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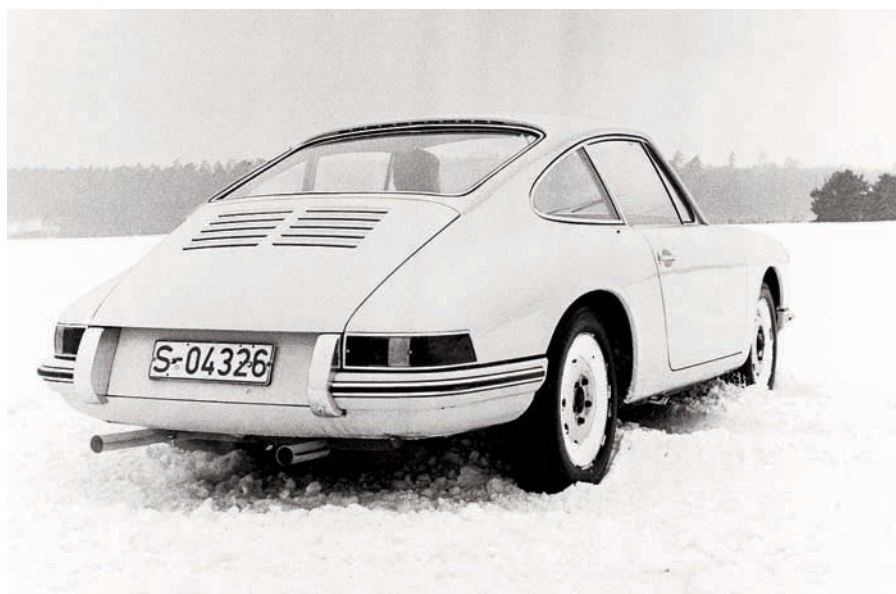
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So, winter is upon us (or, for our Australian readers – summer is upon you!) and for many it's time to tuck our classics away for a while, fearful of salt and grit doing their utmost to destroy the integrity of our old Porsches. It's a shame, though, as there are many days when the air is crisp, the skies are blue and the roads bone dry – perfect, in fact, for taking your car out for a blast before the rain or snow sets in. My advice is not to lock the car away for six months but give it an airing whenever you can – it'll love you for it (and help drive away those winter blues...).

Of course, winter is also the time when you start to make

“WINTER IS ALSO THE TIME WHEN YOU START TO MAKE PLANS...”

plans for the new year. Maybe you have a road trip planned – a weekend away at a race meeting, a long-distance tour with friends or simply a holiday with a loved one. Or perhaps you're going to use the winter months to carry out those modifications or repairs you've been putting off all summer.

I know I have a list of things to do – every time I drive my car I curse not being able to wind the windows up smoothly, and I know a trip back to the rolling road is in order to sort out the ECU mapping to take into account the new exhaust system. But it's all part of owning an old Porsche – after all, if they never needed any work, they wouldn't be so much fun. Would they?

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MARATHON RUNNER

Certain 911 race cars are sufficiently iconic to generate replicas; built by no less an idol than Ruf for a discerning client, our featured car was inspired by the winning 911R on the 84-hour 1967 Marathon de La Route

Words: Johnny Tipler
Photos: Antony Fraser

For most mere mortals, half-a-dozen laps around the Nordschleife renders us sweating and feeling drained. Imagine doing it for 84 hours. OK, you share the driving with a couple of mates, but even so... That's what Porsche superheroes Vic Elford, Hans Herrmann and Jochen Neerpasch did, winning the 1967 Marathon de La Route in a 911R into the bargain.

Their achievement in that 'Summer of Love' inspired top-flight car designer Freeman Thomas to commission a tribute car a couple of years ago, and who better to have create it than the master of 911 evolution, Alois Ruf. The car was finished on our recent visit to Pfaffenhausen, and Alois generously handed us the keys to run our own mini marathon. But before we pitch into the car's specification it's apt to delve into the background of the event that inspired its creation.

So how come a race lasted four days? Sure, rallies regularly extend over several days, as do road-races like the Mille Miglia, Carrera Panamericana and Tour Auto (all still going in revival format). But they traverse long distances, inter-city, encompassing special stages and transit sections along the way, with perhaps ten or twenty laps on the odd circuit that happens to be en route.

