Horst Reitter had taken a drawing, and underlined with a red pen, the necessary changes that would need to be made to the 917's tubular frame. The principal modification was to accommodate a 195-litre fuel tank, in place of the 140-litre tank normally mounted in the 917 coupés.

The new Spyder featured a streamlined body derived from 908/02 'Flounder', and was given the title 917 PA (*Porsche-Audi Vertriebsgesellschaft*, or the Porsche-Audi Division of Volkswagen of America). With only two examples built, it was one of the most interesting cars of its time, retaining the mechanical specification of 917-009, the winner – with Jo Siffert and Kurt Ahrens Jr at the wheel – of the 1000 km Zeltweg. This included the Typ 912/0 4494cc engine. The 917 PA had a wheelbase of 2300mm and weighed 775kg – just 30kg less than the coupé – and had a top speed of 300kph.

Let's look at the 'heart' of the 917 PA: the Typ 912/0 was an air-cooled flat-12 with twin overhead camshafts per bank of cylinders and mechanical fuel-injection. The engine retained many elements of the engine previously used in the 3.0-litre 908, such as bore and stroke (85mm x 66mm), the length of the connecting rods, valve sizes, and dimensions of the intake and exhaust.

The crankcase was made of a magnesium alloy, and was split vertically along its centreline. The crankshaft

917 PA Spyder, chassis number 917-028, at Porsche's Weissach test facility shortly after completion for Jo Siffert to drive in the Can-Am series



was made of stainless chromium-nickel-molybdenum and consisted of two parts between which drive was taken to the transmission and items such as the oil pump. The connecting rods, forged in titanium alloy, were used with forged pistons which featured domed crowns and three rings: two compression and one oil-control.

The individual cylinder heads for each cylinder were cast in aluminium alloy, with hemispherical combustion chambers accommodating two valves set at an inclusive angle of 65°. The intake valve had a diameter of 47.5mm and was made of titanium, while the 40.5mm exhaust

The frame was built from welded aluminium tubing to which was attached the fully independent suspension, with wishbones, coil-springs and coaxial dampers all round, and longitudinal control arms at the rear. Anti-roll bars were also used at both ends.

The 917 PA was equipped with 15in-diameter light alloy rims, with a width of 10.5J at the front, and 15J on the rear. Tyres were 4.25/10.20x15 and 12.5/26.0x15, front and rear respectively. It had a wheelbase of 2300mm, a length of 3905mm, a front track of 1526mm and rear of 1533mm, and a maximum height, excluding the exposed

All ready for shipping off to America for its first outing in the Can-Am series. Porsche-Audi was the name given to the new distribution network in North America

“ 917-028 was built to assess the chances of a full factory entry in Can-Am... ”

valves featured sodium-filled stems to dissipate heat more efficiently. Each bank of cylinders featured gear-driven double-overhead camshafts mounted in separate carriers bolted to the cylinder heads. The cylinders were forged aluminium with chrome-plated bores, these being porous so as to retain the oil and improve lubrication.

The engine used a dry-sump oil system (with a 20-litre tank), comprising a main system consisting of a feed pump and two scavenge pumps, with a secondary system consisting of four more smaller scavenge pumps to recover oil from the top end of the engine. The engine was cooled by a 330mm-diameter GRP fan driven off the crankshaft via a vertical shaft.

With a compression ratio of 10.5:1, and fired by a transistorised ignition system and fed by Bosch indirect injection, the Typ 912/0 engine produced 560bhp at 8300rpm and to develop torque of 360lbft at 6800rpm.

The engine was coupled via a multi-plate dry clutch to a Typ 917 transmission, which featured four forward speeds, plus reverse, and a self-locking differential.

roll-over bar, of 730mm.

The project started right after the Le Mans 24 Hours in June '69, and was based on the premise that Porsche would provide the car, a small team of mechanics and, of course, the driver, and that the new division of Porsche-Audi Volkswagen of America would support the Can Am operation on home soil. To this end, the first 917 PA was completed on 3rd July 1969; with the chassis number 917-027.

After the presentation launch, 917-027 was driven by Jo Siffert for the first test laps on the Weissach track, then the car was used in comparative tests with the 917 coupé at both Weissach and Zeltweg by Brian Redman and Jo Siffert, and test pilot Herbert Mimmler, known as 'the old Mimmler'.

At the same time, in the Werk 1 workshop at Zuffenhausen, the second 917 PA was completed, receiving the chassis number 917-028. This car was built in order to assess the chances of a full factory entry in Can-Am races.

After the first tests, the engine of 917-28 was further

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tuned to produce some 580bhp at 8400rpm and, after it was approved by Siffert, the car was sent to the USA where it took part in seven of the eleven Can-Am championships races, the first of which being the Mid-Ohio 200 held on 17th August 1970

The car was entered by the Porsche-Audi Competition Department of California and driven in a masterly way by Siffert, who finished fourth overall behind the McLaren M8B Chevrolets of Denny Hulme and Bruce McLaren, and the Ferrari 612P piloted by Chris Amon.

In the successive championship races, which took place on 31st August and 14th September at Elkhart Lake and Bridgehampton, 917-028 started from sixth place on the grid: in the first race the engine failed but it finished third in the second heat.

In the following races, starting with the event at Michigan, the PA-028 was beaten only by the official McLaren team cars and obtained two 4th places in Michigan and Texas, and a 5th place at Laguna Seca. The PA was black flagged, for an oil leak, during the following race at Riverside, and finished fourth in the Texas International Grand Prix.

Thanks to the results obtained in these seven races, Porsche finished fourth in the Can-Am championship despite having 'only' 580bhp compared to over 640bhp provided by the 7.0-litre Chevrolet engines used by the

main rivals. It's also worth bearing in mind that the front-running Can-Am cars also weighed as much as 100kg less than the 917 PA... In addition, The PA-Spyders used a tubular chassis, while the front-running Can-Am cars used a monocoque chassis.

