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The cover star this issue is the perfect example of what makes Porsches such great all-rounders. The 3.0 RS was the natural successor to the 2.8 RSR and, like its forebear, was a road-legal race car. Can you imagine the thrill of ordering your new RS (or RSR), collecting it from the dealer and then driving it on the street to your first event? To me, the 3.0 RS is one of the greatest 911s ever and I'd love to have owned one in period.

But elsewhere in this issue we have a feature on another road-legal Porsche racer: the 906, or Carrera 6 if you prefer. Its owner, Bill Noon of San Diego-based Symbolic International,

**“ IT’S RARE TO SEE TRUE
RACE CARS DRIVEN ON
THE STREET... ”**

was keen to prove that the 906, despite its somewhat outrageous race car styling, was, indeed, a dual-purpose machine. Seeing it take to the roads of Southern California, mixing it with modern traffic on the freeway, was a sight which *Classic Porsche* photographer Stephan Szantai won't forget in a hurry.

It's rare today to see true race cars driven on the street as modern legislation makes it harder for such cars to pass things like emissions tests, etc. Consequently, it always makes us smile when we have the chance to photograph classic Porsches from the golden era of racing out on the open road.

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HILLSTARTER

Spawn of the sainted 2.7 RS, the 3.0 Carrera RS belongs to the genre where margins separating street cars and racing cars are blurred. Like hillclimbing, which covers both road and track disciplines, this car also did both

Words: Johnny Tipler Photos: Antony Fraser





I'm storming the backroads in a Mexico Blue 3.0 Carrera RS, but the dust I'm raising is Belgian; the imagery is further distorted because its provenance is entirely Italian. I'm at Waterloo, south of Brussels, visiting our old buddy Kobus Cantraine who is marketing this gorgeous blue bombshell.

To give it some historical perspective, the 3.0 Carrera RS superseded the 2.7 Carrera RS late in 1973. The new model was based on the new 1974 911 bodysell, and its pumped-up bodysell was typified by the sexy, bulging wheelarch extensions and, crucially, as far as aesthetics were concerned, by the new G-series impact-style bumpers. The 3.0 RS was constructed from lighter gauge steel, equipped with thinner glass and minimal sound-deadening, plus new front bonnet and engine lid, which sported a big horizontal whaletail wing instead of the ducktail engine lid that was

“THIS IS ONE OF ONLY TWO FINISHED IN MEXICO BLUE...”

originally fitted on its '73 predecessor but which contravened German TÜV safety legislation. The integrated front air-dam and valance was also different from the series production cars, with its frontal opening for the oil cooler and paired brake cooling ducts on either side.

This particular car, chassis number 911 460 9090, is one of only two finished in Mexico Blue, and it has the delectable gold Carrera script embellished with black silk-screened outlines which Kobus specially remanufactured for it. The other Mexico Blue one is 9092, the right-hand drive ex-Lord Mexborough car. Of the 105 second-generation RSs made, 53 were road-going versions, and they share their VIN numbers with the 3.0 RSR race versions. According to

RACING HISTORY (#911 460 9090)

1974

Delivered 01 April 1974 through Mahag, Munich, to Josef 'Sepp' Greger who ordered it for Italian racing driver Antonio Zanussi.

1st September 1974: Coppa Intereuropa 6 hours of Monza: #37 Antonio Zanussi/Silvano Pittini – finished 13th.

19th October 1974: Giro Automobilistico d'Italia: #331 Antonio Zanussi/Silvano Pittini – DNF

1975

7th & 8th June 1975: 1st, Trofeo Citta Di Pordenone Varano Melegari, Italy: #384 Silvano Pittini – result unknown

28th & 29th June 1975: 5th Coppa A.C. Verona Varano Melegari, Italy: #125 Silvano Pittini – 3rd in Class

6th July 1975: Trento Bondone Hillclimb, Italy: #678 Silvano Pittini – 27th overall, 1st in class.

13th July 1975: Bolzano Mendola Hillclimb, Italy: #434 Silvano Pittini – 3rd in Class

3rd August 1975: European GT Championship, Autodromo Santamonica, Italy: #48 Silvano Pittini – result unknown

31st August 1975: 9th Trofeo Automobile Club Di Parma, Varano Melegari, Italy: #282 Luciano 'Willi' Lovato – result unknown

21st September 1975: Varano Melegari, Italy: #148 Luciano 'Willi' Lovato – 5th in Class

28th September 1975: 8th Trofeo Enrico Mattei, Six hours of Monza, Italy: #41 Luciano 'Willi' Lovato / Silvano Pittini – 7th overall.

11th October 1975: Giro d'Italia Automobilistico, Italy: #360 Luciano 'Willi' Lovato/ Bruno Bocconi – 3rd overall Gr.3+2.0 and 1st in class



Kobus, 'The known numbers don't start with -001, and it seems likely that the first 16 in the 911-460-9xxx run were factory prototypes, and they are unaccounted for. They could be ordered with large or small whale-tails, glassfibre with balsawood-reinforced front lid, or thin steel, and large RSR plastic tank, or the steel one like 9090 has. It's likely that all 53 are different from one another in some subtle way.'

Our feature car, 9090, has the thin steel roof, doors and front bonnet, and as shown in period photos it was delivered new with the RSR tail. For racing, the bigger IROC-style wing with its additional cooling vent was developed, protruding way beyond the rear of the car's bodywork. Some RSs were supplied with the small spoiler, and the big one was also available separately. They all have larger diameter front and rear shock towers, a reinforced rear cross-member,

aluminium front cross-member, shorter reinforced trailing arms, and a reinforced area around the pedals, which operate the dual brake master cylinders. The rearward-extending shifter tunnel is reinforced, as are the torsion bar tube mounts. Brake calipers are sourced from the 917 parts bin. The 3.0 Carrera RS tipped the scales at a featherweight of 960kg. As Kobus points out, 'It's quite unique that this car

kept all its original body panels over the years. The wings and wheelarches have their distinctive 3.0 RS teardrop shape. It's even still got the matching numbers engine, the RS 3.0-litre bumpers front and back, the lightweight interior, RS steering wheel, roll-cage, Repa

belts – and the lightweight Recaro seats are new-old-stock, but they usually only left the small co-driver seat in place and installed a larger driver's seat.'

Our Mexico Blue RS was delivered on 1st April 1974

Above and opposite: Combination of Mexico Blue with gold graphics and wheels is stunning. Just two 3.0 RSs came from the factory in this colour

“IT WAS DELIVERED NEW WITH THE BIG RSR TAIL...”

Below, left and right: 1974 Coppa Intereuropa Six Hour race at Monza, where the featured car finished 13th overall, driven by Antonia Zanussi and Silvano Pittini



SEPP GREGER

Our Mexico Blue RS was ordered by 1968 European Hillclimb Champion Sepp Greger. During a competition career spanning four decades he drove virtually every model of Porsche, starting in the early '50s in Volkswagens before moving on to Porsches.

His first recorded event of significance was the 1956 Mille Miglia co-driving with Paul-Ernst Strähle in a 356A 1300S on the Mille Miglia and finishing 23rd. Greger was active in international events in Germany, Austria and France throughout the late '50s and '60s, recording wins at the Nürburgring, Norisring, Klagenfurt and Innsbruck. By 1964 he was a works driver in 718 RSKs and 904s, and won the 2.0-litre class in a 911 in the 1966 Nürburgring 1000kms. He was European Hillclimb Champion in 1968, mainly driving a 906, and took the GT category in '69 in a 911T.

He bought a 910 (chassis 016) in 1969 to contest selected WSC events. He was fond of competing in the Sebring 12-Hours,

a curiously flat environment compared with the hillclimbs he specialised in, but he had no success there in a range of Porsches over the years.

Next came a spell with the Porsche 914/6 in 1970 in which he scored a class win at Mont Ventoux. He was 19th in the 1974 Monza 1000kms in a 3.0 Carrera RSR and 24th in the Nürburgring 1000kms in the same car, chassis #911 460 9078.

The record books claim he made 1200 starts and scored 600 wins, including 236 in the European Hillclimb Championship, and during the '70s he hosted the Greger Racing Show in Munich.

In 1980 he was still active in a modified Porsche 910 spyder (026) at Trento Bondone hillclimb, and competed in the St Ursanne hillclimb every year until 1989 in a 3.0 Carrera RSR, later competing in historic rallies in a 356. He died in 2010 aged 95. Still, what a life story – with an agreeable track record in Porsches into the bargain.

OWNERSHIP HISTORY: 911 460 9090

Ordered by Josef 'Sepp' Greger, Dachau, Germany.
1974–1975 Antonio Zanussi, Pordenone, Italy
1975–1976 Silvano Pittini, Italy
1976–1977 'Willi' Lovato, Italy
1977–1979 Bruno Bocconi, Italy
1979–1985 Carlo Noce, Sassuolo, Italy
1985–2013 Luciano Della Noce, Rome, Italy
2013–2016 Sergio Veneziani, Rome, Italy





through Mahag, Munich, to 1960s Porsche racing legend Sepp Greger, who'd ordered it on behalf of Italian racer Antonio Zanussi, scion of the white goods manufacturer. Sepp Greger, 1968 European Hillclimb Champion, also raced a 3.0 RSR himself in 1974. Our Mexico Blue car's first race was the Coppa Inter-Europa Monza Six Hours on 1st September '74, in which Zanussi and Silvano Pittini came 13th overall. Later in the month it was entered for the Tour of

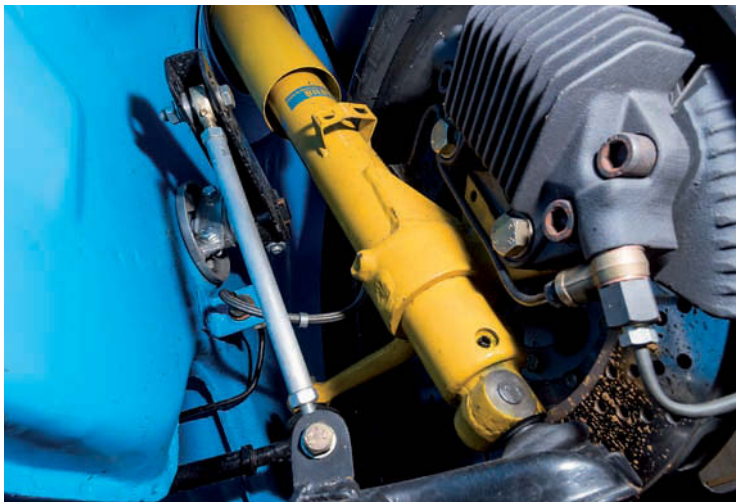
Italy but failed to finish. Zanussi wasn't that prolific a racer, but then, had he been, he'd have probably had the more hardcore 3.0 RSR. From June to August '75 Pittini ran the car in five hillclimbs, following Greger's example, including Trento Bondone, where he posted 27th overall and 1st in class. For the rest of the year it was campaigned in four varied events by Luciano 'Willi' Lovato, partnered by Pittini in the Monza Six Hours and placing 7th overall, and co-driven by Bruno Bocconi in the Giro d'Italia, coming 3rd

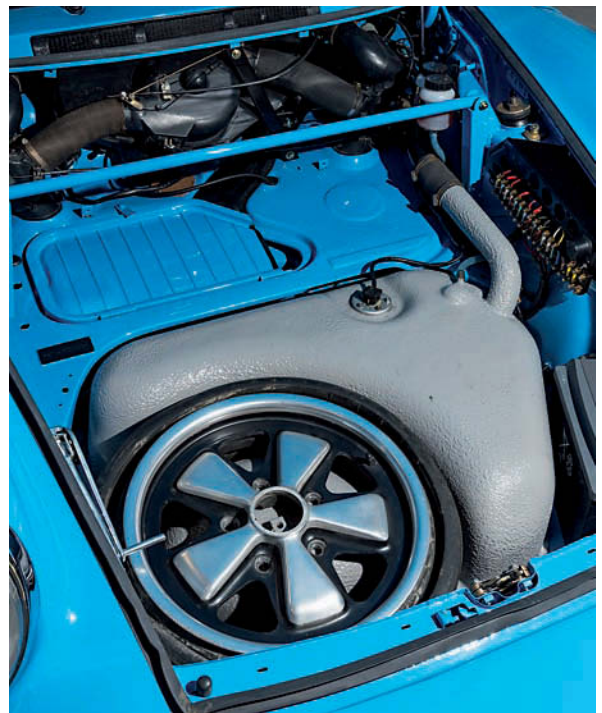
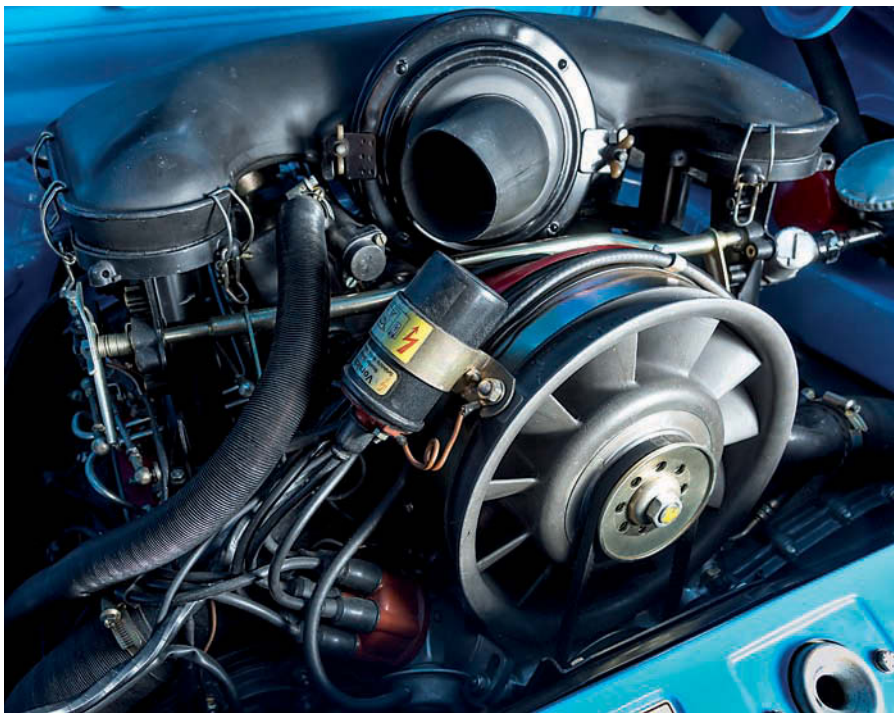
Above: October 1975: Giro d'Italia Automobilistico, Italy, where Luciano 'Willi' Lovato and Bruno Bocconi finished 3rd overall and 1st in class

“THE FIRST RACE WAS THE COPPA INTERNATIONAL...”

Below left: Brakes are derived from those of the 917, while dampers are bespoke from Bilstein

Below: Aluminium cross-member and dual brake master cylinders





Above: Original 'matching numbers' engine adds to this car's rarity. Engine displaces 2993cc and produces 230bhp at 6200rpm in 3.0 RS specification. In contrast, RSR produced 330bhp at a heady 8000rpm

Above right: Quality of this car shines through in every area. Underbonnet environment is exceptionally clean and well detailed

Below: Hitting 7300rpm red line must have been a thrill on twisty mountain courses

Below right: Lightweight Recaro seats, complete with Repa belts, were standard fitment on the 3.0 RS

IROC: International Race of Champions

It's a short step from 3.0 Carrera RS to 3.0 Carrera RSR, and the first appearance of the race-tuned RSR version was the 1973 US International Race of Champions (IROC) series, which pitted stars from different racing disciplines against each other in identical cars, making it the ultimate test of driver talent. The chosen weapon was the 3.0 Carrera RSR.

For the first IROC series in 1973-74, three aces were selected from four categories: USAC, NASCAR, SCCA and Formula 1. USAC (Indy Cars) and F1 represented single-seaters, NASCAR and SCCA the stock-car and tin-top TransAm categories. The fleet of 15 Carrera 3.0 RSR race cars were identical 1974 model-year 911s, built and prepared at the Porsche factory, each finished in a suitably distinctive colour.

The IROC concept was initiated by prolific team owner Roger Penske and Riverside Raceway president Les Richter, and their personnel handled preparation and shipment to California, where all maintenance and final tuning was done by IROC mechanics, overseen by Penske's operation. The Carreras were placed

under armed guard in parc fermé conditions between races and test sessions, when only the mechanics had access to them. Not even Penske or Richter had admittance and, for the first time in racing history, the entire grid was insured for a premium of \$25,000. Wouldn't even buy you a solitary 2.7 Carrera now!

Drivers were not allowed to make changes or adjustments to the suspension, to achieve a set-up and handling to suit their own preferences, or any other part of the car such as aerodynamics. All they could do was to arrange pedal and steering wheel angles, seat position and safety belts according to physique. Each had his own specially contoured seat, which he carried from car to car.

After each race, drivers were required to change cars and the starting field for the next race was inverted, based on the finishing order of the previous race. Thus, the winner of the first race drove the last car on the grid in the second race, with the others switching cars accordingly.

Of the 15 RSRs to hand, 12 were raced and the other three were used for practice. In theory, that ensured there

were always a dozen cars available for the race, allowing for three to be put out of action in practice.

As race series go, it was a short set, with three races at Riverside in October 1973 and the final at Daytona in February 1974. Between them, drivers taking part in the first IROC series had won 32 national or international championships, the Indy 500 six times, the Formula 1 World Championship twice, the Can Am series five times and the NASCAR Grand National championship seven times.

At Riverside on 27th October, Mark Donohue led the race from flag to flag, averaging 101mph. The second race, held later that day, saw UOP Shadow driver George Follmer emerge the winner. The third race, staged only the following day, Donohue took pole and staged another start-to-finish victory, and to place things in context, he also won the Sunday's CanAm race in the Penske-prepared Sunoco Porsche 917-30KL.

The last race was held at Daytona the following February, and Donohue had another unopposed win. As for the 3.0 Carrera RSR, it was too costly for the IROC organisers to buy and run and was superseded by the Chevy Camaro Z28.





overall and 1st in the Group 3 over 2.0-litre class. Bocconi owned the car until 1979, and Carlo Noce owned it up to '85, handing over to Luciano Della Noce until 2013. The last keeper was Rome resident Sergio Veneziani.

Driving the car along the lanes and backroads around Kobus's base hardly does it justice, though there are some lovely hills to scream up, as it unquestionably did in its early days. The sky matches the colour of the car, too, which is a major bonus. The 3.0 Carrera RS is a model of sobriety by comparison with the 2.8 RSR. I'm driving on the same day for another feature, easy on the hand and foot controls, compliant on the steering and rather less inclined to drag me off into a hedge and duff me up. The suspension is much softer than the RSR, too.

The 3.0 RS is also a real growler, crescendoing to a sustained scream, lift-off prompting that wonderful rasping overrun. I whizz past the monumental pyramid commemorating Wellington's victory and Napoleon's

denouement of 1815. Power delivery is instant and enormous, from low revs right through the range, and I quickly run out of space on the Belgian blacktop backroads before experiencing anything like max-out.

It's a hugely exciting machine that needs to be taken charge of, though it does behave itself more readily than the

2.8 RSR. The 3.0 RS gearshift traverses the gate fluently from second to fifth, though around here I don't see much of top. Steering input is immediate, and these wide Michelin boots complement the agility and accuracy it delivers through the tight twists and turns on our cross-country route. Turn-in is assured, but I

have to stand aggressively on the brakes to slow it down. These cars were built for a purpose, and that doesn't include a shopping trip. Enter it in a classic event or simply go trackday and every second is a thrill.