Back then, too, endurance record breaking was still relatively commonplace – witness the 911R's average of 130mph over 96 hours at Monza in October '67. Compare Monza with the Nürburgring, and I know which circuit I'd chose for a four-day run! The inspirational Marathon de La Route was something altogether different.

It was staged seven times between 1965 and 1971 on the Nürburgring. There was a rallying antecedent, though. The Marathon emerged from the big-time Liège-Rome-Liège Rally (founded in the 1930s), when it became impractical to run high average speeds on public roads – and, more specifically, because of the increase in tourist traffic in (the former) Yugoslavia.

The organising Royal Motor Union of Liège cancelled the rally (which itself lasted 84 hours) and relocated it to the Nürburgring in 1965 to enjoy the best of both worlds. In 1967 the organisers allowed three drivers per car instead of two, and the 84 hours encompassed







four nights and three days, starting at 10 o'clock at night, the 59 entrants having driven in convoy to the 'Ring from Liège.

It was essentially a regularity event, encompassing the full 17.6-miles (28.29km) of the combined Nordschleife and Südschleife (a distance not so very different from the current 15.7-mile (25.3km) N-24 lap that links the Nordschleife and the modern Nürburgring F1 circuit), with a maximum bogey time specified for each lap, related to each car's engine capacity and number of car seats – 1000cc per seat!

Penalties were applied for passing the finishing line checkpoint too early or too late: the rules changed every year, but in '67 cars were given a certain time to complete each lap and if they were, say, one minute late they would be given a one lap penalty – that lap would simply be docked from their aggregate total.

Vic Elford had a background in rallying and was used to that sort of thing, while Hans Herrmann was steeped in Porsche competition, with class wins in the '53 Mille Miglia and Carrera

Panamericana to his credit (handing Porsche the Carrera epithet) in the 550 Spyder – and he would help score Porsche's maiden Le Mans victory in 1970.

Indeed, Vic and Jochen were no strangers to the event, having led the 1966 Marathon in an Alan Mann Lotus Cortina, only for the head gasket to fail with a mere 12 hours to go. 'In 1966 Jochen and I discussed at length how to split the driving,' recalls Vic. 'A tank of gas was about 2½ hours. We figured that was not long enough for the

guy out of the car to eat and rest. We talked about a double, five-hour stint and decided that was still a bit short so we tried a triple-stint, 7½ hours behind the wheel – and it worked.

'No problem. We had rooms in the Sporthotel so it was a short walk to and from the pits. We led that year until the cylinder head gasket failed – a regular Lotus Cortina failure –

Above: The Marathon replica urges you to push on round the curves. Ruf's take on a famous 911 is a driver's dream – and great entertainment on those narrow tyres...

“VIC ELFORD HAD A BACKGROUND IN RALLYING...”

Below left: Blanking panel replaces the unnecessary clock. 10,000rpm tachometer invites you to explore the upper limits of the rev range

Below right: Factory-style lightweight reclining seats look right at home





Above: Exhaust system is a two-in-three-out design with the 'straight-through' pipes capped off for regular use

after 72 hours! Just one of the many reasons I left Ford at the end of the year!

Jochen Neerpasch was no new boy either; a full-time racer, he'd shared a Shelby Cobra with Chris Amon at Le Mans in '64, a Maserati with Jo Siffert in '65 and a GT40 with Jacky Ickx in '66. He'd come third with Vic in the '67 Targa Florio in a 910 and fourth with Hans at Brands Hatch in a 907, so all three knew each other pretty well when Porsche brought three 911s (one R, two Ss) to the Ring for the Marathon in late August '67.

The R and one of the Ss were running Sportomatic transmissions to ease the drivers' pain. The numerous Daf 44s were 'Variomatics' too. 'I think it was the only time a Sportomatic was ever used,' comments Vic, 'at least by a factory car, and it probably helped as it was very relaxing to drive, and definitely one less thing to worry about. Now I use left foot braking, although then I did not – and had I done so it would have been even more relaxing.'

There were 51 starters, and the rest of the opposition largely consisted of BMW-Alpinas, Mini-Coopers, NSUs, Tattras, Alfa Romeo GTAs, plus the odd Mustang (helmed by one Jacky Ickx), Matra, Panhard, Opel Kadett, Renault-Gordini and Alpine-

Renault. The start was on the Tuesday night, August 22nd.