Aware they didn't have a winning car at this stage, Porsche's management decided to forego entering the 1970 Can-Am championship, and spent the following season on the development of the 917 coupé, with which they won the World Sports Car Championship.

On 30th September 1969, Porsche sent out a press release announcing that for the next season, the works cars would race under the flag of John Wyer's JW-Gulf racing team.

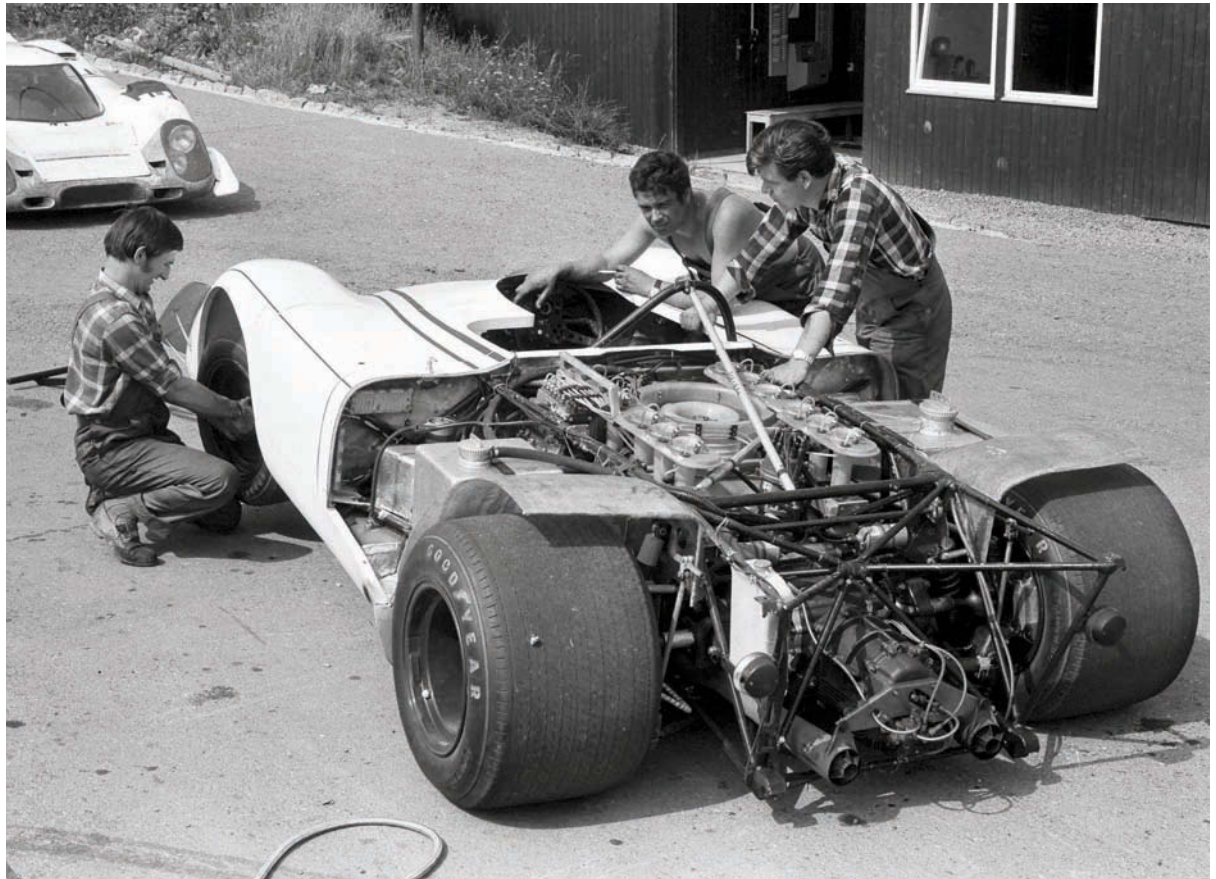
The first test of the new team took place on 14th-17th October at Zeltweg and, at approximately the same time in the USA, 917-028 was robbed of its engine and transmission and then found its way into Vasek Polak's garage in Southern California.

Racing with Vasek Polak

At the end of the 1970 season, Vasek Polak decided to upgrade 917-028 and participate in the '71 Can Am Championship with Milt Minter at the wheel. It lost much of its original and beautiful bodywork, receiving a new short and stubby body; the frame was stiffened and



Ready for testing at Weissach (right), with mechanics Lämmie, Muzoli and Jörg on hand to prepare chassis number 917-028 for Siffert to drive. In the background is a 917 coupé used for comparison purposes



Left: Brian Redman retired from the 1972 Monterey Castrol Grand Prix held at Laguna Seca with a blown engine. This was the second to last event for Redman and 917-028

equipped with the new Typ 912/11 engine (with 499cc and 630bhp).

The car, with Minter at the wheel, took part in seven races at St Jovite, Road Atlanta, Mid-Ohio, Road America, Donnybrooke, Laguna Seca and Riverside, and finished the season in sixth place overall in the standings.

During the same season, in Germany, the sister car (917 PA-027) contributed to the long development process of the new experimental modular flat-16 engine, although neither the engine or the car were ever used in a race.

In 1972, 917 PA-028 was again updated with a new 5.4-litre Typ 912/12 engine. In the hands of Sam Posey, it took part in two events: Laguna Seca, where it finished fifth, and Riverside, where the car was forced to retire with gearbox failure.

In 1973, it was modified yet again. Initially the car retained the aspirated engine but equipped with the rounded body of the 917/10. In the hands of Steve Durst, the 917 PA was entered in competition as a 'Porsche 917/10', and took part in races at Mosport, Road Atlanta, Watkins Glen and Mid-Ohio.

The PA-028 achieved its best performance with a fifth place in the race at Mosport. After the race at Mid-Ohio,

the car returned to Polak's workshops to be subjected to one final radical transformation.