There's ample provenance to get entries in high-end historic races and rallies, and that's what this car was made for. Let's hope its next owner does the right thing by it. **CP**

The 3.0 RS's side profile is little different to Porsche's production cars of the era, but the keen-eyed will spot the deeper front spoiler and lightweight bumpers

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Below left: Trofeo Citta Di Pordenone Varano Melegari, in June 1975, driven by Silvano Pittini

Below right: Trento Bondone hillclimb, where Silvano Pittini finished 27th overall and 1st in class

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www.stomskiracing.com



SALON PRIVÉ SUCCESS

Suffolk-based Historika struck gold – and silver! – at the exclusive Salon Privé concours held at Blenheim Palace in Oxfordshire in September, taking first and second in the Porsche Racing Pedigree class with two cars on which they've recently completed the restorations.

Historika's Nick Morfett tells us 'The 3.0 RS (shown right) is a car with plenty of history. It has competed in the Tour de France three times, finishing second and third overall, Le Mans twice (taking fourth in the GT class) and the Monte Carlo rally once. In addition, it has done close to 200 races and rallies. We've restored it to its 1976 specifications, where it came second in the TDF, carrying out a full nut and bolt restoration, ensuring that all details were correct. This finished first in class at Salon Privé.

'The other car, which came runner-up in the concours class, is the famous Larrousse ST (right), which was one of seven factory STs from 1970. The factory chose this car to pull back to the race department to prepare for the 1970 TDF. They made the car as light as possible and painted it in the psychedelic livery for the event. It finished third behind the two factory Matra prototypes.

'Again we have given this car a full nut and bolt restoration to the 1970 specification, ensuring all details are correct, using many original parts.' **Log on to www.historika.com**



WEIGHT SAVING MEASURES



Here are some new products from Stuttgart-Classica. These lightweight aluminium door hinges (left) are CNC machined from aluminium billet and are perfect for a race car application, or any 911 that is looking to lose some weight. Available as body-only halves or complete hinge sets according to application, they cost from £150 a set. But that's not all...

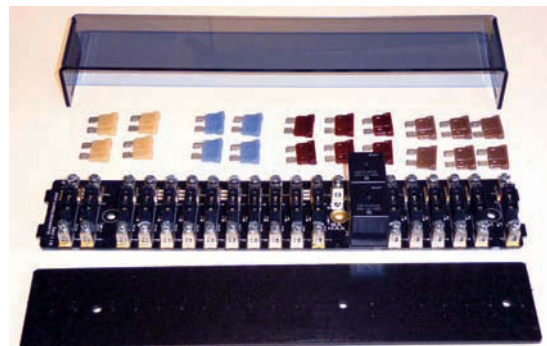
How about some matching lightweight aluminium bonnet and boot hinges? These are manufactured from 5mm aluminium plate, with water-jet-cut holes for added lightness. Polished up to a mirror finish, they will look perfect on any 911 and can still be used in conjunction with the bonnet or boot gas struts. They are available for 1964–1989 Porsche 911s, 964 and 993 models. Prices start at £395 per pair. **www.stuttgart-classica.co.uk**



CLASSIC RETROFIT FUSEBOX

UK Porsche electronics specialist, Classic Retrofit, has added to its highly successful blade fuse panels for air-cooled Porsche 911s by launching a version suitable for pre-1973 911s. 'Our blade fuse panels for impact bumper 911s received an exceptionally positive reception from the classic Porsche community,' says Jonny Hart, Classic Retrofit MD. 'As enthusiasts began to share the advantages and easy fitment of our fuse panels, enquiries came in for the earlier cars.'

Classic Retrofit has retained the elements that made its fuse panel for 1974–1989 911s such an instant success with owners, including LED blown fuse indicators, upgraded headlamp relays for brighter lights and simple plug-and-play fitting, while also adding a Plexiglas lid, which fits under the original cover for reinforced protection. **Details from www.classicretrofit.com**



KINGS HEAD KLASSIC SHOW



The picturesque village of Bradwell was the setting for the first Kings Head Klassic, hosted by Karmann Konnection. The format was simple, with a chronological line up of cars from early 356s right up to the newest cars Porsche have to offer, writes Tom Fawdrey.

As well as a swapmeet, there was entertainment from DJs and live bands, adding to the chilled atmosphere. Gourmet catering topped off the event perfectly, with plenty of people picnicking, catching up, and meeting old friends.

There was a diverse selection of cars to peruse. Richard East, responsible for the Kent based 'Spring Drive' group, led a convoy of seven 356s down to the show, including his Prill-powered 1963 Slate Grey SC. His son Jeff's clean 1956 Lago Green 356A in mild race spec with Carrera bumpers and hupcap delete was also there, along with Ollie Crosthwaite's (of Crosthwaite & Gardiner) stunning red Speedster complete with Rudge knockoff wheels.

One of the stand-out 356s was the recently-completed RHD Auratium Green '58 T2 Cabrio which Robin Godfrey-Jones had driven all the way down from Nottingham. Some of the cars that make up the Karmann Konnection stable were on show, including their 1956 Speedster and a silver 1958 356A displaying some of the nicest patina I've seen. Their freshly imported 1968 912 was one of a few mint 912s on display nestled amongst some beautifully detailed 911s of the same era.

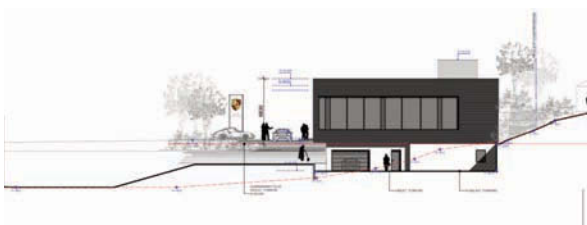
And so the progression continued through the line-up of years into the 1970s and '80s, with a Jagermeister-liveried 914/6 race car, nearly every incarnation of 911, along with plenty of 944s, 968s, 924s, and a couple of 930s.

Wendy Atlee was there with her recently acquired 1981 SC with a factory-fitted flat-nose conversion, sporting a fresh set of 17in Braid wheels. There was also a fine selection of G-model Targas and coupés, SCs, 964s and 993s, right up to Caymans, Boxsters and a simply mind-blowing concours-condition 996 C4S, along with a couple of 'straight from the forecourt' 991s finishing off this timeline of Porsche through the years.

Thanks to all at Karmann Konnection for a great day, one which we can see becoming an annual entry in our calendar. Next year's event will be held on Sunday 6th August 2017.

For more details www.karmannkonnection.com

NEW CLASSIC CENTRE



The second official standalone Porsche Classic Centre in the world opens in April 2017 at the Porsche Center Son, located just 30 minutes south of Oslo.

Because of the large number of classic Porsches in Scandinavia, it was decided to build a 2000sqm building dedicated to their maintenance and restoration.

The new Classic Centre will consist of a sales department plus a large workshop area, with the main parts department remaining in the existing Porsche Center Son building. Customers can choose from regular service work to complete restorations or rebuilds, including bodywork, interior, engine and gearbox, carried out by highly skilled and enthusiastic mechanics.

You can follow the project on Facebook or visit: www.porsche-son.no

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Do you run a business that caters for the classic Porsche market? If so, would you like to become a stockist of *Classic Porsche* magazine?

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If you're carrying out an engine build, with everything new and shiny, the last thing you want is to let the side down with grubby, cracked or incorrect fan shrouding, right?

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NEWS & PRODUCTS

GET TOOLED UP



Two new items your classic Porsche, starting with the Klein wheel wrench. This is a high quality reproduction Klein-stamped 19mm wheel wrench. Correct for 356C, SC and 912, it's priced at £114.00 inc VAT, with free postage to UK mainland customers.

Then there are these superb tool kits, which are complete, visually correct reproduction toolkits for the early 911. Two tool kits are available, one for the

years 1965 to '68 and the other for 1969 to '73. The black vinyl tool bag and tools are very good quality and accurate reproductions. The kit includes a fan belt and Porsche shop towel. Now just £594.00 inclusive (normal price is £720.00) – Karmann Connection is offering these as a special price to *Classic Porsche* readers. Free UK mainland postage as well! Visit www.karmannkconnection.com

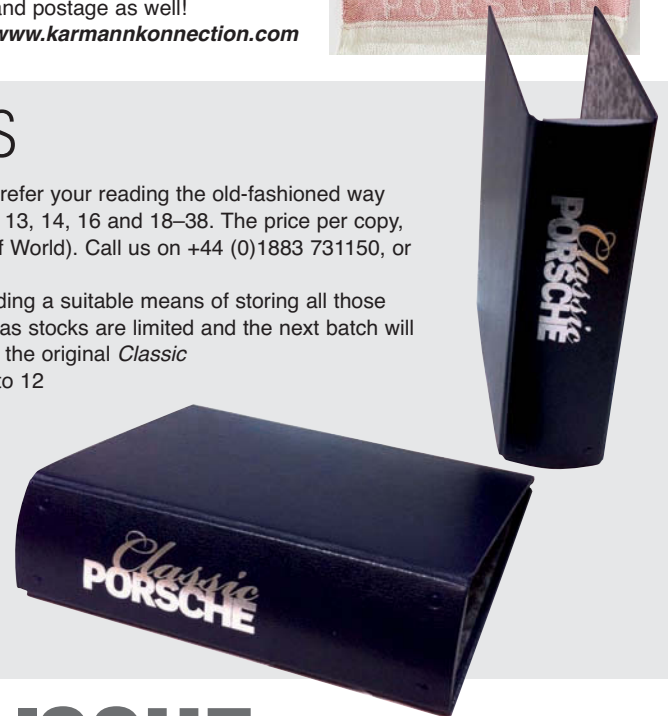


BACK ISSUES AND BINDERS

Every issue of *Classic Porsche* is available digitally, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14, 16 and 18–38. 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

And now that *Classic Porsche* is 39 issues old you'll be needing a suitable means of storing all those back copies, but hurry if you want our original binder (pictured) as stocks are limited and the next batch will feature our new logo. The binders are finished in dark blue with the original *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices in brackets): UK – £9 (£7.65); Europe – £12 (£10.20); Rest of World – £14 (£11.90). To order your binders call us on +44 (0)1883 731150, or email: chp@chpltd.com



COMING IN THE NEXT ISSUE...

Classic PORSCHE AT THE WHEEL OF A PORSCHE 935

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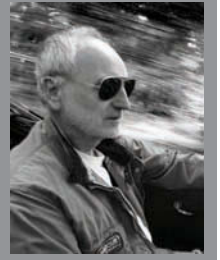
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DELWYN MALLETT

OUR MAN MALLETT HEADS OFF INTO FANTASY LAND AGAIN, DREAMING OF THE PORSCHE DESIGN THAT NEVER WAS. OR MAYBE IT WILL BE?

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...



As I mentioned in this space only last month, my fascination with all things Porsche stems from my schoolboy wonder on seeing old newsreel footage of the mighty Auto-Union Grand Prix cars powersliding around the world's racing circuits in the 1930s. Imagine my pleasure, then, when I heard that Audi have finally responded to my frequent nagging in print and have embarked on what could arguably be the most exciting classic car project of this century. For me certainly, and for countless admirers of the achievements of Professor Ferdinand Porsche, it is the most exciting project ever – the completion of the 1933-penned mid-engine Auto-Union V16 road car.

In Danny De Vito's scandal sheet reporter's words from *L A Confidential*, 'Remember dear readers. You heard it here first. Off the record, on the QT, and very hush-hush.' Or, maybe it's me that's behind the curve and you have already heard the rumour.

To be fair it is unlikely that my occasional pleas over the years since Audi commissioned Crosthwaite & Gardiner to recreate the missing Grand Prix Auto-Unions would have had any influence on their decision, if indeed they had been read at all.

Of course, far more influential bods than me will have been making the same suggestion. Now it seems that Audi may have finally raided the corporate piggy bank and 83 years after the Porsche design office laid out the plans they have commissioned C & G to complete project Type 52.

For those of you less than familiar with Porsche's pre-war designs the 'T22 Sport' and 'T52' were proposed road versions of the extraordinary mid-engined V16 Grand Prix 'P-Wagen' designed by team Porsche for the new 750kg minimum weight formula introduced for the 1934 season. Ferdinand Porsche, as was his habit, looked beyond the immediate requirements of the brief and invited his close associates Karl Rabe and Erwin Komenda for a proposal to turn the T22 GP car into not only a fast sports car but also a five-seat limousine.

The planned 'sports' version used the basic GP chassis frame, even retaining the central driving position, adding passenger seats set either side staggered slightly back – six decades before Gordon Murray used the same arrangement in his magnificent McLaren F1. It was intended that the supercharged 4.4-litre 295bhp engine of the GP car be detuned to around a 'mere', but still sensational for the day, 200bhp, with 'road gearing' giving a 200km/h (125mph) top speed. (My own 1930s rear-engined Tatra T87, with a similar aerodynamic body but a mere 75bhp, will wind itself up to 100mph so the projected 125mph of the 200hp Auto-Union seems remarkably conservative.)

The five-passenger version, also planned in great detail, dispensed with the tubular frame of the GP car and replaced it with a box-section platform utilising an underfloor fuel tank rather than the cabin-mounted tank of the sports version, thus creating space for two extra passengers.

Karl Ludvigsen mentions in his superb book, 'Porsche, Origin of the Species' that Professor Robert von Eberan-Eberhorst, Auto-Union's in-house engineer in charge of racing development, recalled that in 1935 two cars were 'almost finished' before the project was suspended. Ludvigsen also states that no photographs of the cars have been 'disinterred'. Until, perhaps, now.

When I worked in Prague in the early 1990s I indulged my other passion, vintage cameras, and bought a 1932 Contax from a dealer. With it came some sundries and a cassette of apparently exposed but undeveloped film, which, eventually, curiosity prompted me to process. Not unexpectedly the film was badly fogged but a few frames were salvageable and one showed the multi-louvréd and obviously rear-engined aerodynamic coupé (left).

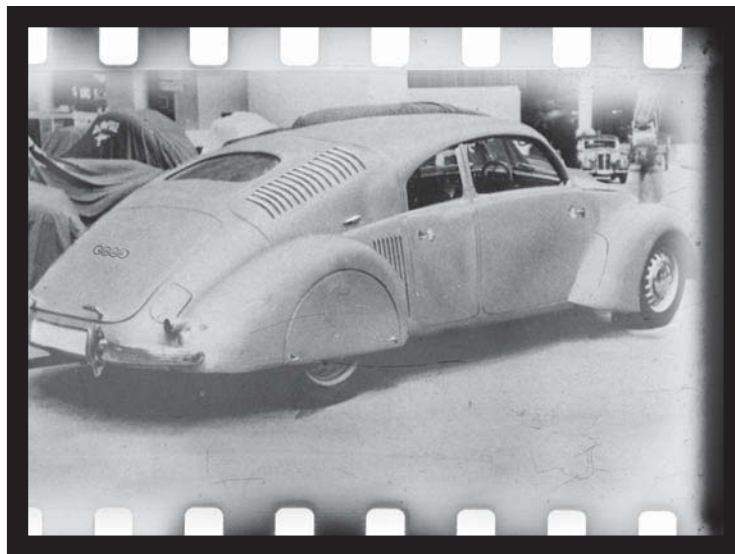
The first and obvious thought was the streamlined Czech Tatra but closer inspection showed that the tail carries the four roundels of the Auto-Union concern. With Zwickau, where Auto-Unions were built, being close to the Czech border could this be a shot of the prototype Type 52?

Was it actually completed? Was its handling deemed so difficult for ordinary mortals to cope with that Auto-Union management decided that the beast was too dangerous to release?

There is no doubt that the T52 with its horsepower and streamlined body would have knocked the socks off the competition but it could just as easily have left a pilot lacking the skills of Bernd Rosemeyer or Hans Stuck dead in a ditch. Think early 356 with an extra 150bhp!

Actually, I just made up some of the above. I *did* work in Prague. I *did* buy the Contax. But it sadly didn't have a film in it. No, being a passionate Auto-Union enthusiast I hatched a ruse some years ago to fake the shot and submit the story as an April Fool's joke. (Well, you have to do something on cold winter evenings.) It seems, however, that my spoof is about to be pre-empted by the appearance of a 'real' car so, not to entirely waste my hours at the computer, I share it with you here. I'm now curious to know if the finished thing will bear any resemblance to my Photoshop mock up?

One niggling worry remains, however. In Germany the closed cockpit version of the GP cars were referred to as '*Limousines*'. Could it be one of these that's under construction? I would be disappointed if it was so, but only mildly so as the Dinky version of the record breaking *Limousine* remains my favourite childhood toy. **CP**



The stuff of dreams. Did Porsche ever complete the T52 Limousine? Mallett would love to think so, but at least it appears a re-creation might appear soon...

"I'M CURIOUS TO KNOW WILL THE FINISHED THING BEAR ANY RESEMBLANCE?"



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1969 Porsche 912, Rally spec, long wheelbase car, LHD, competed in many Rallies, good history, £34,995

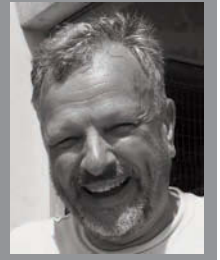


1956 Porsche 356 Speedster, Signal Red with Tan, LHD, fresh full restoration, USA car when new, £249,995

ROBERT BARRIE

WHEN IS A VIN-NUMBER NOT A VIN-NUMBER, ASKS ROBERT, WHO ALSO QUESTIONS THE ROADSIDE ATTITUDE OF THE POLICE. OH, AND HE GOES TO GOODWOOD, TOO...

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



We've all bought replacement parts for our car, but what about a replacement car for our parts? Back in the day it was possible to buy a complete replacement 356 or 911 body from the factory and fit it out with parts from your old one. In practice, an approved dealer did the swap for you and disposed of your old and presumably damaged

body in an approved way. There weren't very many replacement bodies at the time and fewer still survive today. I recently helped an owner research the case of an early 911S that was fitted with one. An old letter from Olaf Lang suggested the swap took place the first year of the car's life.

We obtained a Kardex for the car as it was initially supplied with the Ersatzkarosserie duly noted. We also obtained a Kardex for the latter with the original body details duly noted. As expected, the various dates and details confirmed those in Lang's letter and, taken together, the paperwork filled in the details of an unusual event that took place almost fifty years ago. That, you might think, would be the end of it.

Not so. The problem with research is that one thing leads to another. I started to get interested in the subject. Time on my hands and all that. The replacement body in question and those for other early 911s had a five-digit identification number. Are these numbers VINs? As I understand it, the answer is generally not.

The convention is that a car continues to carry its VIN until it ceases to exist, which is what the replacement body was intended to avoid. In any event, I compiled a list of early 911s with five-digit identification numbers and pooled my efforts with those of one or two other keen researchers.

The series starts with the seven or so 911 prototypes numbered from 13321 of which just one is thought to remain. There are more prototypes and development cars at odd intervals after that – including some 912s and a 911 Targa. The identification numbers on the prototypes are VINs, of course, and the cars in question never had any other identity. The replacement body series starts at 13414, or so, and runs through to 13574, or so.

I imagine there are gaps in the numbering and doubt if more than 20 to 30 of the relevant cars survive. There are some interesting cases among them including a car that went on to race at Le Mans. As always, if you know more,

or know differently, I'd be very interested to hear.

I remember writing in a previous column how the residents of one of London's snootiest boroughs seemed to enjoy it when we parked some old cars outside one of their cafes. It seems to bring out the best in a range of people. Apart, that is, from the Essex plod. I was bringing a car back from a specialist based in that fine county when I heard – or thought I heard – an unfamiliar noise from the rear of the car.

I was about to join a motorway, so turned into a side road to investigate. I quickly satisfied myself nothing was amiss but, before I could put the bonnet

down, was joined by a member of said police force in a scruffy plodmobile. Now, there were several possibilities for the conversation-opener that followed. Most likely, you might think, would be for our friendly public servant to ask, possibly with a smile, if everything was alright?