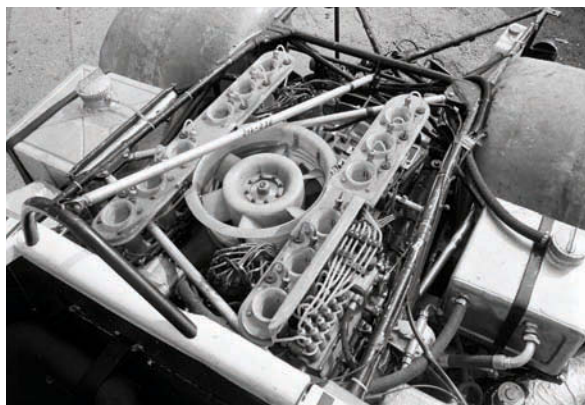
Entrusted to specialists Gustav Nietzsche, Kurt Lanschutzer and Alwin Sprinter, the car was equipped with a twin-turbo 912/52 engine, with a capacity of 5374cc, pushing out close to 1100bhp, while the body was replaced by the same updated body used on the 917/10, with a spoon nose and cantilevered tail wing.

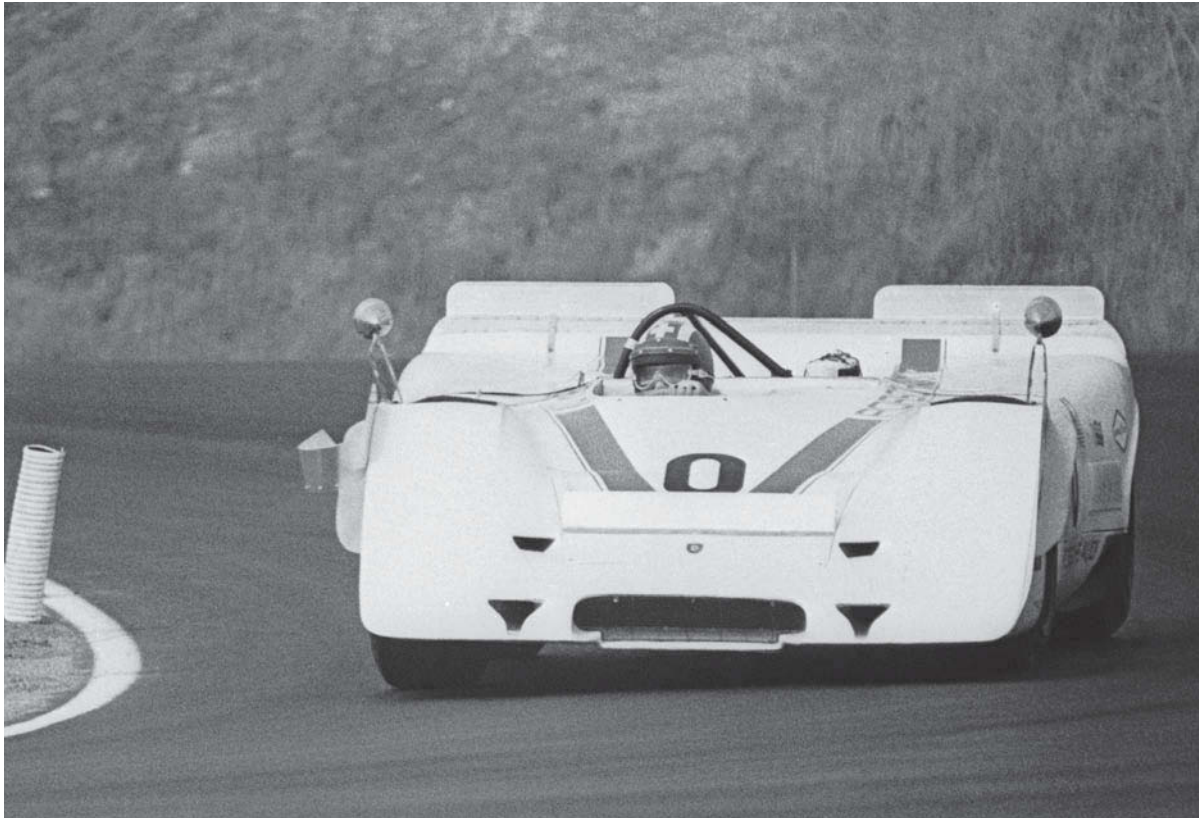
The car was driven by Brian Redman in the last two championship races. In an interview in 2009, Redman said: 'I tested this car at Willow Springs and then raced it at Laguna Seca where I finished the sprint race in second place behind Mark Donohue – but then I broke the engine in the final race.

'Then we came to Riverside and through the fastest section onto the long straight, I got a very nasty wiggle on. When I got back to the pits the guys looked at the car and saw what was broken. They exchanged worried glances that made me think.

'I had a terrible night – I could not sleep because I remembered the worried expression of my mechanics. The next morning I said to Vasek, "I don't want to drive it, because I don't think that the car is very safe." Vasek

Right: The 4.5-litre naturally-aspirated engine remained largely unchanged from when it was used in the 917 coupé. Cockpit layout (far right) was similar, too, but restricted at shoulder level by the aerodynamic bodywork, which infringed on the driver's compartment





Left: Jo Siffert at the wheel of 917-028 - he drove this car in seven events during the 1969 season, finishing no higher than third, and with two retirements

Right: Steve Durst drove the car four times in 1973, finishing seventh overall in the two-heat race at the Carling Road America event in Atlanta

said to me, "Brian, if you don't want to drive it, you don't have to but the guys have worked hard all night to repair the car." I felt bad, so I agreed to drive.

In the sprint race on Saturday, I finished second behind Mark Donohue and his 917/30. Then, during the Sunday's race, when I was running second behind Donohue, my car suffered mechanical failure in the same point on the track.