Instead, he sat in his car with the windows up and grunted 'Move'. He gesticulated similarly a few more times before telling me, incorrectly, that I was blocking the road and ordering me, without knowing if my car was drivable or not, to go to the nearest garage.

I hope this was an unrepresentative experience and the next time that an old car and I find ourselves in a similar position we will enjoy a more sympathetic and understanding roadside manner.

I missed September's increasingly numerous concours events again, but found time for the Goodwood Revival. I wasn't racing this year, but instead

helping a friend display a couple of classic Porsches. Her Light Ivory early 911 (see the photo, above), one of the first Weber-carburettor cars from 1966, took part in the Road to Wembley parade to mark England's World Cup win of the same year.

As a Scot, this particular step back in time left me unmoved, as did the overly large Come on England banner outside the circuit. As it happens, the other car we took to the event, a lovely aquamarine metallic 356A coupe, was the unwitting star of the roadside contretemps described above.

It has since won a concours award and, parked outside the pop-up Porsche garage at Goodwood, it wowed the crowds all weekend. It would take a very hard-hearted person indeed not to warm to the car. I rest my case. Meanwhile, is anyone up for a road trip to Iceland next summer? I might even suggest it to Lord March. Come on Scotland! **CP**



Robert missed racing at Goodwood's wonderful Revival meeting, but managed to attend with a friend in her 1966 Weber-carburetted 911, along with its stablemate, a rather nice 356A...

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RECORD-BREAKING 'R'

I always enjoy the magazine and the short piece on the November 1967 record attempt that appeared in issue #38 reminded me of a short article I did for *Porsche Post* a few years back. I hope you don't mind the intrusion but thought you may be interested in some additional information I gleaned from various sources. What a fantastic story!

A Swiss team, sponsored by BP and Firestone, had booked the Monza circuit and the necessary timers to attempt world and class 2.0-litre records with a Porsche Carrera 6, but the attempt by Steinemann, Siffert, Spoerry and Vögele came to a halt after a short time as the banking trashed the shock absorbers. A call to Stuttgart brought out the Mugello 'R' filled to the gunnels with spares and driven to Monza to save time. The engine had been stripped and rebuilt after Mugello, and then bench tested for 100 hours!

Two cars were driven from Stuttgart to Monza, one the record attempt 'R' and, as you say, a second 'R' for spares. The route selected was Basel, then south to Lucerne, through Lugano, Varese, Milan and then to Monza, thus circumnavigating potential border hold ups that were almost inevitable when moving spare parts across not one but two borders.

The spare car left first, driven by Bäuerli and Jünginger but was stopped at the Swiss border – 'too loud!' was the cry. They re-routed around Switzerland, (Lyon, Grenoble, Turin and then Monza). A phone call back to Hensler and Falk in the record attempt car forewarned them of the 'Swiss problem' and they headed for Austria – no problem here, the sound of the 911R echoing through the mountain passes as they thundered south.

Steinemann recalls the arrival of the spare car and looked on in astonishment as the mechanics took it apart ready to provide spares for the record attempt car. Tyres were an issue because all the tyres on site were intended for the Carrera 6 and, although the front tyres were compatible with the 911R, the rears were not; Firestone had to fly in the rear tyres.

So it was on Tuesday October 31st 1967 at about 8:00pm that all was ready. Off went Jo Siffert into the night and the pouring rain on the bumpy oval with its steep banking, and although icing carburettors, plug changes and shock absorber changes caused minor hold-ups, the 'R' pounded around Monza for no less than six days without missing a beat. Completing 20,000kms at an average of a little over 130mph, Porsche's lightweight took five world records in the 2.0-litre class.

Porsche were concerned that fifth gear may wear out over such a long trial so they removed fourth; replacing it with a second 'fifth', the car now running two fifth gears. There was a twist in the tale after the record attempt had been completed.

Days later a race car exhibition was held in Zurich and the organisers were desperate for the record-breaking Porsche 911R to be there – this time there was to be no delay and Dieter Spoerry drove it all the way in race trim, the exhaust note blasting out in defiance of Swiss law. But now the car was so famous the police dare not stop Porsche's record-breaking pocket-rocket!
Peter Cook, Porsche Club GB Archivist



A win on handicap and ninth overall for Mike Bell and Joe Allenby-Brown in Grid 2 at this year's Le Mans Classic – see 'Classic success' notes from John Ruston (right)...

“LE MANS CLASSIC IS THE BEST OF THE HISTORIC FESTIVALS...”

'Ring and Spa-Francorchamps. We entered Le Mans Classic in 2014 but a Replica Nash rather screwed things up for us.

So this year we decided on a plan for the boys to get maximum learning/driving time and for Gareth to do one flying lap to get a good grid position. In the end, Gareth did a 5m 35secs, which made it the fastest 356 in Grid 2 by some 25 seconds and put the car on the fourth row of the grid. Then it was all down to Joe and Mike!

They won all the 356 battles and, despite three spins between them, managed to win the handicap and finish ninth overall. Not a bad result, but now need to decide what happens to the car. We may sell it, but the alternative is to reduce the HTP capacity from 1600 to 1500, as there is a move by the French to allow only 1500cc engines in Pre-A races. It would be good to be able to do that and still win. As for selling, it seems people are interested in buying the car but I'm not sure I can bring myself to do it!

John Ruston, via E-mail

CLASSIC SUCCESS

Further to your event coverage in the last issue, the Le Mans Classic is, in my opinion, the best of all the historic festivals. This year we entered our Pre-A in Grid 2, although the usual pilot Gareth Burnett would not be available to drive as he was involved with racing our Talbot in Grid 1.

The original idea was to call on the services of Steve Wright, but he was not available for the event so we decided on Mike Bell and Joe Allenby-Brown, neither of whom had ever driven a Porsche! Our aim was to win on handicap and see where we could finish in the overall rankings.

The car was built for me in America to the Prill/Barth/Yves HTP (Historic Technical Passport) spec with an American engine, and was then rebuilt by Gareth Burnett's Pace Products team in 2012. Since then it has had some decent success at both the



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COUPÉ DE GRACE

It's a familiar story: a classic gets damaged, is taken off the road and left with a workshop for repair. A few years later, it's still not been touched. That's the tale behind this 356C coupé, and the point where Lufteknic stepped in to save the day...

Words: Keith Seume
Photos: Josh Brown
Restoration photos: Lufteknic



Try to imagine the scene. You've owned a classic Porsche for two decades when suddenly, out of nowhere, a pickup truck decides that it wants to get up close and personal. The result of this dangerous liaison? One sorry-looking coupé and a very unhappy owner. Time for a trip to the repair shop to get it fixed, right?

Ah, but if only it was that simple. Sure, finding somebody to take on the repair might not be a problem, but persuading them to see it through to the end might, though. And so it was with the 1964 356C you see here, which sat outside a shop for three or four years before being 'rescued' and handed to the crew at Lufteknic in Richmond, Virginia.

The poorly car belonged to a customer in Charlottesville, Virginia, who had owned it for 20 years before it got side-swiped by the aforementioned pickup truck, which ran a red light. After its sojourn in a field at that first repair shop,

arrangements were made to deliver it to the Lufteknic restoration team, led by Chris Overholser.

'We do 356 and 911 restorations,' Chris tells us, 'and I'm the guy that does most of the restoration work. My background is nearly 40 years in advertising, where I was art director/designer/creative director and finally became a hired gun traveling around the US filling in for others, or acting as an ad agency consultant. It's a long story. All the time, though, I rebuilt or restored old VW Bugs and Buses, and Porsche 356s. And that's another long story!'

Chris continues: 'The car arrived at Lufteknic on a flatbed tow truck, rusty and tired with the right side crushed from its encounter with the pickup truck. The first thing we did was to completely strip the car and carry out some exploratory surgery just to try and find what bones we had left to work with. It is a numbers-matching car – chassis number 217869 – that the owner wished to put back into original condition.'





The car had looked good in its pre-accident state, but as is the way when you start to look closely at a 356 of almost any vintage, things didn't look quite so good under the skin. 'Our restorations are done to a high level to maintain the original Porsche integrity,' says Chris, 'and our aim is to save as much original metal as possible – and make the cars into really nice drivers. I don't really want to do show cars, but even so our customers end up doing pretty well in local, regional and even national events.'

'This car, and a 912 we restored at the same time for another customer, was done to about the highest level we would want to get into. To do a total nut and bolt rebuild adds up to an ungodly expense, and can be very time intensive, and when the day is done, most of

those people who want that type of rebuild end up not driving the cars anyway. That's a real shame.'

Even without getting carried away to extremes, the amount of work required to bring the damaged 50-year-old car back to

life was more than enough to keep the team occupied for four years, or so. 'Metalwork that needed to be carried out,' says Chris, 'included replacing all the floors, closing panels, rockers and sills, and a lot of other patches were made

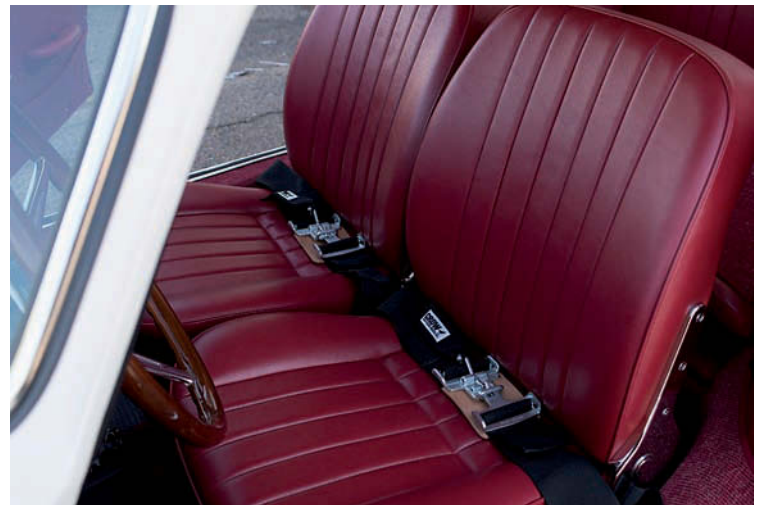
by hand where necessary. All work like this was done with the goal of replicating the factory methods and standards, and to keep the original integrity of the car intact.'

Photographs of the restoration also reveal that the rear

After several years of going nowhere, the 356C is back on the road where it belongs, thanks to the hard work of the crew at Lufteknic

New interior was sourced from Autos International. The red looks fantastic against the Light Ivory paintwork. Original gauges were restored by the team at North Hollywood Speedometer

“SAVE AS MUCH ORIGINAL MATERIAL AS POSSIBLE...”





seat area needed a lot of work – it was cut out entirely, and replaced with new metal – while the battery box needed to be remade with new sides and floor. The door pillars needed replacing, too, while the doors required partial reskinning to bring them back to life. In short, about par for the course for a previously unrestored car and, as they say, once you get stuck into a 356, there's no turning back...

'Lufteknik has a spot-welder that was utilised wherever feasible,' says Chris. 'Many of the original factory spot-welds were drilled out, and hundreds of new spot-welds and plug-welds later the metalwork was complete. Then any remaining layers of old paint were stripped away to take it all back to bare metal. After this, the whole lot was epoxy primed, followed by several more layers of primer. Much sanding later, the final coats of single stage 6404 Light Ivory were applied and finally buffed.' The task of painting the car was handled by Page Customs.

Refitting a freshly-painted bare bodyshell can take almost as long as stripping and repairing it if you want to do the job

properly. There's far more involved than simply unwrapping new parts, fitting them and then standing back and admiring your 'work'. A lot of time was spent ensuring panel fit was spot-on, followed by the careful installation of glass and trim. The end result looks perfect and a credit to all those involved.

'Final assembly took place over a period of months that included reassembling the rechromed window frames with all the tiny little screws and new gaskets,' recalls Chris. 'We fitted a new headliner with sound deadening underneath, and glued sound mats under the German square-weave carpet. We also fitted a complete new red leatherette interior from Autos International, which we had done according to the original specification on the Certificate of Authenticity. The gauges were all sent to North Hollywood Speedometer to be restored, while a new reproduction steering wheel was sourced, too.

'We tried to save one of the bumpers but it had to be

Above left: This is how the car looked when delivered to Lufteknik, still bearing the heavy scars of a collision with a pickup truck

Above: The first task was to pull out the dents prior to assessing the full extent of the body damage

Below, clockwise from top left: New floors and rear seat pans were installed; spotwelder was used to replicate factory welding; in epoxy primer ready for paint; B-pillars needed extensive repair; brake system was rebuilt with new discs, etc; gearbox was rebuilt with limited-slip differential and taller fourth gear

“THE END RESULT IS A CREDIT TO ALL THOSE INVOLVED...”





replaced (like I say, we try to save as much original metal as possible) as it was beyond repair. New lights were installed and, since the owner wanted to convert the car to 12 volts, all the bulbs got changed as well. The wiper motor was completely stripped, taken apart and rebound to suit the 12-volt system.'

It's a well-known fact that a car stripped to its constituent parts takes up far more space than a complete vehicle, something that the guys at Lufteknic know only too well!

'There were shop manuals, diagrams, and schematics everywhere. Sub-assemblies were completed and stored on carts until they could be put back onto the car. Boxes of parts were stacked everywhere.

'New chrome wheels, again, as per the COA, were

sourced from Stoddard and installed with the completely rebuilt running gear. It turned out that the original torsion bars in the rear were very rusty and suspect, so they were replaced with a good used set. New brake discs, pads and

hardware was installed on all four corners. New Koni shocks – the number one choice for 356s – were installed, along with new tie-rod ends.'

With the bodywork and paint taken care of, the interior trimmed out to original spec and the running gear brought back to life, it was time to

give some thought to the drivetrain. The original 1600cc SC engine was torn down, cleaned, measured and components machined where necessary – and then rebuilt with new parts used throughout.

The crankshaft is a polished factory-standard SC forging,

It's hard to imagine that the Porsche was once involved in a heavy accident and then left to sit outside for three or four years...

Below left: New chrome wheels were supplied by Stoddard to match those fitted to the car at the factory

Below: Engine was completely rebuilt and now features JE pistons in Competition Engineering cylinders, 1720cc motor also runs a performance camshaft and breathes through the original Solex carbs

“THE ORIGINAL SC ENGINE WAS TORN DOWN...”





while the rods are the originals which have been machined to tolerance. JE forged pistons in Competition Engineering cylinders take the capacity out to 1720cc, while the stock heads have been remachined to give 9.0:1 compression and fitted with new valves, guides and seats. A new, more aggressive 'Torquemaster' camshaft was installed, while the flywheel was lightened and then fitted with a 200mm Sachs clutch kit.

When the engine was first removed, the original oil cooler was found to be jam-packed with oil and grime, rendering it almost worthless. A new aluminium cooler was fitted in its place, the otherwise stock oil system also being modified to allow the use of a remote full-flow filter.

'There were some changes made, too,' says Chris, 'as the fuel pump got ditched in favour of an electric pump – as modern ethanol-laced fuel evaporates so quickly, the electric pump makes starting the car much easier. The owner also opted for a stainless-steel muffler, which should last a couple of lifetimes. This we got from Vintage Speed in Taiwan.

'As far as the transmission goes, the customer asked us to fit a limited-slip differential along with a taller fourth gear. All the syncros and bearings were renewed as a matter of

course during the rebuild.

The engine break-in took place in Lufteknic's shop, followed by a short shakedown cruise. Everything was then checked and double-checked before the car left for a 50-plus mile drive. After that, the oil was changed and the valves adjusted. At last, the 1964 356SC was ready to be handed over to the owner. After the lengthy period since he'd last been able to drive the car, Lufteknic wanted to make the occasion something special.

'We arranged for the customer to pick up the car at a place near his home, which just happened to be a Porsche dealer. They, out of the kindness of their hearts, opened up the showroom, not just the parking lot which is what we had suggested, says Chris. 'When the owner came to pick up the car, an overwhelming and somewhat emotional reception ensued!

'What a terrific sight it was to behold as the "new" Porsche 356C was seen to be driven off the showroom floor for the second time in its life before heading back to its home for the first time in almost a decade. It certainly looked and sounded like a new 356 as it drove away. The grins on everybody's faces said it all...' **CP**

Above: dashboard is nicely detailed and includes the original period AM/FM radio

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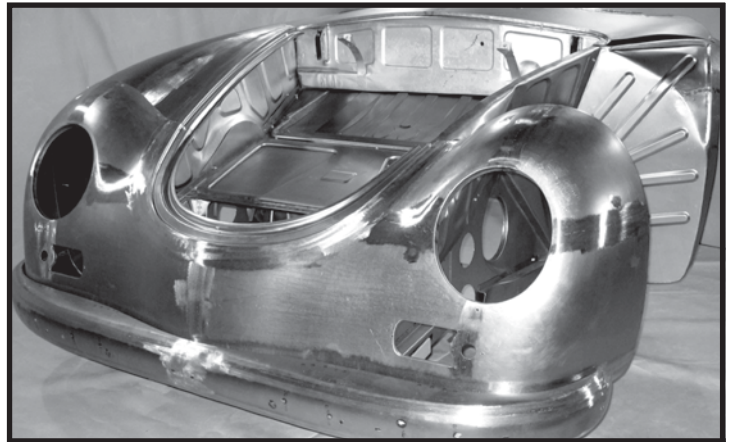
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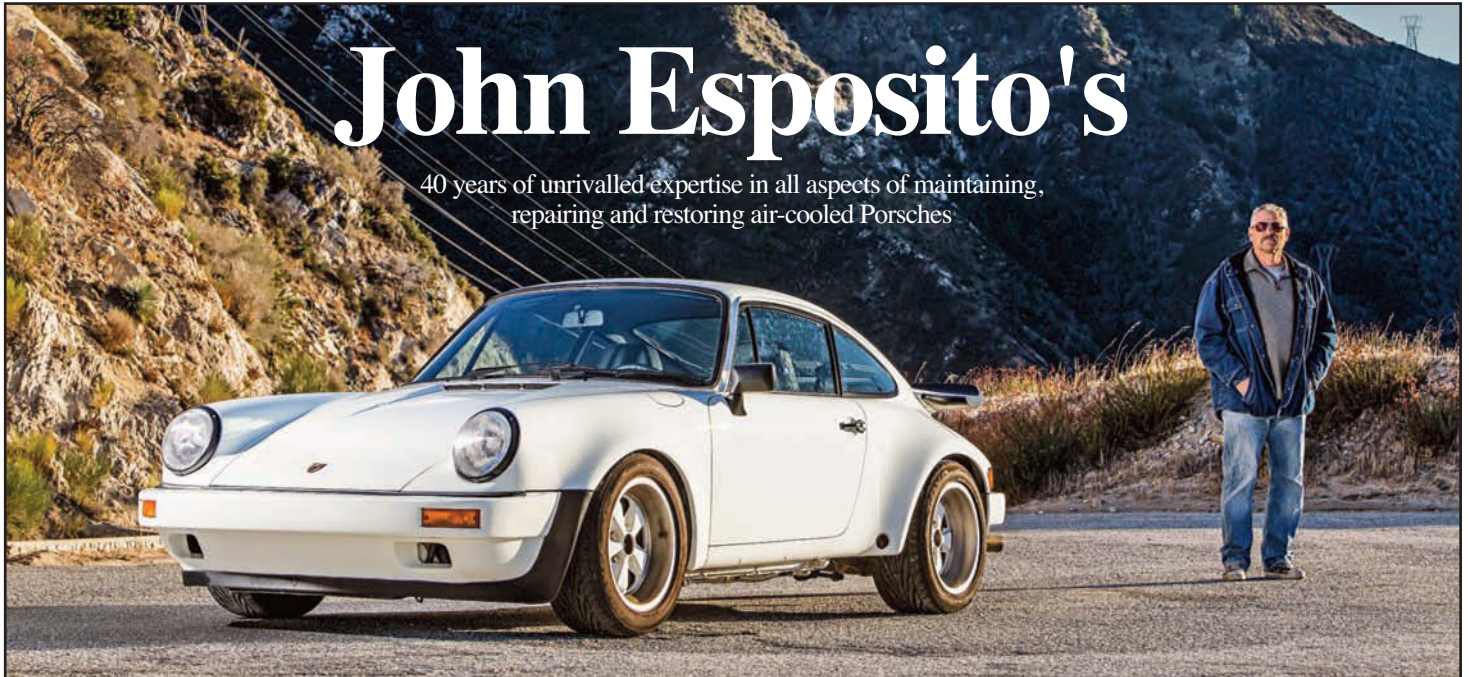
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FITZ

MY LIFE AT

The long-awaited autobiography of legendary racer John Fitzpatrick has finally been published. In this exclusive extract, Fitz looks back to the start of the 1982 season and the period spent running his own operation, John Fitzpatrick Racing. The story begins with the news that the main team sponsor had decided to pull the plug...

Words and photos: John Fitzpatrick
Courtesy Autosports Marketing Associates, Ltd

JOHN FITZPATRICK

THE WHEEL



Sachs had told me they would not be continuing with their sponsorship, so my mind was on whether to keep trying to find a sponsor to continue in IMSA or closing the team and going back to driving for another team. Just about that time, I received a call from someone named Jerry Dominelli, which was to change the course of our lives for the next few years.

Dominelli told me he was a Porsche fan and had been following my career since I arrived in the US. He said he'd like to be involved in a Porsche race team, and would I like to come and chat with him in his office in La Jolla.

Dominelli ran an investment fund out of an office above the La Jolla Bank and Trust Company, specialising in foreign currency speculation. I called in to see him on a Saturday morning when the offices were quiet. I'd done a bit of investigation locally about him, and he appeared to run a very successful operation and supported a lot of local charities.

He welcomed me into his office, a typical fund manager's set up with plush leather seats and oak panelling. He told me he was a car enthusiast and followed IMSA racing and asked me what my plans were for the following year. I told him truthfully that I was in a bit of a quandary about what to do, as I'd more or less run out of money and was thinking about closing the team.

He said he was sorry to hear that, after all the success I'd had previously in the US, and he was prepared to help out. I wasn't really sure exactly what he meant by that, but he said

**“I TOLD HIM I WAS
SHORT AROUND
\$50,000...”**

for me to come back and see him after the last race at Daytona, and we would discuss a way forward with him being involved. I told him that we had made the decision not to go to Daytona, as we needed a complete rebuild on the engine with new turbos etc, etc.

He seemed disappointed in this and asked what we needed to go to Florida and finish off the season. I told him I was short around \$50,000. Hearing this, he took a cheque book out of his desk and wrote me one for exactly that amount. I was a bit taken aback, thanked him profusely and said I'd call him on my return to San Diego. I walked out of his office on a cloud.

It was Saturday morning and the banks were closed, so I'd have to wait for Monday to cash the cheque. It had almost been too easy. I'd already had a few discussions with potential sponsors over the previous few weeks, and although they all showed great interest and appeared to be very enthusiastic, nothing had transpired. So I was not optimistic, but had nothing to lose.

As it happened, I was banking with the La Jolla Bank and Trust below Dominelli's office, so come Monday morning, it wouldn't take long to lay my hands on the money, if it was real. At 9:00 am on Monday I was waiting for the bank doors to open and was first at the cashier's desk. I handed her the cheque and waited anxiously as she looked at the screen and tapped a few keys on her computer. After a few minutes the teller said, 'The \$50,000 is now in your account.' It was difficult to believe. I must have had the biggest grin ever on my face as I left the bank on yet another cloud.

I called Max and told him we were back in business, at least for the time being, and we prepared the car for Daytona. Things didn't go well with the usual good performance in qualifying, and niggling problems in the race and a disappointing 8th place ended our season. On my return to San Diego, I called Dominelli to arrange a meeting.



He was disappointed that we hadn't won in Daytona, but he appreciated the racing business and was still keen to be involved. He asked what my plans were for the 1982 season. I explained that the rules had changed and our Porsches were no match for the new GTP cars. I told him we needed a new car to be successful, and Porsche were developing a new Group C car, the 956, but were not making it available to private teams until the 1983 season. We'd therefore need a Lola or the new March GTP car, which was being developed.

Dominelli was only interested in Porsche. What could we do to make the 935 competitive? The only way forward if we wanted to win was the 935 K4 that Kremer had developed for the German Championship

in 1981. The K4 was based on the aluminium tube-frame chassis that Porsche had developed for their Le Mans car in 1978, nicknamed the 'Moby Dick'. Both Reinhold Joest and Kremer had built their own versions of the car.

The Joest car was more or less a replica of the 1978 factory car with the same long-tail bodywork, developed for top speed at Le Mans, whereas the Kremer version, the K4, was intended for the short twisty tracks and had different body panels which generated much more downforce.

I suggested to Dominelli that we should buy the K4 from Kremer that Bob Wollek had been driving in Germany and develop it further to suit the American tracks (*This is the car featured in issue #38 of Classic Porsche – KS*). He said he'd like to enter a car at Le Mans, too. I told him the K4 wasn't suitable, as Le Mans was a high-speed track. He asked about

the workshop we were using, which was rented from Dick Barbour, and about our team in general.

The big question was what would all this cost. Two cars, one for the US and one for Le Mans, spare engines and bodywork for both cars and a larger transporter and bigger workshop. On top of that, there was the cost of maintaining and transporting the cars around the US and over to Europe, and the additional workforce we'd need. I made a stab in the dark and came up with two million dollars. He didn't flinch and said, 'OK John. Let's do it'.

He suggested that we start a new corporation called John Fitzpatrick Racing, Inc., of which we would be equal

shareholders. He'd provide the money as a sponsor to promote his company, J David Investments. My pay would be the prize money from the races. As was the case with the \$50,000 cheque, it all sounded too good to be true, but we shook hands on the deal and that was that. We

never had a contract, just shares in the company.

He provided the cash as needed and for two years all went swimmingly. We bought the workshop that we had previously been renting from Bill Koll. I bought the K4 from Kremer and commissioned Joest to build a 'Moby Dick' replica with a 2.6 twin-turbo engine to suit the new fuel consumption regulations for Group C in Europe.

Max Crawford planned and designed the new workshop, and we had our own engine dyno and composite facility. Max's friend, Bruce Jenner, left the company, and we took on Mark Popov Dadiano and Glen Blakely, both very experienced

Above: My 935 K3 belches flames during the IMSA race at Mid-Ohio in May of 1981 where I finished 4th. Brian Redman took the win in his Lola Chevrolet T600

“THE BIG QUESTION WAS WHAT WOULD ALL THIS COST...”



*Far left: Outside our workshop in San Diego, I'm sitting on the Porsche 935 K3 we purchased from the Kremers. Behind me is the transporter we leased from Dick Barbour
Left: With my wife Sandra, before the start of the 12 Hours of Sebring in '81*

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Above: After Jerry Dominelli came on board as a sponsor we purchased the Porsche 935 K4 that Bob Wollek had driven for the Kremers in the 1981 German Championship. I'm standing next to it at our San Diego workshop shortly after it arrived, still in Jagermeister livery

and highly thought of in the motor racing industry in the US.

Running the expanded team and driving too was going to be too much for me, so I asked Tim Schenken to come over from the UK and act as team manager. Tim had retired from driving after our year with Jaguar and had been concentrating on running the business he founded with Howden Ganley, Tiga Racecars. Tim moved to San Diego with his wife Brigitte and three children. The K4 arrived from Germany, and the guys set about looking for ways to improve the car.

I'd developed a good relationship with Robin Herd, one of the founders of the March Race Car Company, and Robin had been trying to interest me in his new March GTP car, but when I hooked up with Dominelli, that was out of the question. However, Robin arranged for me to talk to his aerodynamics guys, and they came up with some suggestions to improve the downforce on the K4. I took the ideas to Dan McLaughlin at AIR in Los Angeles, and he turned them into reality.

The 'Moby Dick' 935 from Joest was delivered direct to Le Mans and David Hobbs and I drove to 4th place behind the new Porsche factory-entered 956s. After Le Mans we shipped the car back to our San Diego workshop and adopted a few ideas from it onto the K4.

The main improvement we made was to the intercoolers.

The Kremer design had been one large intercooler to serve both banks of the engine. Joest had adopted the system from the 908 turbo with two separate intercoolers. We built this into the K4 and saw an immediate drop in the temperature of the turbocharged air, which on the dyno gave us around 50bhp more at a maximum of 1.7 boost. We never did get a real accurate power figure for the 3.2-litre engine at maximum boost because the dyno wouldn't read that high, but Mark reckoned it was pushing out around 850bhp.

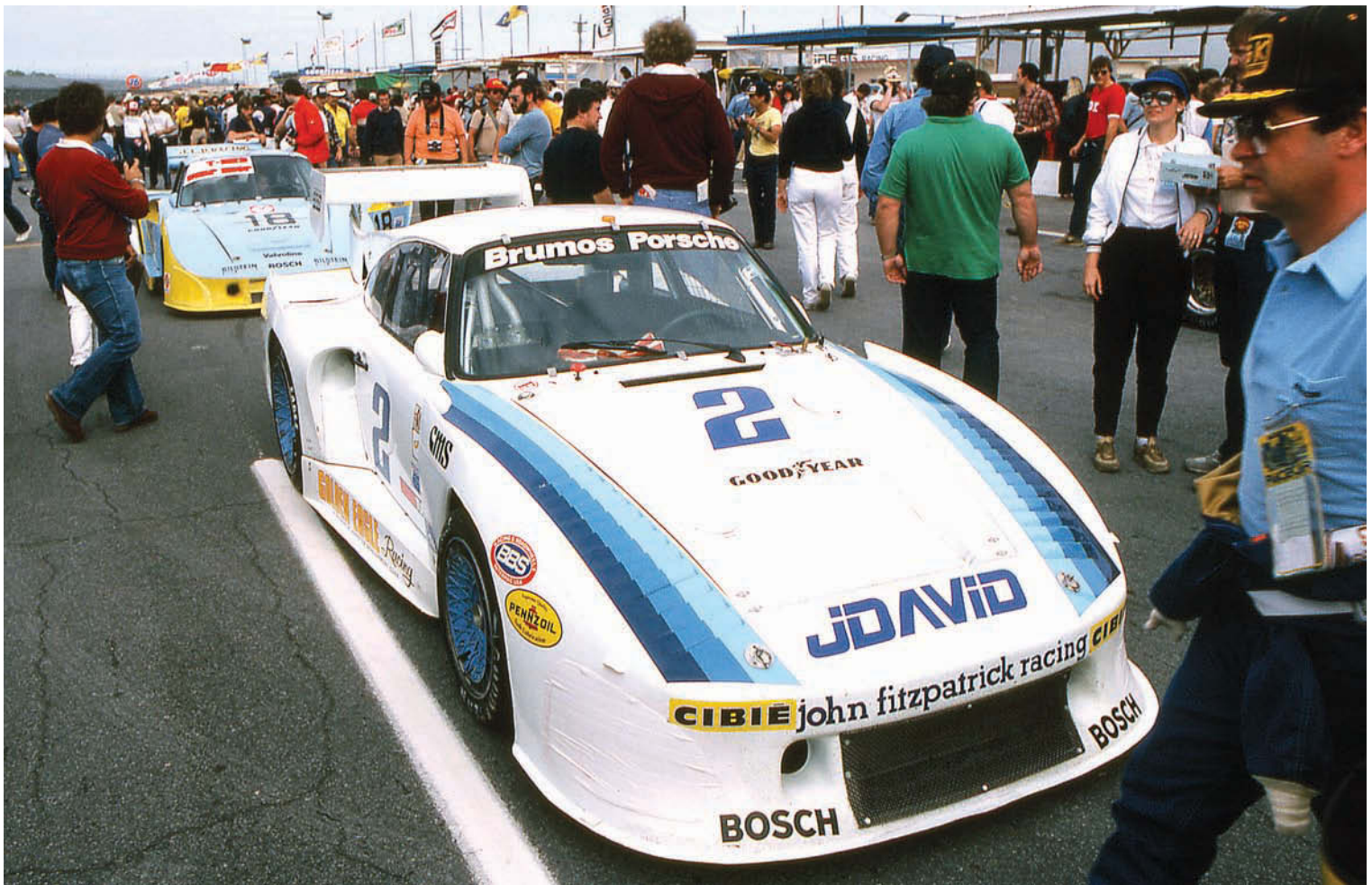
By the time we got to Mid-Ohio in May, the K4 was really sorted. We showed a clean pair of heels to the GTP cars and did the same thing again a week later at Lime Rock, where I beat John Paul in his new Lola Chevy GTP.

Dominelli kept threatening to come to a race to watch his cars running, but it was not until Lime Rock that he actually turned up. He owned a Gulfstream jet which was based at the San Diego airport and from time to time would arrange to meet us there so we could all travel together on the Gulfstream to the races. He rarely turned up, saying he was busy and to take the plane for ourselves.

He finally did show up at Lime Rock, arriving on race morning in the paddock in a black stretch limo with dark tinted glass. Everyone thought the Mafia had arrived. He

Far left: Sebring 1982, where I drove with David Hobbs, our race lasted just seven laps before a tyre let go in a fast right hander. I hit the bank and flipped over, fortunately without much damage to me or the car. Left: I won my first race of the year at Mid-Ohio and then another victory at Lime Rock. This was the first race Jerry Dominelli had attended, and he put on quite a show in the pits, hurling a wrench at John Paul Sr





emerged from the limo in his usual pinstripe suit about one hour before the race started. I'd won quite comfortably at Mid-Ohio the previous week, and the K4 was really flying by this time. I put it on pole ahead of John Paul Jr and Danny Ongais, both in Lola Chevys. I led from the start, chased closely by the two Lolas. It was a one hour race with no fuel stops, so a real sprint.

I was leading from Junior by a few seconds when I came up to lap his father, John Paul Senior, who was in their 935. There was not a big difference in straightline performance between the K4 and Senior's 935, and the straight at Lime Rock wasn't very long. He was making it as hard as possible for me to lap him, so as to slow me down and give Jr the chance to close the gap.

Dominelli was in our pit and could see what was going on. After two laps of Sr blocking me, Dominelli rushed over to the pit wall and before my mechanics could stop him, he hurled a wrench at Senior's 935 as he passed the pits, screaming, 'Move over you, you God damn SOB!' Luckily he missed. I was unaware of all this, but Max and the boys had to drag him off, kicking and screaming and keeping him away from the pit wall. I eventually got past Sr and won quite easily from Jr in the Lola.

The K4 was a dream to drive. It stuck to the road like glue in the turns and was massively fast on the straights. We'd use 1.7bar of boost to qualify, 1.5 in the race and short bursts of 1.7 to overtake if necessary. By this time, John Paul had built a new 935, called the JPL 4. It was very fast and gave us a good run for our money, but in my opinion, the K4 was the fastest 935 ever built.

I also had the advantage of having a great co-driver in David Hobbs. David had driven everything during his career and was not only experienced, but very quick. We were a good pair, matching lap times and not over-driving the car. John Paul Jr and Danny Ongais in the Lolas were our main opposition, but David was considerably faster than their co-drivers, John Paul Sr and Ted Field.

We went on to win the long distance races at Mid-Ohio and Road America and then brought the car back to the UK for a one off race at Brands Hatch, the last round of the World Sports Car Championship. The race was over 1000Kms and the weather was torrential. The K4 was not as nimble around the track as the factory Porsche 956 or the Martini Lancia, but we finished third in front of all the other Group C cars and prototypes. Bob Wollek co-drove with me, as David was busy winning the Trans Am championship in the Chevy Camaro.

Above: At the Daytona 24 Hours in 1982 we ran our older 935 K3, shown here on the grid in JDAVID livery for the first time. It was a less than successful debut for our new team, as my co-drivers Wayne Baker, David Hobbs and I retired after just 59 laps



Far left: Our Porsche 935 Moby Dick during scrutineering at Le Mans. The car was delivered directly to the circuit by Reinhold Joest, who built it. David Hobbs and I finished fourth overall and first in the IMSA GTX class
Left: The JDAVID Moby Dick in action at La Sarthe. We reached speeds of 203mph on the Mulsanne Straight, which made that stretch of road seem shorter than previous years



24 HEURES DU MANS

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Bob also joined our team at the Daytona finale, where we ran the K4 and the 'Moby Dick'. On the high-speed track at Daytona we could just not match the top speed of the Lola Chevrolets, and Bob and I in the 'Moby Dick' finished second behind the Interscope Lola of Danny Ongais and Ted Field. Dominelli showed up at Daytona for his second race of the season and was pleased with the result. This time he kept his temper under control.

We rounded off the year at Kyalami in South Africa. We took the Moby Dick 935 for me to drive with Desiré Wilson. Desiré was a great driver and the only woman to have made an impression in Formula One. The 935 was very fast on the long straight past the pits in Kyalami, just topping 200mph.

During qualifying, Desiré had the throttle stick open at the end of the straight at top speed, which couldn't have been a very pleasant experience. She managed to switch off, get the car slowed down and around the first corner without any damage. It was something I'd have been very proud to have done myself and very happy not to have had the opportunity to do it. We had an engine problem during the race and failed to finish.

Dominelli was pleased with his first year's involvement with a race team. I was less so, but we'd chalked up a few wins and shown we could develop a car into a race winner, which was gratifying. David Hobbs had turned out to be a great

addition to the team, and we were looking forward to driving together the following year.

After the season finished, I met with Jerry Dominelli to discuss the direction of the team. Porsche had announced they were producing a limited run of 956s for sale to private teams. Dominelli was anxious for us to get our name on the list and run in the World Sports Car Championship, which took place mainly on European tracks.

He wanted to carry on with a limited program of IMSA races, as he wanted to continue promoting his investment company. As far as sponsorship from JDavid was concerned, there didn't seem to be any shortage of money. I contacted Porsche and secured the delivery of one of the first of the production run of 956s. We were allocated chassis No.102. Alain de

Cadenet had been first to order and was allocated 101. He eventually failed to secure the necessary finances and Kremer took over his order. Our car was due to be ready in February. **CP**

Illustrated with 128 black & white and 231 colour photographs, Fitz – My life at the wheel chronicles John's twenty-two years competing on many of the most famous circuits in the world in some of the most iconic cars of the 1960s, '70s and '80s. It is published by Autosports Marketing Associates, Ltd. ISBN-13: 978-0692725436 Price £49.99

Top left: I was a bit worn out following a torrid qualifying session at Portland in the heat of August

Lower left: In September of 1982 David Hobbs and I won the Lumbermens 6 Hour race at Mid-Ohio. It hadn't been a bad year. Five 1st place finishes, a 2nd, a 3rd, and a 5th, but not good enough to win the IMSA Championship, which went to John Paul Jr

Above: We shared space on the poster Porsche produced with my old teammate Jim Busby and Doc Bundy, who won the IMSA GT class in a Porsche 924 GTR

“THE 935 WAS VERY FAST...JUST TOPPING 200MPH...”