I missed hitting the barrier by a whisker, but this was enough so I went back to the pits. This time I looked closely at the car and saw that the bottom right wishbone mounting bracket had broken, and was cleanly detached from the frame.

It was only at this point that I recognised that this car wasn't a regular 917/10, because that car had parallel links at the bottom while the original 917 just had a single pickup point - and that's why it had broken.

I asked Vasek for an explanation and he said "This is Jo Siffert's 1969 Can-Am car. We fitted an 1100bhp engine, copied the bodywork from Scheckter's car and made a replica of a 917/10!"

After the race at Riverside, the PA-028 was again deprived of its engine and transmission, and abandoned in Polak's workshop. In 1991, what remained of the car was bought by the Collier Automotive Museum located in Florida, where it became the subject of a long restoration

with the target to rebuild the 917 PA-028 in the same condition in which it had competed in 1969.

Since then, the 917-028 was stored in the museum, only leaving to attend the most important events reserved for historical cars, starting with the Goodwood Festival of Speed in 2009.

When Redman was invited to drive the 917 PA-028 at Goodwood, a shakedown at the Targa Club meeting in Palm Beach was organised in February 2009, which proved to be a disaster. Redman explained it this way: 'It was the first time I'd seen 917 PA-028 in its original configuration. When the car was ready, I prepared myself for the first tests. I did two slow laps and then I went into the pits to check for oil leaks, tyre pressures and everything else.

'Then I left the pits for some fast laps. At the fourth corner, when I braked hard, the right front brake disc became detached. I tried to turn the steering wheel to spin the car but instead I hit the barrier. I suffered a few bruises, but the car was badly damaged. Fortunately, it was repaired in time to participate in the Festival of Speed, which proved a great success.'

Since then, 917 PA-028 has participated again at Goodwood, driven by Brian Redman and Murray Smith, once more enthralling the fans with its clean lines and the fabulous sound of its flat-12 engine. **CP**



Left: Sam Posey at the wheel of the rebodied 917-028 at Riverside in the 1972 Los Angeles Times 15th Annual Grand Prix, where he was forced to retire with gearbox problems

“In 1991, what remained of the car was bought by the Collier Automotive Museum in Florida...”



Porsche 917 PA-028 Can-Am

1969 Season

Event	Engine	Entrant	Driver	Race No	Results
Mid Ohio Can-Am, 17 Aug 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	4th
Elkhart Lake Can-Am, 31 Aug 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	Retired Blown Engine
Bridgehampton Can-Am, 14 Sep 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	3rd
Michigan Can-Am, 28 Sep 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	4th
Laguna Seca Can-Am, 12 Oct 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	5th
Riverside Can-Am, 26 Oct 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	Retired Oil Leak
Texas Can-Am, 9 Nov 917 PA-028	typ 912/00 (4494cc)	Porsche Audi - USA	Jo Siffert	0	4th

1971 Season

Event	Engine	Entrant	Driver	Race No	Results
Ste Javite Can-Am, 27 Jun 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	8th
Road Atlanta Can-Am, 11 Jul 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	5th
Mid Ohio Can-Am, 22 Aug 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	6th
Road America Can-Am, 29 Aug 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	Did not start - engine
Donnybrooke Can-Am, 12 Sep 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	7th
Laguna Seca Can-Am, 12 Sep 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	5th
Riverside Can-Am, 31 Oct 917 PA-028	typ 912/10 (4907cc)	Vasek Polak Racing Inc	Milt Minter	0	6th

1972 Season

Event	Engine	Entrant	Driver	Race No	Results
Laguna Seca Can-Am, 15 Oct 917 PA-028	typ 912/12 (5374cc)	Vasek Polak Racing Inc	Sam Posey	20	5th
Riverside Can-Am, 29 Oct 917 PA-028	typ 912/12 (5374cc)	Vasek Polak Racing Inc	Sam Posey	20	Retired Gearbox

1973 Season

Event	Engine	Entrant	Driver	Race No	Results
Mosport Can-Am, 10 Jun 917/10-028	typ 912/11 (4999cc)	Vasek Polak Racing Inc	Steve Durst	3	5th
Road Atlanta Can-Am, 8 Jul 917/10-028	typ 912/11 (4999cc)	Vasek Polak Racing Inc	Steve Durst	3	7th
Watkins Glen Can-Am, 22 Jul 917/10-028	typ 912/11 (4999cc)	Vasek Polak Racing Inc	Steve Durst	3	7th
Mid Ohio Can-Am, 12 Aug 917/10-028	typ 912/11 (4999cc)	Vasek Polak Racing Inc	Steve Durst	3	10th
Laguna Seca Can-Am, 14 Oct 917/10-028	typ 912/52 (5374cc Turbo)	Vasek Polak Racing Inc	Brian Redman	3	Retired Blown Engine
Riverside Can-Am, 29 Oct 917/10-028	typ 912/52 (5374cc Turbo)	Vasek Polak Racing Inc	Brian Redman	3	Retired Suspension

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PASSION FOR PORSCHE

Located just over the River Tamar in Cornwall, Williams-Crawford has expanded from quality Porsche sales into a thriving restoration and service operation

Words and photos: Keith Seume

I can remember sitting on my bike outside my father's motorcycle shop when a friend of his turned up in a brand new 930 Turbo in light green metallic. I thought it was the most fantastic thing on earth. My dad then started buying the odd Porsche and I enjoyed driving them.'

The words are those of Adrian Crawford, one half of the Williams-Crawford partnership, which has developed an enviable reputation as one of the UK's foremost independent marque specialists. He takes up the story: 'On my desk I had a photo of EUF 307L, a 1972 2.4 911E which was my first Porsche – what I liked about them was that I couldn't break them. Everything else I drove I used to wear out or break! The love affair grew with the German marque until, in 1991, he decided to open his own business.