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The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a header with the Elephant Racing logo and contact information: "Advanced Suspension Systems For Porsche Cars Design & Development", "Fast Shipping Worldwide", and "Sales & Support +1.408.297.2789". A secondary navigation bar lists various Porsche models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and Search. The main content area is titled "Suspension Builder" and includes "ONLINE TOOLS" for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve (Add, update, or remove parts using the tables below). The "Front" and "Rear" suspension components are displayed in a grid format. A "PACKAGE CHARACTERISTICS" table shows "RIDE COMFORT" at 41 and "PERFORMANCE" at 63. An "Add To Cart" button is located at the bottom of the review section.

1 Select Year & Model
Year: 2004
Model: 996/997/986/987

2 Select Your Package
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ROAD RACER

There was a time when Porsche engineered its track cars to be legally street-driven – and the beautifully-penned 906 happens to be the very last of the breed. One of these rare animals, a factory-restored example, which saw plenty of action in Japan starting in 1966, currently belongs to the Symbolic International stable. Understandably, we had to take a few pictures of it on the street!

Words: Stephan Szantai

Photos: Stephan Szantai and courtesy Symbolic International





Race cars belong on race tracks, right? Well, they certainly do. But seeing one legally driven in day-to-day city traffic is an experience which is bound to remain embedded in the memory of any genuine enthusiast. On a personal note, I first witnessed a 906 on the street back in 2008 during a rainy winter Californian event, the predecessor of today's All Porsche Weekend, as seen in issue #35. Instant goose bumps. I always thought it would be cool to photograph one of these 50 Group 4 production cars driving on open roads one day, if the opportunity presented itself. It did last summer – more instant goose bumps...

Classic Porsche discovered the vehicle in question during last June's Steve McQueen Car & Motorcycle show, featured in issue #37. This very special Porsche had been taken to the show by Bill Noon, Sales Executive at Symbolic International, a respected dealer based in San Diego specialising in classic and vintage race cars. A conversation with Bill soon divulged the historical importance of this 906, which had been extensively raced in Japan between 1966 and '73, never crashing during its 53

battles and thereby remaining very original. The Porsche factory Race Department nevertheless fully restored this incredible survivor. But we are getting ahead of ourselves...

Much has been written in *Classic Porsche* about the 906, so we duly invite you to delve into Keith Seume's article in issue #24, along with Delwyn Mallett's piece in issue #16. In case you missed them, let's go through a few key historical facts about this legendary gull-wing model, produced in 1966. It was the first car completed under the new head of Porsche's R&D Department, Dr. Ferdinand Piëch, nephew of Ferry Porsche. The company had

struggled a year earlier with its 904 against Ferrari's entries, specifically in the international Hillclimb Championship, hence Piëch's mission to build a new race car.

The result was the 906 that truly marched Porsche into the future. Unlike the 904 constructed around a pressed-steel frame, this

new racer relied on a complex and light tubular space frame, well conceived but not without its share of issues. The most worrying involved two of the tubes that carried oil to and from the cooler fitted up front – a clever feature

“RACE CARS BELONG ON RACE TRACKS, RIGHT?”





intended to save weight. Unfortunately, the tubing in question tended to leak...

The weight of a little over 1300lb was achieved thanks in part to a hand-laid glassfibre bodyshell, although wind tunnel tests soon revealed that the 906 offered less efficient aerodynamics than the 904 (a coefficient of drag of 0.35 against 0.34). Indeed, the 'new' Porsche had an increased frontal area, mainly due to a six-inch wider body.

The design looked fresh and almost futuristic, yet many other components were carried from the 904/6 to save cost, since the manufacturer still had plenty of parts in stock.

“THE DESIGN LOOKED FRESH AND ALMOST FUTURISTIC...”

This included the gearbox, engine, brakes and suspension. Even the wheels remained 15 inches in diameter, while Piëch had hoped to use 13s – this would have resulted in front wings with lower, swoopier lines.

Though the flat-six derived from the 130-horse 1991cc found in 911 production cars, the 906's unit produced considerably more horsepower: about 210-230 depending on who you ask. Weight saving in the engine alone

proved significant, thanks to a magnesium crankcase (instead of aluminium), aluminium cam sprockets (instead of steel), titanium connecting rods, and more. The two-litre happily revved to over 8000rpm and allowed the car to

Right: 1967 GP Japan at Fuji International Speedway. 85,000 people showed up to watch three 906s take part, the featured car (#6) finished fifth overall, two laps down on the winning #8

Simple dashboard layout looks stylish in comparison to those of today's race cars. Generously-proportioned wood-rimmed steering wheel looks rather incongruous in such austere surroundings...







reach a very commendable 170mph/280Km/h along Le Mans' famous Mulsanne straight. Debuting at the 1966 Daytona 24-hour race, the 906 finished first in the 2.0-litre Prototype category and sixth overall. More class victories followed in Sebring and Monza, ending Ferrari's supremacy.

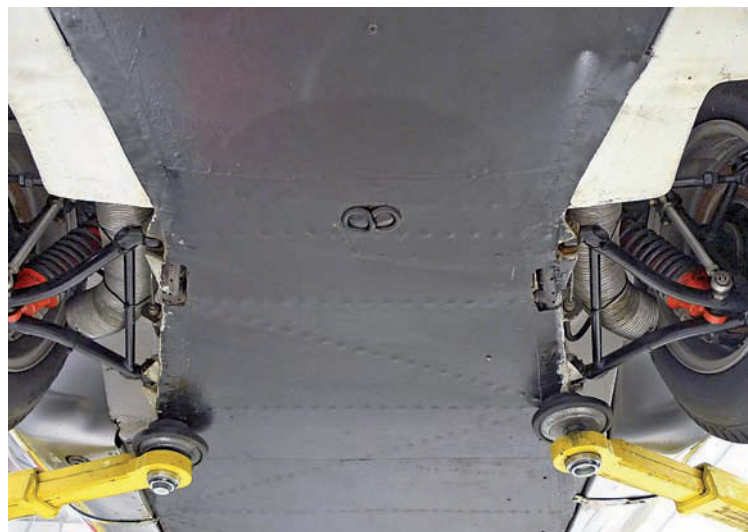
This leads us to the subject of our feature, the Symbolic International-supplied white example, chassis number 906-

120. It was part of a three-car fleet of 906s built in March 1966 and delivered in April to Mitsuya, Porsche's official importer/distributor, who had ordered it for Shintaro Taki. Besides being the owner of a prominent clothing factory, Shintaro served as team manager and lead racer of Taki Motors Ltd, together with their racing division, Taki Racing. The businessman did well in 1966-67, competing in over a dozen races in Suzuka, Fuji and Hong Kong, where he finished

Louvred Plexiglas rear window is a trademark feature of the 906. To us at Classic Porsche, this is one of the most beautiful cars ever built...

*Below left: Dunlop Racing tyres add the appropriate period-correct detail
Below: Flat bottom shows that by the mid-1960s, Porsche's engineers were paying heed to airflow under as well as over the car...*

“PART OF A THREE-CAR FLEET BUILT IN MARCH 1966...”





Two-litre flat-six develops in the region of 220bhp, running on Weber carburettors. Note chassis member running diagonally above the engine

Rear three-quarter view is the most dramatic, showing off the ultra-low profile to perfection. Wheels are two-piece, with aluminium rims riveted to steel centres



first in class on eight occasions. He later switched to a 910 and continued racing with his Taki Motors team.

Several other Japanese pilots found themselves behind the wheel of 906-120 from 1968 until the late '60s, competing in close to 20 races. These drivers added another six first in class in the process, along with one second and three third. During this time span, the Prototype retained its white Taki team livery, until British journalist Peter Bellamy took over ownership in October 1969.

Bellamy elected to continue racing in Japan (mostly at Suzuka and Fuji again), though by then the 906 had lost some of its competitiveness against newer rival entries; but he still managed to finish second and third in class on more than one occasion. After being painted red for a short time, his Porsche appeared in British Racing Green, a colour

fondly remembered by many Japanese enthusiasts. Bellamy last competed with the famous car on the 3 June 1973 during the Fuji 300km race.

In April 1974, he shipped it to Australia and sold it a year later to RJ Aitkin, the Porsche and Ferrari importer/distributor for Australia and New Zealand. The late Aitkin was a true race car aficionado, so 906-120 joined his private collection where it remained on display, as entered by Bellamy, until 1989. It then received a cosmetic restoration by Malloy & Watson that spread over a year and, by 1991, European Auto Sales & Restoration bought it – the company handled the mechanical restoration. By the end of '91 and after passing through the hands of a Japanese Porsche dealer, prominent car collector Toshio Tachikawa added 906-120 to his stable of stallions.





Incidentally, he entered the Japanese 'La Festa Mille Miglia' in 1992, where he invited first owner Shintaro Taki of Taki Motors fame to drive the vehicle.

Mister Tachikawa felt his find required a restoration worthy of its history, so in December 1992 he sent it to the Porsche factory where Weissach's Race Department took care of bringing the car to the next level. The process lasted no less than five years, since the crew worked on it during the 'off season', making sure to use as many original parts as possible, including the engine and transmission. Between 1998 and 2008, it remained in Tachikawa's collection, until another private museum became its new caretaker. Finally, Symbolic International purchased this incredible survivor, where we found it displayed with a number of historical sports cars including a Porsche 959.

Discovering the car – and seeing it driving legally on the street – remains an unforgettable experience! Not often do you see such a significant, matching-number 906, and the

fact that it was never crashed makes it extra special. The Porsche factory's restoration has aged well, too. Even the four rims are original to the prototype, being 906 'KPZ' two-piece steel and alloy riveted units. The front pair, measuring 7Jx15, feature matching date codes of 12/65, while the 9Jx15s used at the rear are stamped 6/66 and 11/66.

The engine belongs to the 906's first series, type 901/20, identified as such thanks to the stamping on each side of the case: 901.101.102.10 on the left and 901.101.102.12 on the right. The team of Weissach certainly did its homework when restoring the vehicle back in the '90s, reusing the correct Magnetti Marelli twin coils,

twin-plug ignition system, in addition to the original pair of Weber 46IDA 3C1/3C carburetors – they display very close serial numbers of 84 and 101. Another interesting detail is that the original 1966 Bosch-numbered keys are still in use – not bad for a car over 50 years old. We told you this was a rather special example... **CP**

Gullwing doors are ultra-light, consisting of little more than a tube framework clothed in thin glassfibre and Plexiglas. Shutting the door requires quite a stretch on the part of the driver

“PORSCHE FACTORY'S RESTORATION HAS AGED WELL...”

Contact:

Special thanks go to Bill Noon and the crew of Symbolic International for letting us photograph their 906, which really looked fantastic against a backdrop of modern automobiles. It is quite interesting to see how well the lines of the car have aged – of course, the very low rooflines might be responsible for this impression. As a side note, 906-120 is now for sale and you can find more details about it via the symbolicinternational.com website. Drop us a line if you happen to buy it, OK?



Far left: Peter Bellamy drove the car to 18th place in the 250km event at Fuji in October 1971

Left: Warming the engine ahead of the Suzuka 1000km, 1967



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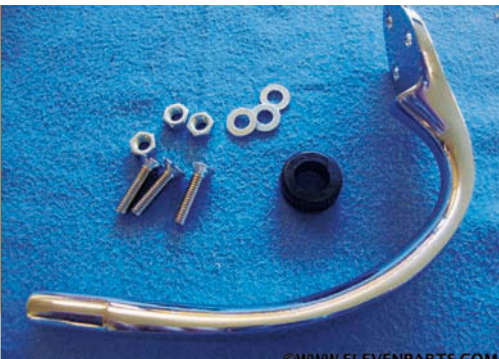
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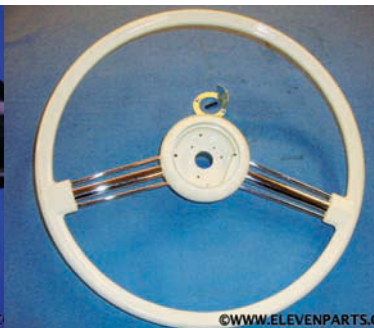
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Above: Line-up of Frazer-Nash cars at Isleworth to celebrate AFN's connection with this famous marque

Far right: 1968 and new Porsches sit alongside a lone Frazer-Nash display car in the showroom

AFN

AND THE STORY OF PORSCHE IN BRITAIN

Until the mid 1980s, AFN was the Porsche importer and distributor for Great Britain, but the company's roots go back to the days of chain-driven sports cars bearing the surname of their creator: Archie Frazer-Nash

Standing for the initials of its founder Archie Frazer-Nash, AFN was by the 1930s an established builder of chain-driven sports cars. Owned by the three Aldington brothers, AFN, based on the London Road in Isleworth, specialised in light, competition-orientated road cars. Proximity to Brooklands meant that many Frazer-Nashes were bought for racing and AFN had an upmarket, specialist reputation rather of the sort Porsche later had in the 1960s.

Over the years, Frazer-Nash used a variety of power plants, but the most successful was the 2.0-litre six which BMW had developed for its 328, the most advanced pre-war sports car. AFN began to import BMWs into Britain, but a promising business was curtailed by the outbreak of war. BMW's Munich plant was destroyed by allied bombing and its other plant at Eisenach was in the Russian zone.

As part of war reparations, BMW's engine designs were

acquired by the Bristol Aeroplane Company so post-war AFN found itself dealing with Bristol rather than Munich. It was not destined to be a successful relationship.

While admiring and indeed using aircraft engineering techniques itself, AFN soon found that the aero engine people moved too slowly for the motor industry, which had to react much more quickly to the market. When in the early

1950s BMW began to resurface, its Isetta micro cars were hardly what AFN was used to selling, and Isleworth started to look elsewhere.

It was in 1952 that inveterate marriage broker and now Porsche racing manager Huschke von Hanstein, well known to AFN because of his pre-

war racing exploits in BMWs, introduced the Aldingtons to a small Stuttgart-based enterprise. Like everyone else in racing, AFN was aware of Porsche – its active racing programme, closely related to its production cars, was similar to the Aldington business model.

**“AFN BEGAN TO
IMPORT BMWS
INTO BRITAIN...”**





Above: AFN's impressive stand at the 1958 Earls Court motor show. Of the five marques on show in this photo, only Porsche survives

The brothers saw properly engineered cars and in Ferry Porsche an impressive owner/manager. Within a year AFN was sole UK concessionaire and HJ Aldington's son John, who would later become MD at Isleworth, was despatched to Zuffenhausen where over eighteen months he learned the Porsche way of doing things.

Porsche gradually took over where Frazer-Nash had left off in the Aldington firmament and soon there was a flourishing network of dealers and several hundred 356s being imported every year. Archive pictures show that Ferry Porsche was a regular visitor to Earls Court and a 1955 motor show photograph of racing ace Archie Scott-Brown admiring a 356 cabrio is typical of the fifties AFN client.

The light Porsche appealed strongly to drivers used to heavier and less wieldy British sports cars and, at one time, AFN had embarrassing numbers of Aston Martin DB2s taken as trade-ins to dispose of.

The advent of the 911 in 1966 (in the UK) would swell turnover, a development which one Victor Elford initiated almost single-handed. As skilled on loose surfaces as he was on the track, Elford had already run the gamut of production Minis and Fords and was casting about for a more competitive mount.

In November 1966, under a less than precise arrangement, he borrowed AFN's newly-delivered red 911

demonstrator which he took to Lydden Hill in Kent for the very first televised rallycross event. There, the works Cortinas of Brian Melia and Roger Clark tried every trick in the book to impede Elford whose Porsche was taking quite a battering, to the growing consternation of John Aldington sitting at home watching this struggle on television.

Although he won a famous victory, Elford was summoned to Isleworth the following Monday to explain himself. 'I was expecting the worst,' he says, 'but by the time I arrived the

telephone had been ringing non stop for an hour with people wanting to order 911s!

AFN's boss was somewhat mollified by this turn of events and the 911 was sent back to Zuffenhausen where it was prepared for Elford to tackle the 1967 British saloon car

championship, which he duly won. This is not quite the end of the story though as Ken Hughes, then an AFN mechanic, remembers:

'We noticed the bottle jack was missing from the workshop. We hunted high and low for it till in the end we found it jammed in the front wing of that red 911: they must have used it to try and knock out the worst of the dents and left it in the wheel arch. Imagine what could have happened if it had fallen out while the car was being driven!'

In 1968, the cooperation between Porsche and VW to jointly develop a platform inspired the UK VW distributor to

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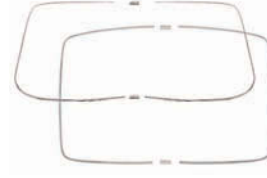
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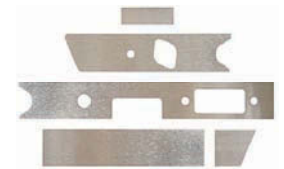
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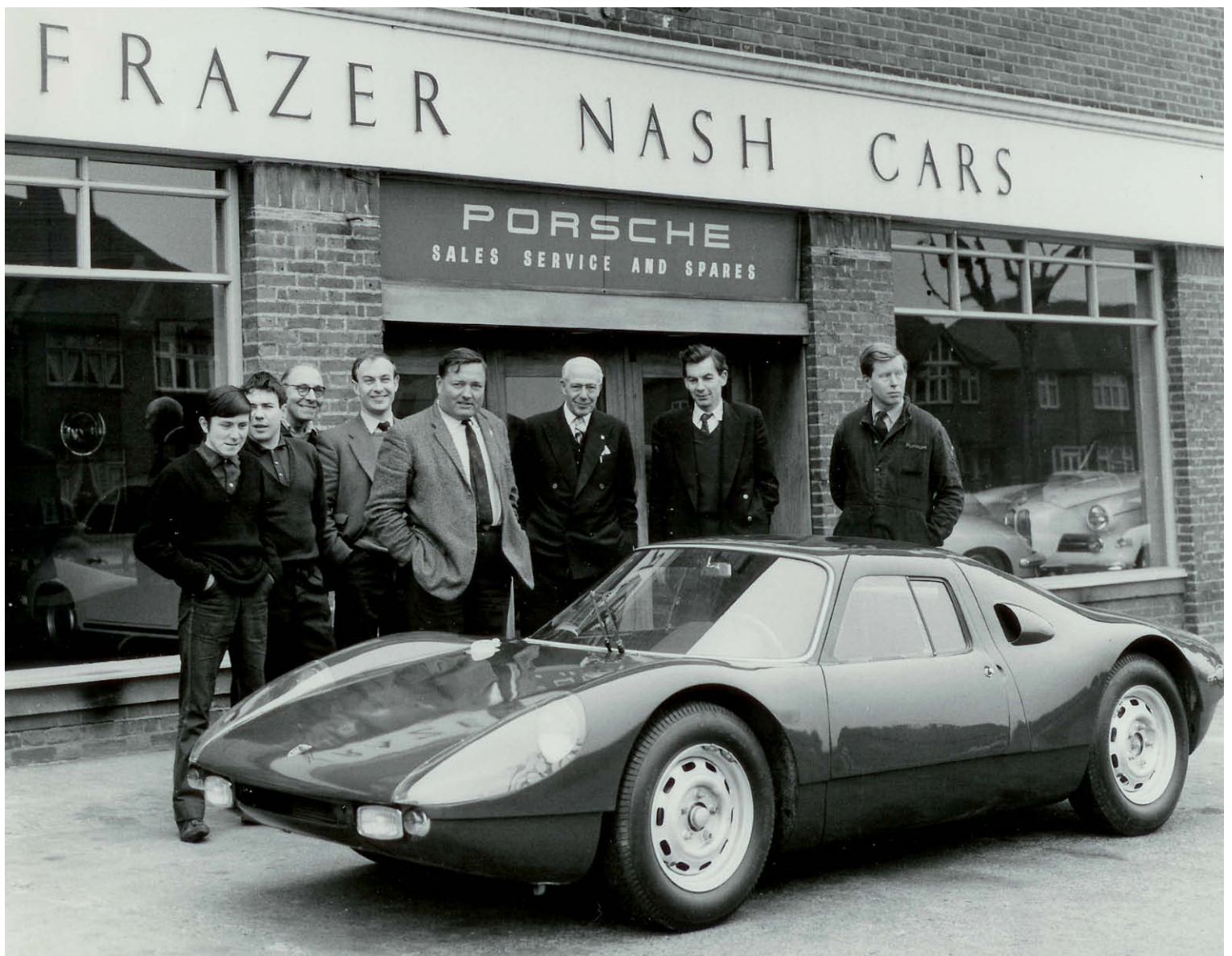


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make a serious bid for the Porsche import business. John Aldington's relationship with Ferry Porsche ultimately enabled him to see off this threat, but it caused him to understand the need to strengthen AFN's position within Porsche. So in 1972 a joint company was formed, Porsche Cars Great Britain Ltd, held 60 per cent by Zuffenhausen and 40 per cent by AFN.

Plans were hatched to build a new depot at Deal in Kent as space was a chronic problem at Isleworth, but despite unprecedented racing success and dramatic new models in the shape of the Carrera 2.7 RS and, later, the Turbo, Porsche sales in recession-hit, three-day week Britain faltered and expansion ideas were scotched with some negative comments on both sides. The eternal weakness of the Pound of course played a part, but at least the cheaper VW-Porsche 914 enjoyed a minor resurgence.

Alan Chant who used to look after pre-delivery inspection remembers the 914: '911s all used to arrive from Stuttgart on transporters, but we used to go to the Karmann plant at Osnabruck to fetch the 914s ourselves. They handled nicely but didn't have much go with their VW engines. The flat-six (914/6) version was in another league altogether!'

The advent in 1977 of the four-cylinder, front-engined 924 did boost sales from below 1000 to over 3500 units by 1979, and to cope with this PCGB Ltd moved to a new site at Richfield Avenue in Reading, leaving the AFN operation at Isleworth simply as a dealership. In 1976, Michael Cotton, who had been editing *Motoring News*, joined PCGB as Press Officer after John Aldington 'made me an offer I couldn't refuse'.

He remembers being taken aback when Steve Cropley,

Above: 'Dickie' Stoop (in pale-coloured jacket) collects his brand new 904 from AFN. Note Frazer-Nash signage still in use alongside that of the Porsche marque



Far left: If you wanted to buy a new Porsche from AFN, you'd probably be asked to take a seat in this office!

Left: And once you'd owned it for a few years, you'd be back to buy spares from here



Above: Inside the AFN workshop in 1968. Then-new 911s in for service, while an older 1965 model sits in the background, alongside a 1964 356C

then writing for *Car*, asked him when 911 production was going to finish. 'He'd obviously heard something I hadn't. I remember getting quite irritated at any suggestion the 911's life was limited! At the time Cropley was right, though.'

A change at the top at Zuffenhausen brought Peter Schutz to Porsche, a renewal of commitment to the 911, and a proper four-cylinder Porsche, the 944, developed from the Le Mans 924 GT.

'The 944 was a good car,' recalls Cotton. 'We launched it in the West Country with Helmuth Bott. Dr Bott was very impressive, spoke good English and I liked working with him. He was a great advocate for all things Porsche and I thought it was sad that he left in the circumstances he did (*in the wake of Schutz's departure and the severe recession in 1988 – KF*). After all he'd done, he deserved better.'

The 1980s began well though, with three distinct Porsche models and sales to city types, which represented a lucrative new segment, as well as to the usual celebrity purchasers such as Cliff Richard who acquired an SC Targa. Derek Bell,

a long standing Porsche works driver was a regular visitor to Reading, and doyen of motoring journalists, Denis Jenkinson was engaged to write the definitive history of AFN, duly published as 'From Chain Drive to Turbocharger: the Story of AFN.' These were the boom years.

All was not plain sailing, though. 'Peter Schutz and John Aldington didn't get on at all,' recounts Michael Cotton. 'Both men liked to call a spade a spade, but sometimes they were talking of a different implement.' Aldington had his own way of operating which had largely coincided with Porsche's approach and worked under Ferry and then Fuhrmann.

Alan Chant is one of many Aldington loyalists, (he went on to work for his old boss's new

enterprise in the 1990s) 'John wanted to keep some sort of exclusivity with the Porsche name, so not flood the market and hit resale values. Schutz was always pushing to sell more. In the end John decided he'd get out. Almost as if he knew what was coming.'

In a canny move, John Aldington sold his share in PCGB

“BOTH MEN LIKED TO CALL A SPADE A SPADE...”



Far left: HJ Aldington (left) talks Speedsters with a prospective customer at 1958 Earls Court motor show



Left: Body repair and paint facilities were available at AFN's Falcon Road premises in Isleworth



Ltd in 1986 and retired, although within a couple of years he would open new Toyota and Suzuki dealerships. Only two years later, Porsche was in serious trouble. At the height of the mid-eighties' boom, PCGB Ltd had moved to imposing new premises at Calcot on the other side of Reading.

Designed for a turnover of 5000 cars per year, by 1991 these were somewhat over-provisioned and stocks of 600 unsold right-hand drive cars filled the site at Reading, with a further 800 waiting at Le Touquet in France. After redundancies at Zuffenhausen in 1993, PCGB Ltd was obliged to follow suit, shedding a large number of its personnel, though Porsche it must be said was far from alone in such radical retrenching.

And of course in the case of Porsche this preceded two decades of unparalleled growth and success.

John Kemp came to AFN as an apprentice in 1969. 'It was thanks to Vic Elford, really. His wife was in an employment agency and knowing the sort of job I was looking for, she passed on to me his suggestion I should apply to AFN.' John can look back on almost a quarter of a

century at Porsche where he rose to service director.

He has great memories such as the launch of the 911 Turbo at Castle Combe. 'What an incredible car – we'd never seen anything like it! Nick Faure was doing the demonstrating and went through a set of tyres in an afternoon!' He also recalls the leaving party held for John Aldington. 'We gave him a wood plane – he liked making things, though he didn't stay in retirement long. Everyone

liked him: he was the boss, but he was fair. It was a very moving occasion.'

The success of Porsche can be traced back to Dr Porsche's original design which Ferry refined into the 356, then the 911.

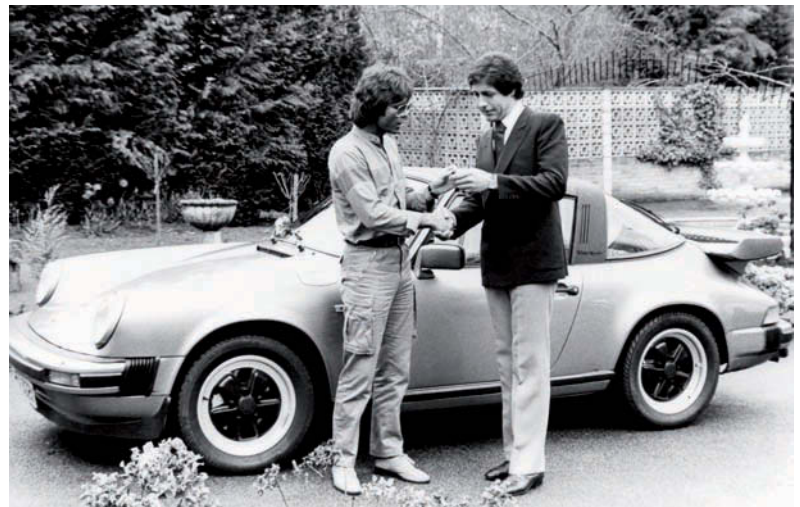
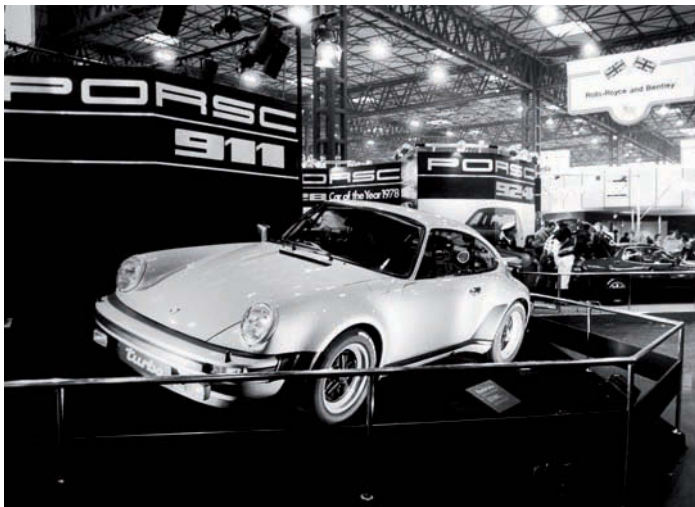
But that success also turned around the energy and determination of certain individuals outside Porsche – Auguste Veuillet who got Porsche into Le Mans (with a class win) only six years after the Second World War, the ebullient but unpredictable Max Hoffman who laid the foundations for Porsche's massive US market – and the Aldingtons who established Porsche's third biggest market: Britain. **CP**

Above: Another view inside AFN's Isleworth workshop. 'G 98' registration is still on a Porsche, but not this one! As for '1 ELL', there is no record

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Below left: 3.3 Turbo on display at the 1978 London Motor Show at Earls Court

Below: Cliff Richard (left) receives the keys for his new 911SC Targa – just one of many celebrity owners





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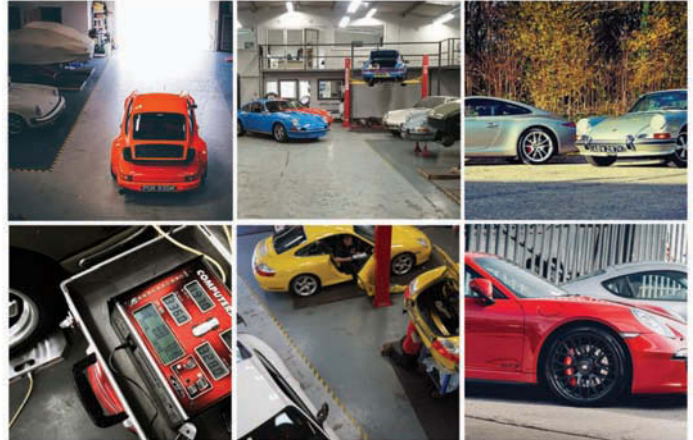
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RESTORED & REFINED

For many years overlooked and undervalued, the four-cylinder 912 has finally achieved the recognition it deserves. Phil Jarvis certainly appreciates the finer points of ownership of what many consider the best-handling Porsche of its time

Words: Keith Seume
Photos: Paul Knight





The specialist car market is very fickle. Models that were once looked down upon are now revered, others that were once hyped as 'classics' are sometimes considered passé. This week's zero can become next month's hero in the fall of an auctioneer's gavel as someone, somewhere allows their heart to rule their head, while market-topping car 'investments' become loss-making 'negative equity' as market forces swing in another direction.

We've seen it in Porsche circles all too often. Badly-advised 'investors' fell over themselves to snap up every Carrera RS that came on the market, regardless of pedigree and provenance, watching as values rose sharply – and then again as the market stabilised and, in the case of examples with a dubious past (of which there are plenty...), values began to fall. Originality and provenance soon proved to be king.

And then there were models like the Targa and 912: the former looked down upon by purists for whom every Porsche needed a solid roof, the latter because, well, to be honest, nobody really took the time to understand it. A 911 with a 356 engine? What's that all about? But then, as the scales fell from people's eyes, Targas and 'Twelves' slowly began to gain the recognition they richly deserved.

Of course, in certain markets, the entry-level four-cylinder Porsche had always been appreciated by a dedicated band of enthusiasts. In the USA, for instance, the 912 had a strong following, as it did in Germany – and don't forget, in the first couple of years of production the 912 outsold the 911 on the

“BUT TAKE IT FROM US, YOU’LL BE IMPRESSED...”

home market. But in the UK, it remained overlooked for far too long. Until, that is, values of early 911s began to skyrocket, putting even the lowliest of models out of reach of many. And then, finally, an increasing number of people began to see what a great car the 912 really is.

With its sweet 90-horse engine, finely-balanced handling and – let's face it – the way it offers such fantastic value for money, the Porsche 912 is now a sought after model in its own right. But prices of these are on the march, too. Not long ago, you could buy a decent 912 for well under £10,000 (we bought one for £6K that was in good, solid daily-driver condition) but that same 'driver' will probably now set you back two or three times that figure. Even the best examples rarely topped £20,000, whereas now a particularly nice 912 might be three times that figure, too.

Those who've never experienced the pleasure of driving a well set up 912 might find it hard to understand what the fuss is all about, but take it from us, you'll be impressed. Phil Jarvis agrees, saying that he loves the way the car drives, adding that it's 'so much more refined than the Beetles and Buses I'm used to!' Don't believe him? Then listen to what the now sadly defunct *Cars & Car Conversions* magazine had to say back in October 1967: 'We might as well get it straight from the word go – the Porsche 912 is probably the best car we have ever driven. Not the fastest. Not the prettiest – not even the most expensive, or the biggest, or the smallest, or anything else. Just, quite simply, the best.'

That's pretty heady stuff from one of the leading enthusiast magazines of the time, but there was more, beginning with a warning: 'If you don't agree, then you'd



better skip the next couple of thousand words or so, because we are going to explain why we think so. On the other hand, it's quite likely that you won't be arguing, partly because if you haven't driven one, then you are in no position to quarrel, and partly because, if you have, then you probably agree with us.'

But there was a downside – just one, mind. Price. 'First of all,' said the road test's author, 'let's take its faults. That's easy – the only real snag is that it costs a lot of money in this country: the best part of £2500 by the time you have paid the Treasury its whack,' the latter a reference to the dreaded Purchase Tax, which preceded the current VAT.

'And now we've dealt with the disadvantages, let's have another look,' continued the report. 'What stands out most in our minds after 1200 miles or so of very hard motoring is its

absolutely flawless performance – the way you put up very high average speeds indeed without really trying. On Britain's crowded roads (and remember, this was written in 1967! – KS) there are very few cars in which you can cover large mileages at one go without suffering fairly acutely from cramp, fatigue, strained eyes or an aching back. But in the Porsche 912 it's easy.' You can see, then, why Phil Jarvis

was a happy man when he acquired the 912 you see before you.

When UK VW enthusiast Phil bought his 1968 'Twelve back in February 2015 from Steve Walker (aka 'The Northerner!'), it was with the intention of getting it on the road as quickly as possible. The short-

wheelbase coupé was, in Phil's words, 'Painted red and a running car in decent condition. It needed welding in four places, both thresholds and a bit on the floor, but each area welded was only a couple of inches square.'

Above: 912s still remain largely unappreciated but their standing in the Porsche world has improved greatly over recent years. Many owners say they prefer them to early 911s due to better weight distribution...

“PHIL BOUGHT HIS 'TWELVE BACK IN FEBRUARY 2015...”

Below left: Nicely detailed 1720cc engine was purchased via eBay from Karmann Konnection

Below: Every area of the car received attention – fortunately the bodyshell proved to be very solid



Phil's background has included a long involvement with the air-cooled Volkswagen scene, and currently runs Europe's quickest VW split-screen 'Bus' – the aptly-named 'Firebus', an ex-German fire-department Transporter which runs 11-second quarter miles!

He also owns an ex-Wehrmacht Kübelwagen and a Porsche 356, so he's used to getting his hands dirty while diving into a project. 'I stripped the 912 down immediately and, within a week, it had been welded up and dropped off at the painters. The plan was to go for a quick paint job to get me through the summer,

but it was a disaster for many reasons. I soon decided that a full restoration was going to be the order of the day!

But who to choose for the body and paintwork? In recent years, one name keeps cropping up in the VW scene: Spike – or rather, Andrew Finch. Andrew runs a paintshop by the name of Spike's Vintage Restorations (SVR).

Based at Tolleshunt Major in Essex, SVR prides itself on quality work on all classic and vintage cars, but it's probably true to say that VWs and Porsches are closest to Andrew's heart. Check www.spikesvintagerestorations.com for some other examples of his work.

To save a lot of time and expenditure – and, no doubt, to help him bond with his latest acquisition – Phil carried out a lot of the manual labour getting the car ready for its trip to the

paintshop, aided by friend Paul Lippett. 'The rolling bodyshell, minus engine and gearbox, was taken to Spike's where it was fully bare-metalled within days,' says Phil. 'This revealed that all the original steel panels were in perfect condition, needing minimal preparation prior to painting.' Using epoxy primer followed by a water-based top coat of Blut Orange, Spike then gave the 912 several coats of clear, before flattening and polishing to a mirror-like shine.

Phil was keen to keep the 912's interior pretty much stock, but it needed retrimming, a task looked after by

Anthony Ward at Dubholstery in Warrington. Anthony installed new carpets and mats, but the door cards – unique to the 1968 model year, with their short door pockets and armrests – were a

mixture of recovered and good used parts. The seats, too, were recovered in the original style (www.dubholstery.co.uk).

The dashboard is stock, too, with the original aluminium insert and knee pad retained, but the vinyl dash top needed replacing due to the one that came with the car being damaged through exposure to the California sunshine.

For motivation, Phil turned to eBay and managed to score a freshly-rebuilt 1720cc engine from Karmann Konnection. It was purchased as a fully-detailed turnkey unit, running on the original Solex carburettors, and when bolted up to the five-

“A FULL RESTORATION WAS TO BE THE ORDER OF THE DAY...”

Below: Out on the open road, Phil appreciates the extra ponies offered by the 1720cc engine. Detailed 14-inch Fuchs wheels look great with the orange paint





speed dogleg transmission, it fired up right away at the first turn of the key. With a few more ponies than when it left the factory, Phil's 912 now has more than enough 'go' to match the 'show'.

Externally, the orange coupé looks just the way it would have done 48 years ago when it left the Karmann factory at Osnabrück, with the exception of the fully-detailed 14-inch Fuchs wheels, which were the handiwork of friend Bazz Adams. Phil loves the way the car looks right now although he admits that it may have the suspension lowered soon.

And what's a well set up 912 like to drive? OK, let's head back to that period road test... 'This is a car you don't have to be hard on: ask it nicely and remember to say please and she'll do everything you want of her... If you do start getting rough, then it's high time you found yourself a decent racing circuit to go and play on.

'If you drive the 912 like a racing car then you get the responses of a racing car. The exhaust note rises to a real pitch of fury as by means of really fast cog-swapping you keep the revs above 5000. Hurl the car into a corner; the

appropriate motions with the steering wheel and loud pedal will get it sliding under perfect control.'

Of course, the 912 – especially in stock form – isn't the quickest car on the road, but then Phil has his VW 'Firebus' if he wants the thrill of jet-fighter acceleration. The 912 is a wonderful all-rounder that not only handles beautifully and looks very cool, but can be fun to pedal fast through a favourite series of bends.

We'll leave the last word, though, to the gentlemen from *Cars & Car Conversions* magazine: 'Porsche motoring is undoubtedly a way of life. True, the car costs a fair-sized bag o' gold. But frankly, we can't see any point in changing the car once you've bought it unless it is for something better – and this won't be easy to find until Porsche themselves replace the 912.' Which, of course, they did a couple of years later, with the 914... **CP**

Phil would like to thanks the following people: Steve Walker; Paul Lippett; Andy Finch; Shaun Howe (glass); Anthony Ward; Bazz Adams and Karmann Konnection

Above: It's hard to improve on the lines of a short-wheelbase 911 or 912. The very definition of purity...

Below, left and right: Interior retrim was the handiwork of Anthony Ward's Dubholstery. Note the stylish door cards – they're unique to the 1968 model year





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ROAD TRIP!