He began by buying and selling Porsches, but then

decided to start importing them himself from Germany where he recalls being able to buy top quality, low-kilometre cars for approximately two-thirds of the price of the equivalent RHD model in the UK. In those early days, he would buy his cars in Germany largely over the telephone from two or three good sources. As he says, not many people were going to Germany to buy Porsches back then.

'This is where my business partner, Richard (Williams) comes into the picture,' says Adrian Crawford. 'He ran a business about a mile away and, after introducing himself, began looking after my service requirements. For the next 15 years, I'd be running my business while he did all the servicing.'

Then located in Hatt, a small village outside Saltash in Cornwall, Crawford concentrated on selling both right- and



left-hand drive 911s, mainly classics but some 'moderns', too.

Richard Williams' background was in many ways similar to that of his partner: 'My father and grandfather ran traditional garages, and I was all set to go and work in the family business until I was informed that, no, an apprenticeship was the way to go. I got an apprenticeship with a Lancia dealer in Plymouth where eventually I became the Integrale specialist.

direction, so it seemed only logical that they should think about combining resources and going into business together. And so, Williams-Crawford was born and, in Crawford's own words, 'It's grown massively'.

Despite what some might consider a remote location just over the River Tamar from Plymouth in a modern unit at Saltash, the company has an international clientele – that's one of the major benefits of the internet, a resource

“It seemed logical that they should think about combining resources and going into business...”

'I left there and went back to the family business until we opened a new garage in Hatt in 1995. It was a traditional garage with workshops, car sales and a petrol forecourt – it was through that I met Adrian.'

About three or four years ago, with their respective businesses doing just fine, the two began to feel a little jaded – they both felt the need to expand in a new

which Williams-Crawford exploits to the full. The retail side of the business is split pretty much 50/50 between classics and more modern Porsches, with the occasional 'interloper' appearing if part of a deal with a customer. While we were there, for example, a potential customer arrived in an Aston Martin DB9, while a Ferrari F40 appeared on the company's Facebook page a day or so later.

Above: 356B coupé and 911SC-based backdate demonstrate the variety of early cars which pass through the large, well-appointed workshop

Above right: customers' cars await attention outside the modern unit at Saltash, Cornwall

Right: Richard Williams (left) and Adrian Crawford are the names behind the business. Both have years of experience in the Porsche market





Far left: Becky Turner at work on the 356B coupé currently in the workshop

Left: Altogether, Williams-Crawford has a staff of 15 (two were off that day), handling car sales, service, restoration and parts sales

The latest facet to this rapidly expanding business is a restoration facility, which is taking off in a big way. 'We had the opportunity of employing someone who is really, really good, with a broad knowledge of early cars, and that side of the business has now evolved into a "bespoke Porsche" operation, where we can build a car to a customer's specification and budget,' says Crawford.

The restoration business is really taking off, under the watchful eye of Graham Kidd. 'Moving to the new facility three years ago has allowed us to expand this side of the

was ordered without a ducktail spoiler – an unusual choice outside Germany. This car is, we have to say, among the best RSs we've ever seen.

Alongside the RS in the spacious and recently revamped showroom is an RSR-inspired hot-rod in white with red graphics, while a beautiful silver 1972 911S awaits a new owner, too. On the wall, huge blow-ups of period race photos give a great atmosphere.

Although restoration work is becoming a major part of the workshop business nowadays, Williams-Crawford will

“ The latest facet is a restoration facility, which is taking off in a big way... ”

business,' says Williams. 'We have five techs (mechanics) working here, two of whom – Graham and Becky – specialise on the restoration side.' Adrian Crawford's self-professed speciality is the late '70s, '80s and '90s-era cars, while Richard Williams tends to look after the moderns. Graham Kidd is the expert on the older cars.

Graham's been involved with the classic Porsche scene for many years, and has a lot of experience with early 911s and, most notably, 356s. He's just completed the sympathetic restoration of a 1973 Carrera RS, a right-hand drive UK-sold car in Glacier Blue. What makes this RS particularly interesting, aside from the rare colour, is that it

handle regular servicing of all models, young and old. We recently took our project car there for an oil change and general check-over prior to its final rolling road session. We left it in the capable hands of Dean Burfoot, whose knowledge and passion for Porsches is clear for all to see.

In the workshop during our visit was a rather nice 356B alongside which sat a fresh bespoke build for a customer. Based on what was originally a 911SC Sportomatic, it now has all the character of a pre-impact car, but with the heart of a later 3.2 Carrera engine upgrade. Nearing the end of the build process, it was down to Graham to sort out the last details, such as cockpit wiring and interior refit.

Below: Graham Kidd has a ton of experience on early Porsches, especially 356s. He's tasked with overseeing the restoration side of the business, along with bespoke builds. He's now adding the finishing touches to a customer's Carrera 3.2-engined 911SC backdate project



Right: Dean Burfoot is the main man when it comes to the engines. He's all set to rebuild the engine of Adrian's own 2.7 911 Targa

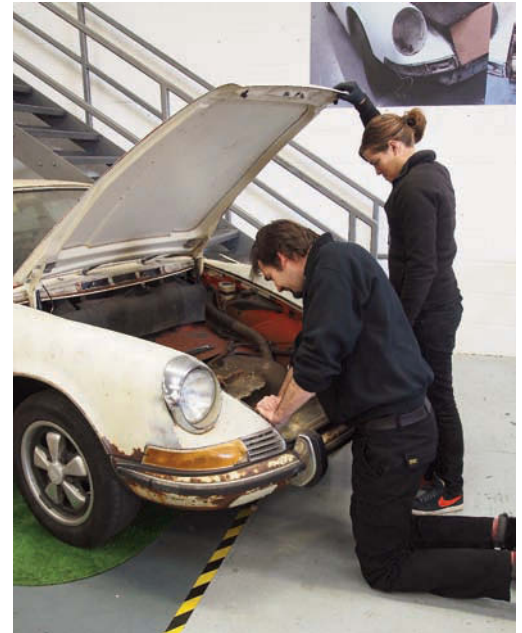
Far right: Graham and Becky check out the next major project - a totally original, but rusty, SWB 911

CONTACT

Williams-Crawford Ltd
Forge Lane
Moorlands Trading Estate
Saltash
Cornwall
PL12 6LX

Tel: 01752 840307

Web: williams-crawford.co.uk



You'd imagine that every customer would be eager to spend time with their projects, or be on hand to personally choose their new Porsche from the ever-expanding stock. But as Adrian Crawford says, it's not at all unknown for some customers to only ever make contact over the telephone, happy to leave their purchase (or rebuild) in the hands of the business, such is its reputation.