The plan was simple. Get a bunch of good mates together who all own old Porsches, take the cars back to the place they were built, and on the way drive the cars flat out, cramming in as many places – great Porsche places – as we can

Words: Steve Wright Photos: Guy Lane





SATURDAY

Our destination today is Spa, one of, if not the, best motor racing circuits on the planet. Firstly, though, we've got to make our way across England, France and dive deep into Belgium. Not difficult when you have an old Porsche and the modern conveniences of the Channel Tunnel.

It's been a bit of a mission getting five blokes, one lady and a lad of 13 on a rite of passage with his dad to the same place at the same time, though: our photographer for the trip (Guy) has come from New Zealand, Alex has bought the 3.2 Carrera sight unseen from the US and has left his new fiancée on the eve of her birthday, and Stuart only finished screwing together the 996 engine the week before....

So let's set the scene: the original brief was that you had to have an early (pre-'74) 911 and male appendages to qualify for the road trip invitation, but that quickly got compromised due to the realities of life. Ultimately we ended up with my 1970 911 2.2S, Alex's aforementioned 911 3.2 Carrera, Stuart's 996 C4 with GT3 bits, and Philip's 700-mile-old and barely run-in Boxster

“EVERYONE SETTLES INTO THE RHYTHM...”

Spyder. An eclectic bunch but one of each generation (except the 964) in the line-up which gave a certain serendipity about the collection. It also made for a useful analysis of the evolution of the 911 in a varied and long opportunity for comparison.

The journey to the circuit is uneventful, just as you would want it on the first day of an 1800-mile journey – everyone settles into the rhythm and slowly builds confidence in their chosen steed. We manage to talk our way into the Spa Francorchamps circuit and wander down into the pits.

To our surprise we gain entry onto the circuit and walk onto the old pit straight, then down to Eau Rouge, before climbing up Radillion, the uphill right-hander that is often mistaken for Eau Rouge. We stand at the top of the hill and look down on what is probably the most famous corner of the motor racing world and marvel. It's so unbelievably steep (you couldn't cycle up it), with no visibility of the exit, an off-camber slope to it, little run-off, a tightening curvature and a blind apex – it's amazing that there aren't more crashes here. Tortured black tyre marks and fresh Armco lie testament to the fortunes of some, however.

We marvel at the madness of it before dashing back to our cars and heading to a lovely Italian restaurant in Francorchamps with a single-seater in the wine cellar and a great range of pizzas. Neil Bainbridge has just finished a race weekend there so it's nice to put a face to the name that is a legend.

SUNDAY

Not many of us touch our breakfast this morning as our next destination is the Nürburgring, or Green Hell as it's affectionately known. The 'Ring is now such an anomaly. One of those aberrations in modern life that should not exist but does and continues to prosper. Thank goodness it does. Just go there before the rabid health and safety nuts get there is all I can say.

What makes it completely bonkers is two things. It's a wild race circuit: 147 corners and 13-odd miles of undulating madness that has claimed the lives of some of our best, but continues to persist despite the threats posed by modern life. And it's a public road! As long as you have a driving licence and MOT you can drive the race circuit, so it's open to every Tom, Dick and Heinz, and all you have to do is pay €27 to enjoy it.



Above: Steve couldn't resist going pedal to the metal round the 'green hell' that is the Nürburgring. And who can blame him?

We all swallow our fear and commit to four laps.

My first is heart-in-mouth stuff: gosh it's fast, every damn corner is blind, and every local boy in a modern tin-top is trying to set a lap record. At one point we pass a tourist bus while a motorcyclist goes round the outside of both of us. Madness.

Guy is working hard in the passenger seat, taking photos and short video clips as we scream around the circuit. In a scarcely believable show of how the world has changed, he posts photos on Instagram and gets replies from mates in New Zealand before we finish the lap! We return to the pits thankful that we've not dented the car or pride, which is more than can be said for the three euro-boxes stuffed hard into the Armco that we saw on just the first lap.

A coffee and time for the adrenalin to wear off and then it's out for the next lap. This time Philip's 13 year-old-son wants to experience something without traction

control, ABS, modern suspension and airbags. It might be more than he wished for but I'm conscious I have someone else's son in the car, so short shift and try to learn a few more corners rather than go flat out.

My third lap is on my own, so I give in to the temptation of timing my lap. It's no record but I'm pretty pleased with an 11.48 and it's a useful reference point. Alex comes in from his third lap with grass on the side of the car and a wild look in his eye – this is his first track day ever and first time driving a Porsche hard. In fact it's the first Porsche he's owned, so he's ticking a lot of boxes, but talk about getting in at the deep end!

Anyway, he pushed a little hard on the entry to one corner, only to find it tightened, lifted momentarily on the grass verge and had the most almighty tank slapper. Welcome to driving a

rear-engined car! Rule one, never lift. One of the things that just amazes me is the number of Porsches being used in anger. In fact I don't think I've ever seen this many Porsches being driven hard on track. But they're all modern, every last one of them, and aside from Alex's, mine is the oldest car out on the track by at least 30 years. I'm either mad or just enthusiastic, you decide.

My final lap is on my own so I decide to push a bit harder and get lucky with the traffic. I manage to string together a few corners and attack others as though I'm racing. In the process I manage to shave almost 30 seconds off my first time, getting it down to 11.20.

Again no 'Ring record but I'm pretty pleased with the improvement and had genuinely begun to enjoy myself, but notice I begin to think I know a few corners so now is probably a good time to stop. But I promise myself I'll come back with the 356 race car to do it properly soon.

We stop for lunch, all count our blessings, buy the T-shirt and head off towards Stuttgart. We drop down into the Mosel valley and enjoy achingly-beautiful roads and picturesque villages before an overnight stop in a lovely little German hotel that serves huge and delicious rump steaks but has flannel bed sheets and pillows – what an odd experience that is.

“I GIVE INTO THE TEMPTATION OF TIMING MY LAP...”

MONDAY

Monday is a day of contrasts. We head deeper into Germany, stopping at a famous Porsche parts specialist, just prior to lunch to break up the journey. Our 'Guten tag' is greeted with the owner's response 'No photos and don't touch anything'. With that he turns and walks back to his office. The receptionist hasn't even looked up from her PC.



Far left: A pause for breath for Steve's short-stroke motored 911S, the only car to complete the trip without any problems at all

Left: Learning all about the four-cam from the master...

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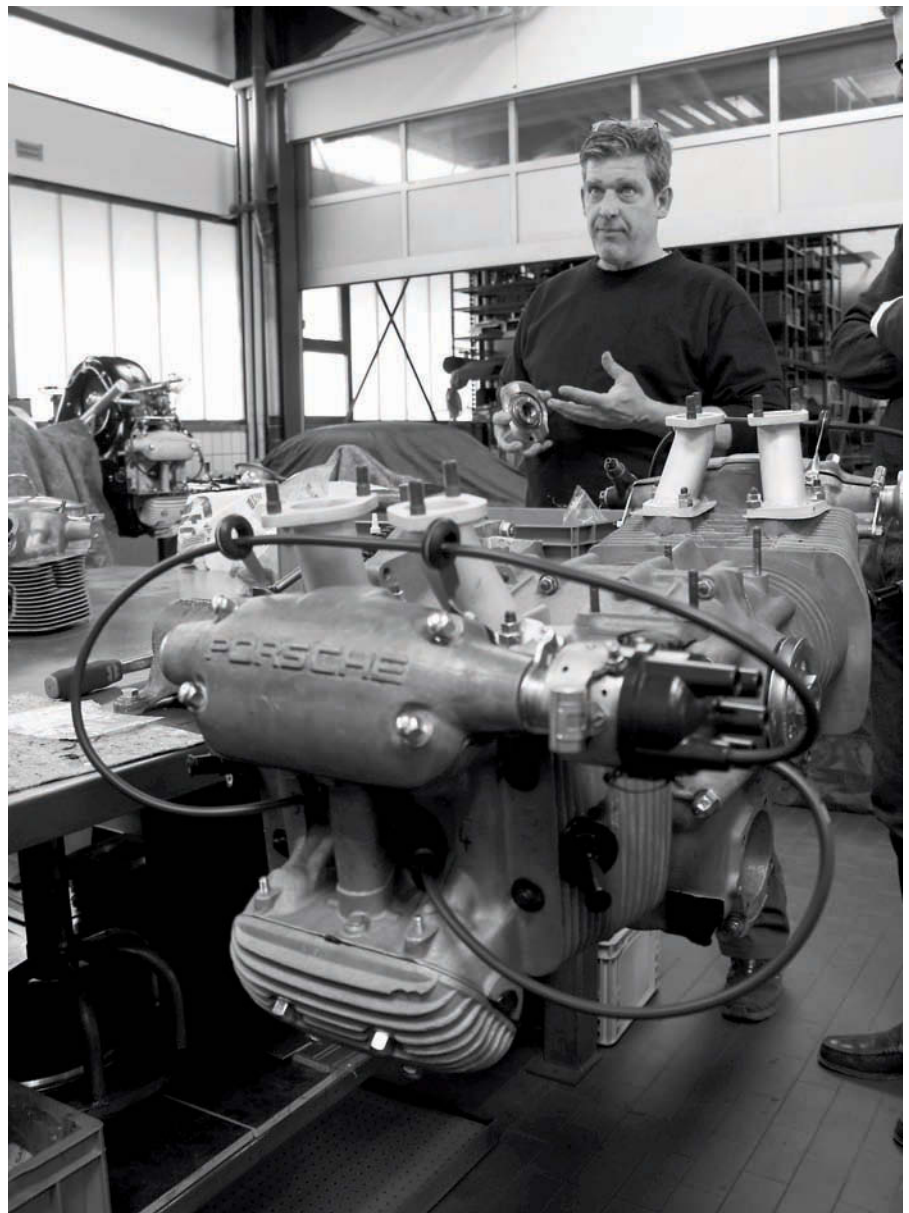
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Rather shocked, we wander around the cars on show – they're impressive (a 956, 904, 908 and 356 Carrera Speedster) but the Speedster sits in a puddle of its own engine oil with no air in two tyres and covered in dust – its unloved state reflects the attitude of the owner. We leave after a short while, musing that the owner should find a business about which he's somewhat more enthusiastic.

It's raining now and as we enter a long, wide tunnel I drop the window to relish in the sound of an old flat-six being spanked, but squeeze the throttle a little too hard in second gear. I'd assumed the tunnel would be dry but unbeknownst to me water has been dragged in by the traffic. The car steps sideways in a big way and swings into the next lane – fortunately there's nothing beside me, but Stuart, who's behind me, said it provided a good bit of entertainment.

I'm reminded that old 911s can turn and bite if you take liberties and make a mental note to do it in a taller gear next time with a bit less of the loud pedal! The drizzle turns to pouring rain and it's here that Philip's modern Boxster Spyder demonstrates how far technology has come. He ploughs on as though nothing has changed, while I'm having to work really hard to keep up, the car slipping and sliding around uncomfortably beneath me.

Monday afternoon couldn't be a different experience. After getting lost twice, even with sat-nav and Michelin map, we finally

happen upon Karl Lhoch, one of the world's foremost four-cam specialist just outside Stuttgart. Karl is not only welcoming but spends four hours with us, taking the time to answer our questions and showing obvious enthusiasm and unbelievable knowledge and experience in these often misunderstood and almost mythical motors.

His is a truly remarkable place if you're into old Porsches and are mechanically inclined. The waiting list for having your four-cam motor built, or fixed, is two years – I counted 29 in various states of build. Some were finished engines about to be installed in cars, others were little more than a box of bits.

Karl was remarkably sanguine about the strengths and weaknesses of these jewel-like motors, freely commenting that the roller-bearing cranks are little more than an interesting dead-end in terms of technology. He

tries to dissuade customers from using the cranks as they are notoriously unreliable – Porsche believed them to offer less friction, but subsequent tests show a plain-bearing crank to offer no more or less friction than a roller. Karl will fit one for the customer who insists on a completely original motor, but there will be no guarantee on the invoice.

Karl builds between 18 and 25 engines per year – a quick check on historic production numbers highlights that pretty quickly Karl and the team will have seen every motor ever produced, and then some. In reality a number of customers race

“IT PROVIDED A GOOD BIT OF ENTERTAINMENT...”

Top left: Porsche heritage is alive and well at Stuttgart...

Middle and bottom left: Porsche Museum is a must for anyone with an interest in the marque

Above: Karl Lhoch was only too happy to spend time with us explaining the intricacies of the four-cam engine



Above: It has to be done – group photo outside the amazing Porsche Museum in Stuttgart. It's modern architecture at its best...

or rally their cars so rebuild them every season. One of the key issues is parts availability. Many of these motors are now sixty years old and have been raced or run hard for much of their life.

Things break when you do that to old components, so Karl has a number of parts such as camshafts manufactured. Amazingly other larger and complex items such as crankcases and heads are now being reproduced, and cranks and rods of very high quality have been available for many years.

Quality hasn't always been good on new parts, but Karl works with these suppliers to build the experience he has into the production process to ensure they work and are reliable. For many years these engines lived in the wilderness because of their complexity and the availability of larger capacity, less highly-stressed 911 engines producing more horsepower. Perseverance on Karl's part has rewarded him with a long waiting list and an enviable reputation. Thank goodness our hobby has passionate and highly competent people like him.

TUESDAY

It's a short drive to the Porsche Museum the next morning. I've been before but it still surpasses my expectations. This really is one pilgrimage all Porsche enthusiasts must make – almost every significant Porsche ever made is here, including the first and most recent, and everything in between.

Highpoints for me are seeing the 901 prototype motor in the museum workshop – access gained courtesy of a kind referral from Karl Lhoch who works closely with the museum – a 918 Spyder parked outside the factory delivery centre, and the Le Mans winning 917 (car # 23). But the real highlight of the day comes unexpectedly during a coffee break.

We're sitting in the museum café enjoying an espresso and a good bit of solid German cake when an elderly gentleman sits down two chairs away to enjoy his coffee. I recognise his face but can't put a name to him. Then the current Porsche Motorsport Director comes over and begins talking in earnest with him and I suddenly realise it's Hans Metzger, the Porsche engine-meister who developed the four-cam into a reliable race motor and was creator of every significant race motor Porsche used until very recently.

I wait until they finish their conversation then unashamedly door-step him to sign my copy of 'Carrera – The four-cam era 1954–65'. No-one else has recognised him and he seems genuinely pleased to chat about engines with an enthusiast. Meeting legends in real life is rare, especially from the glory era of Porsche, and it's not only one of the best parts of the trip but a personal highlight, full-stop!

WEDNESDAY

Today's a big day – 340 miles north to Hamburg via Wolfsburg. We stop at Volkswagen HQ but it's completely underwhelming unfortunately, reflecting the sense of corporate distance that comes with many head offices. It's compensated for afterwards by a biblically good drive on fast and flowing country A-roads and a wonderful restaurant in the evening, a good reminder that road trips are as much about getting off the beaten path and enjoying time with mates as anything.

The highlight of the day is finding a stretch of derestricted Autobahn and letting the 911 loose. We manage 130mph at 5900rpm before my nerve and the road runs out. The car is still pulling hard so with a maximum engine speed of 8000rpm it should in theory pull almost 170mph, but I've no desire to explore an early Porsche's aerodynamics at that speed on a public road, especially as the car was beginning to pivot about the rear wheels, the front beginning to get very light and vague!

THURSDAY

Our destination so far north to Hamburg is for just one reason: to visit the Prototyp Museum. If you have petrol in your veins and a love of old Porsches then you simply must go to this temple to all things racing.

The focus of the museum is prototypes and post-war German race cars, and provides a wonderful display of the genesis of Porsche racing. Marques and racers represented include Denzel, Peter-Max Müller, Otto Mathé, as well as plenty of early Porsche racing cars, most of these being immediately post-war, but there are displays through the 'plastic prototype' era all the way to the 917.

The innovation is quite amazing, from supercharged two-

Below: The Prototyp Museum in Hamburg is another 'must visit' for Porsche enthusiasts. So much to see, from factory single-seaters to Denzels and one-off racers, like Peter-Max Müller's (below)





strokes, Tatra overhead cam conversions to Porsche 356 pushrod long blocks, using crank-driven timing chains like the 911 engine, to common Porsche four-cam engines! The rudimentary nature of some of the work is a bit eye-opening, but it's indicative that despite resources and materials being scarce in post-war Germany the desire to race still burned so brightly.

The range, quality and sheer volume of parts and memorabilia on hand is also impressive, including a touching tribute to Von Trips, the aristocratic and charming German racing driver who died in the early Sixties (see *Classic Porsche* #38). What also sets Prototyp aside from other museums is the absolutely wonderful job they've done combining racing, art, design, good taste and a world class selection of cars. I'll leave the photos to do the talking, but this is a wonderful museum and an absolute bucket-list experience.

We drive down arrow straight autobahns to Essen to visit Techno Classica. While the roads are good it's particularly windy and it's instructive to see how technical progress has improved the 911's stability. My car is buffeted about like a feather in the wind, Alex's 3.2 moves about a bit, while Stuart's 996 C4 remains arrow straight, helped by the lump of steel that is the front differential!

FRIDAY

Nothing can prepare you for the sheer scale of Techno Classica. When people suggest bringing stout walking shoes they're not joking. I don't think I've ever seen so many classic cars or as many Porsches for sale in one place before. If you could think of it, then it was probably there for sale – for example a set of genuine Porsche factory overalls only given to mechanics working for the race team were yours for just £4000!

What was very obvious was how Porsche has entered the mainstream of the high-end car market, with all the main dealers stocking the marque. It was a fitting if somewhat overwhelming last day to all things Porsche. Although we spent a full day at the show we probably missed more than we saw, including the swapmeet that occupied an entire hall – we'll have to come back to that another year. At the end of the day I found myself reflecting that I'd actually had my fill of Porsches for the moment!

SATURDAY

Our final day sees us cross five countries in a day: from Germany, through Belgium, across the top of France and the Netherlands, and across the Channel home to southern England. We stop halfway at BBT, a vintage VW and Porsche specialist, and wander around the warehouse.

Amongst the vast swathe of lovely vintage VWs are a Denzel and an original, unrestored and rust-free 356 Speedster with hardtop, 1960s-upholstered seats and original WW2 aero harnesses: a true survivor.

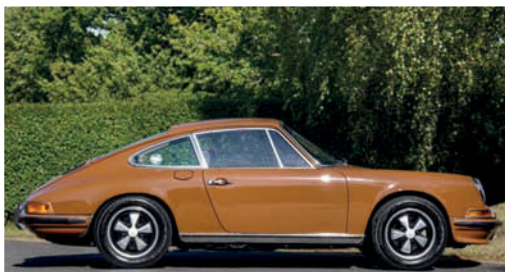
As we cross the Channel we compare notes – interestingly we've all consumed almost exactly the same amount of fuel, which is surprising. Is that down to the weight of the cars? I'm also quite proud of the fact that mine is the only one to suffer no mechanical malady whatsoever. None of the other cars had any serious problems but I'm quietly proud of the fact that the oldest car had absolutely no problems despite being spanked around the 'Ring, driven flat out on the Autobahn and covering over 1800 miles in seven days in all weathers.

We resolve to make this an annual affair: a different destination and a different focus each year, but at its core old Porsches being driven hard across continents by a group of good mates. I can't wait... **CP**

Top left: Berlin-Rome car peeks around the corner...

Middle and bottom left: Techno Classica Essen is overwhelming and deserves a return visit

Above: By contrast, a visit to the VW headquarters in Wolfsburg proved underwhelming...



1972 911 2.4S Coupe LHD



1984 911 3.2 Carrera Targa



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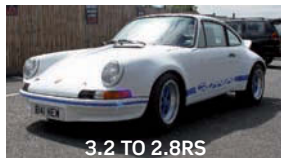
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PACIFIC CLASSICS

A piece of turf, the Pacific Ocean in the background and plenty of summer sun... With such a perfect setting, no wonder the Dana Point Concours has become an unmissable event in the vintage Porsche calendar. And the event keeps on growing, attracting some 400 vehicles this year!

Words & photos: Stephan Szantai



Above: The show's first row accommodated some of the finest vintage tin – or should that be aluminium and glassfibre? Check the 550 Spyder, Glöckler-Porsche, and the Enzmann 506...



Left: Now, that's a model you don't often see in Europe: a 1955 356 Continental, a model which was specific to the US market



Top: Trevor Gates' project car began as a 1957 'A' coupé cut into three pieces!

Above: Promoters offered Outlaw 356 owners their own row, which went down a storm with the crowd

Right: Arrow-straight '59 356 runs 987 Boxster brakes and a 911-based 'Polopolus' 2.6-litre four-cylinder motor

Far right: This might sum up the event – a palm tree, the Pacific Ocean, a US-spec 356 and one happy owner...



Orange County embodies all the clichés typically associated with California's rich car culture, with a huge number of automotive-related companies, as well as very diverse shows and events. One of the latter has been celebrating Porsche 356s since the 1980s, taking place in the coastal city of Dana Point, about 50 miles south of Los Angeles. The get-together known as Dana Point Concours comes courtesy of Southern California's 356 Club, a major local organisation with 1000 members spread around the world. Incidentally, it is also hands-on involved in another popular affair that recently graced the pages of *Classic Porsche*, the Steve McQueen Car & Motorcycle Show (see *Classic Porsche* #37).

“EXPERIENCE THE FULL LEHE FULL LEHE FULL LE MANS MAGIC...”

Part of the meet's allure lies in the choice of location, a park situated between the Pacific Ocean and an elegant Marriott Hotel, the design of which is somewhat reminiscent of San Diego's Hotel del Coronado, 70 miles south – it





served as backdrop for the 1958 movie ‘Some Like it Hot’ with Marilyn Monroe. In a way, the timeless site nicely complemented the couple of hundred 356s parked in front. Other Porsche models took over a second piece of lawn

Gates opened to participants at six in morning, with the promoting team neatly parking the vehicles. The first row featured a selection of the rarest examples of the Porsche marque, along with a few coachbuilts and one-offs, such as

Above: Unrestored Four-cam-powered 356 Carrera attracted plenty of attention

“THE EVENT CERTAINLY OFFERS A RELAXED ATMOSPHERE...”

Below left: Here is what happens when a 356B Cabriolet remains exposed to the Las Vegas sun for over a quarter of a century!

nearby, though the ground remained only partially green due to the drought, which has severely affected California for the last four years.

Herb Wysard’s rear-engined 1952 Glöckler Porsche. The elegant racer was the work of German auto dealer Walter Glöckler, who had already created two competition cars with

Below: Porsche and VW fanatic Randy Carlson had fun displaying his well-used racer lookalike





mid-engine Porsche power. Some argue that Glöckler's trio of fast automobiles, which experienced their share of success at the tracks, inspired Porsche to launch their own 550 model. The Glöckler #3, powered by an alcohol-fed 1488cc flat four, weighs only 1133lb.

The second row of the show was mostly dedicated to the 356 Outlaws. Stellar examples coming to mind include the silver '55 coupé driven by Gary Emory, plus Ron Harris' blue 2.2-litre '57 coupé equipped with a Porsche 901 five-speed transaxle. Only a portion of the 400 entries participated in the intense Concours d'Elegance, though the teams of judges remained busy, finely combing the 356s for precisely five minutes each. However, many partakers came to hangout for a few hours after tending the requisite 20 dollars to get in (visitors entered for free). Yeah, the event certainly offers a relaxed atmosphere...

Walking through the site, we couldn't help but notice several unrestored 356 survivors parked together, one of the most talked about being a genuine four-cam Carrera coupé. Other interesting entries included Jeff Decker's large Mikafa camper, produced in Germany in 1955 and originally fitted with a Porsche 356 engine!

The second area of lawn accommodated a large contingent of vintage 911s,

Top left: Bill Noon's coupé stood out in a sea of red and yellow 356s

Top: Check out that stance! From the Emory Motorsport stable, a terrific '55 Outlaw ready to scrape the asphalt

Above left: Walter Glöckler built a few Porsche-based race cars – this is his third creation dated 1952

Above: Decades-old blue license plate confirms that the Speedster seen here is not a replica!

Below left: Artist and motorcycle guru Jeff Decker brought a crazy '55 camper originally propelled by a 356 engine!

Below: The well-known 1973 911 of the greatly-missed Roger Grago (see CP #11) has recently changed hands





Top: The 912 Registry came to support the happening en masse

Above: What a colourful trio! Newer models represented a small fraction of the entries, but were still made welcome

Top right: 'Soft-window' Targas such as this 911L have become highly sought-after by collectors

Above right: Gorgeous 2.4-litre coupé was one of the three 911/912 award winners

Below: Fabien Bécasse's Tangerine '73 911 (an Italian delivery) sits on rare American Racing wheels

Below right: If you're stuck for a holiday idea, try Dana Point in July!

complemented by plenty of 912s and a small number of 914s. A separate group of judges had the difficult task of choosing three classics within this sea of colourful Porsches, specifically a 912, a stock 911 and an Outlaw 911.

“PLENTY OF 912S AND A SMALL NUMBER OF 914S...

Hint, hint... The Dana Point Concours traditionally takes place in July every year, making it a great vacation destination in case you want to visit California next summer. The 2017 date has not been confirmed yet, but feel free to visit 356club.org later this year so you can start planning your trip... **CP**



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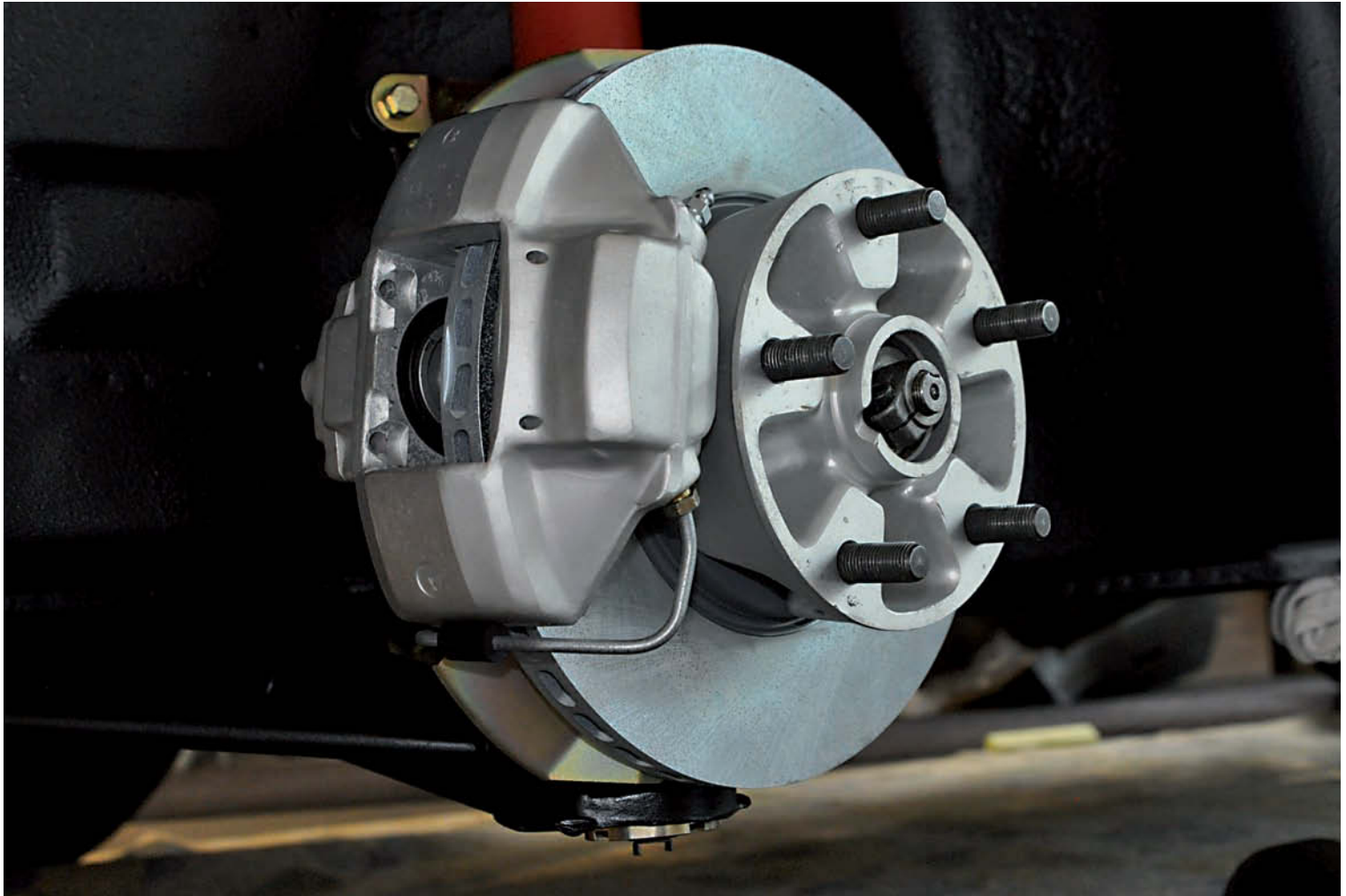
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911S BRAKE RESTO

After more than four decades of hard use, the brakes on David Conklin's 1970 911S were long overdue for a rebuild. He turned to PMB's Eric Shea, the 'go-to' guy in the USA for brake caliper restorations – and the results are stunning...

Words & photos: David Conklin



As good as...no, make that better than new. The PMB restoration process brings even the most tired of calipers back to life, as proved here by the ones now fitted to David Conklin's 1970 911S restoration project

One of the great things about the classic Porsche hobby is having so much good technical and restoration support. We don't just have people here and there who restore these old cars. A cottage industry has sprung up specialising in many of the individual components of our old Porsches.

Name a part and there is likely 'a guy' – or guys – who specialises in that part. There is the 'Steering Wheel Guy', the 'Gauge Guy' and the 'Wheel Guy'. When it came time to deal with the well-worn brake calipers on my '70 S restoration project, I knew to turn to the 'Brake Guy' here in the USA: Eric Shea at PMB Performance.

The braking system is often one of the most neglected systems on a car, plus it wasn't that long ago that many of our vintage Porsche were worth very little – the perfect recipe for neglect and cheap fixes! In the case of my 911, the calipers had been exposed to foul weather and road salt for much of their early life – especially hard on the aluminium front calipers.

Moisture in the fluid had also encouraged internal corrosion and the pistons were quite tight in the bores. Especially disturbing was the discovery that my rear calipers were completely different from each other. On the left side was the stock '70 S caliper and on the right was a later Carrera caliper. As bad as that was, Eric has seen worse – one of his clients bought an early 911 not long ago that had rear calipers mounted to the front. Scary!

One afternoon I boxed up my tired and shabby calipers and shipped them off to PMB and in only a few weeks the postman returned them in like-new condition. Upon receipt of my beautifully restored calipers I decided to take some time and talk with Eric about how this business developed and the challenges that vintage brake calipers can present.

'Well, it's pretty damn simple – brakes hate to sit. Brake fluid is hygroscopic meaning that it naturally pulls moisture in from the atmosphere. This moisture gets into the system and gathers around the rubber seals and inner dust boots. Meanwhile, as the brakes get some age, the plating and/or anodising on the caliper bores and pistons begins to wear



Far left: A typical piston as removed from an aluminum caliper. PMB says that 95% of the aluminum calipers they receive look like this on the inside. Galvanic corrosion like this will lead to sticking calipers and fluid leaks

Left: PMB works hard to strike a balance between removing the pitting yet retaining the factory stamps and markings. In the case of my calipers, 40+ years of exposure had led to corrosion and some pitting. Note the date stamp indicating that this is a 1970 caliper and the 'X' which is believed to indicate a late '70 piston production change



Far left: When restoring aluminium calipers, PMB utilises a custom 'DuroAno' piston which is half the weight of the original piston and not susceptible to the corrosion which often occurs between dissimilar metals

Left: During the early days of PMB, the aluminium caliper re-anodising was contracted to someone who insisted on making them too bright and shiny. This process has since been moved in-house so that a more authentic finish could be ensured

through, exposing bare steel. Things begin to rust and then you have trouble! As our cars get older, these problems become more common. More and more we are even being asked to restore the brakes from Carreras and SCs.'

Rebuilding a pair of calipers is not a terribly difficult process. They are simple components and most repair parts are readily available. Eric says 'There's no magic to it', but like most other things, it's the details that make the difference. For example, most home caliper rebuilds include

honing the piston bores, but don't include re-plating. The result according to Eric: 'rapid corrosion of the bores and premature failure'. It can be compared to stripping all of the

paint off your car and leaving it out in the rain, something you would never do.

Eric drives home this point. 'With either aluminium or steel calipers, the protective coating is, by far, the most important step in any rebuild process.

Your calipers live and work underneath your car, so they must be protected. For steel calipers, ATE chose yellow zinc for its superior rust protection over cadmium plating. This is why we still have these parts to rebuild today. For aluminium calipers, anodising was the natural choice. Most aluminium

calipers won't receive even five per cent of the love their aluminium wheel brethren get. Over the years, pits develop in the anodising or the sacrificial properties of zinc plating will

'IT'S THE DETAILS THAT MAKE THE DIFFERENCE...'

Right: My steel rear calipers were tired and crusty – not unusual according to PMB. This was a caliper that was still being used for spirited driving. Definitely time for a tune-up!

Top right: Steel calipers are a two-piece design with a spacer block sandwiched between the halves. A special socket is required to work with the unique Ribe fastener design

Far right: After being stripped and re-plated, the calipers are reassembled with new seals. Interestingly, the pistons in steel calipers can often be reused



Right: That shiny gold finish is more than just 'bling'. The bright zinc plating protects the steel (including the piston bores) for another twenty to thirty years

Far right: The finished product. Brakes worthy of a classic Porsche!



break down and the calipers will need to be restored.'

Asked what our main takeaway should be, Eric stressed the value of the service PMB Performance provides. 'Being enthusiasts ourselves, we have had the Porsche tax applied to us and it doesn't taste so good.' Quality service doesn't have to be expensive. By the time you buy correct tools for the fasteners, plate the caliper bodies and buy the ATE seals and other miscellaneous parts, PMB can often do it as cheap, or cheaper, than you can do the job at home.'

With that said, PMB Performance understands that some enthusiasts simply want to say they restored their own brakes at home. For those individuals, they provide a service

to strip and re-plate steel caliper bodies for less than \$100 per pair. They have worked closely with their plater to ensure that the entire caliper, including the bores, receive even

coverage. The customer can then rebuild the hydraulic portion and bolt the caliper halves together themselves if they like. PMB can also provide the home restorer with performance brake pads, brake rotors and pre-bent OEM-appearing brake line kits as well!

The days of attacking our brake calipers with a wire wheel and giving them a rattle-can rebuild are long gone...or should be! Safety, performance and great looks at a reasonable price – maybe it's time to treat your brake calipers to that long overdue rebuild. **CP**

'MAYBE IT'S TIME TO TREAT YOUR BRAKE CALIPERS...'

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Photo: Andy Thonet

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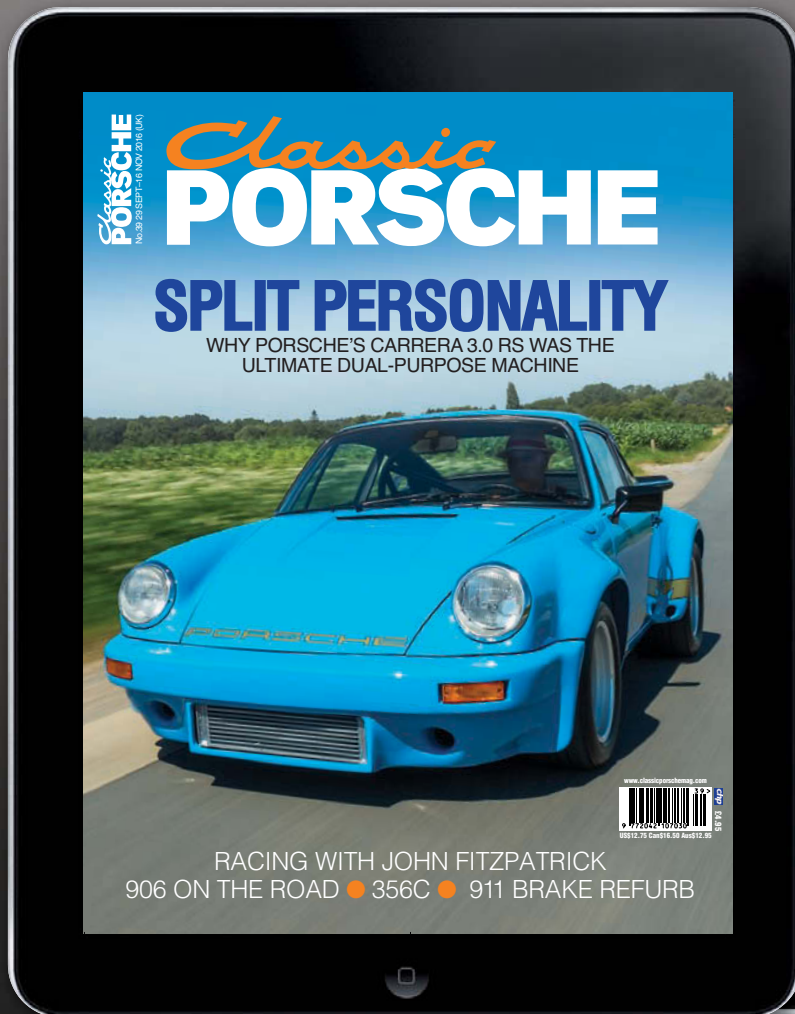
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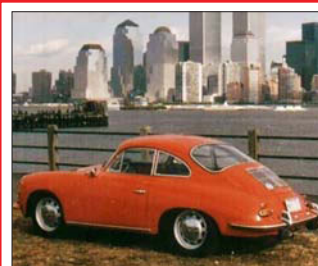
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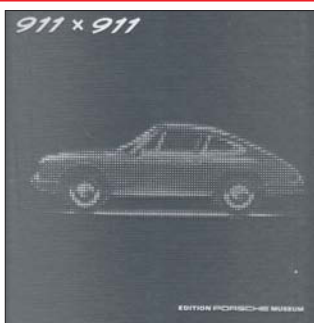
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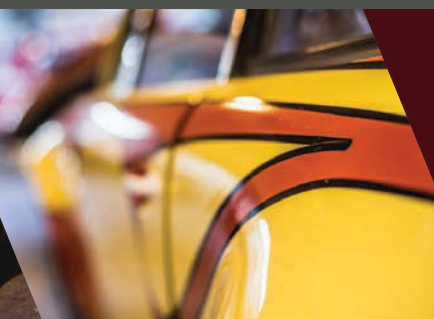
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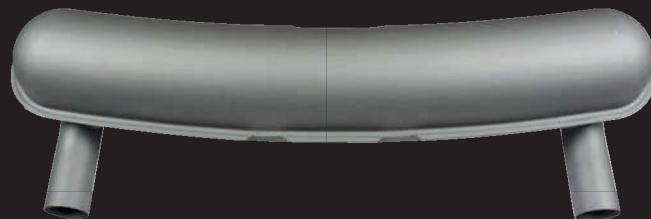
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