Many are repeat customers who, content with past deals, are quite happy to await the call to say their car is ready before either heading over to collect it, or arranging delivery. One customer last year flew in from Italy, collected his freshly-restored Targa and then drove it straight back home without a moment's doubt.

'We want to be really open about everything,' says Crawford. 'If we have a customer who's interested in a particular car, we'll spend time with them going through the good, the bad and the ugly. We'll tell them what we will do, what we think ought to be done and what might need to be addressed in the future. We give people a clear idea of what needs to be done, and when - that's key.'

'If we feel a car might need a sense of humour to get

home, then that's what we'll tell the customer. It protects him from any nasty surprises and also protects us, too. The last thing we would ever do is over-sell a car.'

Not, we suspect, that many cars will need a sense of humour - the reason people drive away from Williams-Crawford with a grin on their face is more likely down to the delight of buying their dream car, be it a resto project or a concours-standard restoration.

Over the last few years, Williams-Crawford, like other businesses in the same market, have witnessed an increase in values across the board. Even previously unloved late-model Porsches, like the mechanically-challenged 996, have seen a levelling, or increase, in values as classics become more and more expensive.

'I don't necessarily see this as a bad thing,' says Adrian Crawford, 'but while strong prices mean they can be a good place to invest money, the best reason of all to buy a classic Porsche is because you really, really want one. That's the very best reason of all...' We couldn't agree more and found it refreshing that someone else feels that driving old Porsches is far more fun than driving profits... **CP**

Below: RSR-styled hot-rod is on display in the showroom - it could be yours, or you can order one to your specification

Below right: Incredible UK-market RHD Carrera RS has just been the subject of a detailed yet sympathetic restoration. It's stunning





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SPECIAL UPDATES

Strictly-speaking, it's not a Porsche, but our resident 356 racer Steve Wright's Okrasa-engined special is in the spirit of the many Porsche-based one-offs that were raced in the 1950s. It's getting one step closer to race-readiness...

Words & Photos: Steve Wright

We've taken a major step forward with the Okrasa Special this month – the car went off to Andy Robinson Race Cars near Basingstoke in Hampshire (telephone 01256 883057) in September to prepare it for racing.

You may recall Andy and the team installed the beautifully made roll-cage in the 356 racer and did a host of other small fabrication jobs which transformed the car. They build front-running race cars (both modern and

historic) so are ideally placed for the complexity and one-off nature of the Special.

I removed the buck for ease of work and was reminded how small the car actually is – I'm going to be wearing this thing rather than driving it! Anyway, the first job has been to install a period-looking but FIA-compliant six-point roll cage, with the main hoop acting as a divider between the engine bay and cabin.

The 'cage mounts to the top of the chassis tube that

Latest work includes fabricating a new knee bar, which doubles up as a support for the steering column, the angle of which has been changed to suit Steve's preferred driving position – and stature!



Andy Robinson (left) is one of the UK's leading race car fabricators, with a long track record of building championship-winning drag cars and successful historic circuit racers. Ian Clark (right) is the engine man on the project – and what a project it's turning out to be!



Winter work has included fabricating a whole new roll-cage that is designed to hug the tight confines of the little mid-engined special. A new bulkhead was also fabricated, with a removable window section to improve engine access. New seat mounts offer better lateral support

divides the cabin from the engine bay and is flush with the roof to maximise headroom and space in the cabin. It will feature two harness mounts for the driver and passenger, and the headrests on either side will simply be attached to the aluminium bulkhead.

The side bars were necessary to tie the front and rear hoops together, obviously, and follow beautifully the contours of the chassis, but they do further restrict entry to the car, so it's now a 'bum first, legs second' method of entry. Not the most elegant but then this is a race car, not something that requires an elegant exit or entry.

Andy also used the main hoop as the fixing point for the top half of a bulkhead dividing the cabin from the engine bay, but whose lower half also provides a firewall between

ergonomics, although they re-used the original ally panel to keep a period look and feel to the cockpit of the car.

We realised as well that the front beam needed more caster as it only had two degrees' worth. It's not a simple fix, though, as the torsion bars are welded to the chassis tubes, much like on the Porsche 356 and 550 Spyder. The beam was removed, caster shims installed to give six degrees and then welded back on. While the steering worked fine it made for an odd feeling and a constant shuffle to bring the car out of the apex of a corner.

The team also modified the driver's seat to lower the position so I could get in with a helmet on, something I couldn't do with the way it was originally configured. They've also created side bolsters on the bulkhead to

“The torsion bars are welded to the chassis tubes, much like on the Porsche 356 or 550 Spyder...”

the petrol tank and cabin, as the original set up would never pass scrutineering – having the petrol tank in the cabin of the car might have been acceptable in period but today the appetite for risk is substantially reduced!

I take a slightly different view which is that if the petrol tank I'm sitting on does split and leak fuel then that's the least of my worries. Why? Well, it's housed in the centre of the car and protected by a six-point roll cage, so I'm almost certainly beyond help and fire is almost neither here nor there!

Nevertheless, it was a change that had to be made, so in best Colin Chapman style we built it as close to the petrol tank as possible and made it double in duty as the bulkhead between the cabin and the engine bay, along with a Porsche 904-style rear window. We split the bulkhead in two as the lower half will be riveted in place but the top half is completely removable so we can get to the engine more easily.

Next the team installed a knee-bar and new steering column as the original steering wheel was too close to my chest and too upright. The original knee bar was part of the chassis but has now been swapped for a much more substantial version that is now integral to the roll cage to improve strength and rigidity. It made sense to move it forwards at the same time to improve leg and knee room.

While fitting a new bracket for the column, Andy and the team altered the steering column angle to give better

support my body from lateral movement. We'll finish the seat off by making up a foam insert and then cover it in period material.

Unfortunately, we found a small amount of corrosion in one of the fabricated rear trailing arms, so we elected to replace both. It would probably have been fine in a road car, but in a race car you're putting so much more stress through the suspension it made sense to renew these. The coil-over dampers also had corrosion so we will replace them, too.

Finally, Andy completed the petrol tank set-up. The original tank was made by a specialist back in 1959 but because the bodywork wasn't finished the tank spout was simply left as an open pipe without a cap or way of installing a cap on it.

Andy finished the installation by adapting the spout to work with the 1950s and '60s-style fuel tank neck and filler cap. He also replaced the fuel outlet for a larger diameter version, replicating it on the other side so we can get all remaining fuel from both sides of the tank. Because the tank sits over the central tunnel of the chassis, its design acts as a natural baffle but means a proportion would always have been left in the tank unused.

The fabrication work was finished mid-December after which we had a host of jobs to do over Christmas, before it heads off to the coachbuilder mid-February. With a fair wind and a bit of luck we might be racing it in 2016! **CP**

Thanks to:
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SUDDENLY, IT'S 1966 ALL OVER AGAIN...



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356



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1958 356A/1600 Speedster, gorgeous, 644 manual 4-speed transmission, excellent mechanical condition, has original 1600cc engine, four wheel drum brakes and a smooth shifting. Iconic T2 Speedster which was special ordered from Porsche in 1958, numbers matching car with Certificate of Authenticity from Porsche. Flawless black PPG 2 stage mix paint over a tan and black interior featuring coupe seats, every part has been restored with highest quality materials and craftsmanship. Clear cadmium plating has coated all the original hardware including close to every nut, bolt and washer which shows the extent and magnitude of this restoration. Other areas coated in clear cadmium include original hardware such as brake lines, fuel lines, tie rod ends, throttle linkage, gas cap, upper motor cover, wheel cylinders, clips, retainers, brake line brackets, horn covers, shifter base, and the list doesn't stop there, £49,500. Tel: +62 81315 786500. Email: sumantrimotor@gmail.com (Indonesia). C34/023

911



1973 911T Coupe 2.4L LHD, original (not restored), lovely Sepia Brown example with matching numbers, Certificate of Authenticity and 74,000 genuine miles. Rare 1973? model with 2.4L CIS engine and extensive maintenance history; this is a very solid car, well preserved by its former 4 owners and imported from the USA last year. 911/91 type engine, s/s heat exchangers, 2 in 1 out exhaust and Carrera lower valve covers, good compression on all cylinders; transmission 915/02 type with 5 speed gearbox. Recent sympathetic interior refurbishment with new dashboard and headliner, retaining as much originality as possible, exterior shows some paint flaws/dents and micro-blisters on bonnet, so it could be further improved. Priced to sell at £52,500. Tel: 01903 775353. Email: jdesilva@castor-holdings.com (West-Sussex). C34/022



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1983 911SC Coupe, stunning concours condition 911SC, beautiful colour, time warp interior and underneath is as it left the factory, low mileage, LHD, drives like a new car and is without fault, a real collector's piece and great investment potential, fresh engine rebuild, perfect gearbox, free UK delivery and worldwide delivery at cost, £49,500, www.woods911.com. Tel: Ciaran Woods, +44(0)7908 588962. Email: ciaran98@aol.com. C34/008



1974 RS 3.0, based on a 1974 911S, declared manufactured 1973, confirmed with official Porsche letter of authenticity and log book, bodywork was done by RS Autos in 1989 with steel wheel arches, lightweight front/rear bumpers, ducktail and lightweight interior with full roll cage at a cost of £10,000, mild restoration then performed by local Porsche specialist, Cartec in 2015, a testament to the original work the only bodywork needed was in the usual places ie sills, jacking points and kidney bowls, also new outer sill sections, sunroof was cut out and new roof section fitted, bodywork was then stripped, prepped and resprayed in Blood Orange at a total cost of £15,000. Additional work then carried out: 9x15 Fuchs with TB15 racing tyres, Plexiglas side windows, rollcage, Turbo track control arms, new lightweight carpets fitted, refurbished calipers, new Turbo discs and brake hoses. Opportunity to purchase car with or without engine, box and clutch (price includes them all), complete 911 3.2 engine (unfitted), fully rebuilt 915 gearbox with receipts (rebuilt 2015), new clutch (unfitted). Car is complete with a folder full of receipts, bills, history and letter of authenticity from Porsche, with prices only going up, this is a great investment opportunity, selling due to property investment, if the car doesn't sell it will be put in to storage and finished in the near future, £46,995, no time wasters or silly offers. Tel: 07941 017815. Email: mark1@hotmail.co.uk (Wales). C34/006



1980 911 3.3 Turbo R69 Rinspeed, full Porsche service history, original excellent condition throughout, dry stored in a helicopter hangar since 2004, recommissioned by Porsche in November 2014 (£11,000), R69 Rinspeed conversion carried out and starred in the Geneva motor show in 1983, one of only 16 cars remaining in the world, one owner from new and full maintenance and service portfolio, 2 keys, new tyres and brakes fitted, please feel free to contact for any further information, £69,995. Tel: 07983 422572. Email: damien.brown@wates.co.uk (North Yorkshire). C34/031



1986 911 3.2 Carrera Cabrio, one family owned, only 27,939 miles from new, FSH, 11.04.86, 'C161 DY0', comprehensive SH, superb, highly original, never rusted, restored or crashed, largely all original paintwork and patina, unrepeatably, this mileage, provenance and condition, spec includes: finished in L700 Schwartz Black with black leather seats, black hood (new), 5 speed (915) manual gearbox (just been overhauled and new clutch/flywheel at Porsche Centre, Tewkesbury), Fuchs alloys with polished rims, rear tail spoiler, central locking, electric seats, Blaupunkt Toronto radio cassette, fully functioning and updated air con, 2 rear seats, black canvas hood cover, electric windows, totally unmarked and all original in front tub area, under bonnet I/D sticker, unused space saver wheel and tyre, original black carpets, emergency windscreen kit, Porsche car wash bottle, jack and tool roll, original and unopened touch up paint, original (still in the box) red security spare key, spare keys and logo leather fob, Porsche logo fitted interior soft cover, original complete owner's manuals pack, fully stamped original service history with 18 Porsche main dealer stamps, radio instructions, history file and sundry documentation, comprehensive MOT history with 23 previous MOT certificates and VOSA MOT history printout, £59,999. Tel: 01452 731289. Email: andylerry@hotmail.co.uk (Glos). C34/032

1911 Targa 1981, for sale my Porsche 911 Targa, lots of work done, too much to put down, for more info call, I can email photos, £21,500. Tel: 07986 420055. Email: jrc.911@ntlworld.com. C34/007



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912



1968 Porsche 912-6, LHD 912, 6 cylinder, triple Webers, RS wide body, non sunroof body, MOT July 2016, taxed, historic vehicle, £25,000. Tel: 07448 584768. Email: oldeboy@hotmail.co.uk (Devon). C34/026

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912, 1967 912 with a newly built flat 6 911 engine, car was imported from California by me four years ago, new petrol tank, all new lights, 17K spent on an engine rebuild, car has hardly been used except for the Le Mans Classic and a few warm weekends, £35,000. Tel: 07970 978101. Email: alan@delmarbarlow.com (Surrey). C34/033

944

1989 944 2.7, with a cherished plate and approx 74,690 miles on the clock, the registration is 'LCG 944' (the original reg, etched on all the windows, is available). Black, leatherette seats with contrasting yet subtle Porsche name upholstery with black piping, both front and rear seats are original and look and feel as good as the day they left the factory, the headlining is in perfect, unmarked condition, new front and rear prestige overmats (900g twist pile) with black leatherette trim to complement the surrounding materials, a rear 5mm thick rubber boot mat protects the carpet. Cigarette lighter is new and unused, working clock, unused and complete tool kit roll, unused 12 volt compressor, unused space saving tyre, unused jack, electric windows, electric mirrors, electric factory sunroof, electric front seats, Kenwood stereo/CD player with superb sound, immobiliser with two fobs, two original Porsche crested keys with working lights. The car has a full service history of main and specialist Porsche dealers, HPI clear. Certificate included, all MOT certificates from 2000 onwards are supplied including 6 months' MOT with the vehicle with no advisories, a recent specialist full service at 69,962 miles with the addition of a new cambelt, balance shaft belt, alloy wheels, £19,000. Tel: 07980 006272. Email: lukespencer10@hotmail.com. C34/027

Parts

Porsche 911 engine lid, 911 engine lid off my own 1984 911, very good condition, comes with engine air vent installed, has chips around lips of lid so respray needed, also has two holes either side top of lid as had brake light spoiler fitted and now removed hence holes, £500, please email me for photos. Email: sagitint@yahoo.co.uk (Horley/Gatwick). C34/010

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911 SC Porsche rear reflector panel, 1977-83, used condition, £95. Tel: 01903 694550. Email: gary911sussex@btinternet.com (West Sussex). C34/017

Porsche 911 996 1999 front wings black, wing front Porsche 986/996 (ref. 99650303101GRV/99650303204GRV), wing front left and right, RRP £700, fits: Porsche 986 Boxster 1997-04, Porsche 996 1996-01, fuel cap has been removed, £100. Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow). C34/011

1974 Carrera parts, two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet white, £100; SSI exhaust system small patch in heat shield required, £100; washer bottle, £30; RSR l/weight engine mount cross member, £75; starter motor used, £25; torsion bar end caps new, £30; steering wheel original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon). C34/012

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Early 911 parts, 911 exhaust silencer, 2 in 1 out, 1965-74, Dansk, steel, part number: 92.210 1513, approx 3000 miles use, very good condition, £200; 2 new mounting clamps for 911 exhaust, 1965-74, £25 the pair; pair of 911 polished stainless steel heat exchangers, 1965-74, for carbs, approx 3000 miles use, very good condition, £600. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C34/014

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Porsche 912 engine, 1966 engine, will need rebuilding, selling as a non-running engine, £2000. Tel: +44 1544 267228. Email: simonjohnston2012@hotmail.com (Powys). C34/034

Miscellaneous



Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C34/018

911 & Porsche World back issues, 1998 nos 50-57; 1999 no 58 and 66-69; 2000 Jan - Dec; 2001 Jan and May then Nov and Dec; 2002 Jan - Dec; 2003 Jan and Feb, all in excellent condition, will deliver in the local area or buyer to collect or meet in the region, £25, open to sensible offers. Tel: 07973 843190. Email: geoffmeakin@ntlworld.com (Wilts). C34/020

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Private plate 'P911 DAU', David or Dave, ideal reg plate to go with your Porsche, on retention ready to go, £3000. Tel: 07791 747980. Email: downtonconstruction@virginmedia.com. C34/028

911 plate 'A911 SJN', great plate for a 911 either as shown or as 'A911S JN', on a retention certificate so transfer paid, £550. Tel: Frank, 07860 253290. Email: frank.nash@btconnect.com. C34/029

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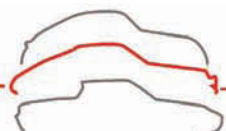
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