'We never actually talked about driver programmes,' remembers Vic; 'the other two, Hans and Jochen, simply patted me on the back and said, "Well, Elford, you're the rally driver, so you drive at night when it's dark, raining and foggy, and we'll do the rest!" So I took the start on the first night and then drove four consecutive 7½ hour nights around the combined Nordschleife-Sudschleife.'

Six hours in, Vic had established a full lap's lead over a sister car, and 48 hours later they were still out in front – an amazing achievement in itself. Such is the unpredictability of Eifel weather that it was no surprise when fog blanketed the area. Vic wasn't fazed.

'There was plenty of fog, although my rally experience had helped me develop a very personal "up...down...up..." system for the headlights, using high- and dipped-beams alternately, and I could always drive much quicker than my rivals in the fog. Anyway, after a few laps I knew where the circuit was going so I really didn't need to see so much.

'One other thing I used to do to my lights – on my rally cars too – was use a left-hand drive headlight lens on the right side

Below: Through the hood filler allows quick replenishment of 100-litre fuel tank. Bonnet-mounted Cibies look perfect and are a great aid to night time driving on the twisty German lanes





and a right-hand drive headlight on the left side, so that when dipped they pointed flat on the road in front of the car but aimed a little up along the verge on both sides of the road.'

Of the other 911s, the two works Ss had engine failures, and a privateer 911 crashed, killing three-time Tour de France winner Georges Berger. There's the reality check. Cars were permitted service time in the pits every few hours, and, says Vic, 'the only pit stop I remember was simply a routine change of brake pads.'

So they held off the opposition all the way to the finish at

Noon on Saturday 26th August. They'd done 323 laps, totalling 5652 miles and averaging 67mph. There were 26 finishers, and a British Mini-Cooper S came second and a Volvo 122 S third – on the same lap as the Mini. Vic recognises the irony of the situation: 'By the time this nightmare had finished I knew every blade of grass by name! However, it obviously stood me in good stead as I then went on to win the 1000 Kilometres three times in four years and the 500 Kilometres twice in two years!'

Come the post-race celebrations the cry went up, 'Is Vic there?' Actually, no. He was off straightaway to drive the AFN

911 in the Guards International Trophy meeting at Brands Hatch on the Sunday, where he placed third behind Messrs Oliver (Mustang) and Ickx (Lotus Cortina).

Halcyon days indeed. So, back to the Ruf-built tribute car. It fits right in with the general trend at Ruf for building neo-classics (Alois Ruf's term) based on the 964: his latest SCR 4.2 is entirely made of carbon-fibre, while his 'Ultimate' features an extended wheelbase – to 996/997 dimensions – and powered by a water-cooled Mezger engine, in a '964' body. We've

recently seen the four-cylinder 911-based engine powering his 356 C, and a 2.8 Carrera RSR replica emerging from his Pfaffenhausen factory.

The Blood Orange Marathon de la Route tribute is based on a fully restored 1969 2.0-litre

“IT'S BASED ON A FULLY-RESTORED 1969 2.0-LITRE 911E...”

911E, and bigger barrels and pistons mean it's now a 2.8 flat-six. Alois's son Marcel explains: 'It is a 2.8-litre twin-spark engine with a 10.3:1 compression ratio, fed by 46mm Weber carbs, making about 250bhp. Shields over the tops of the Webers prevent rain water going straight into the carburettor intakes.

'The exhaust system has three outlets, so for road use you

Above: Johnny Tipler dreams of hustling the Ruf-built Marathon de la Route rep round the Nürburgring – but probably not for the full 84 hours, though...

Below left: Looking determined, Tipler hustles the car through the lanes

Below right: Fuchs wheels are shod with 185/70VR15 Michelin X radials





Above: Weber-fed 2.8-litre engine runs 10.3:1 compression and produces around 250bhp

Above right: Twin-plug ignition naturally requires the use of twin coils...

Below: There's an undeniable elegance about an early 911 and its beauty belies the performance available. It's a wolf in sheep's clothing – albeit a very feisty sheep at that...

cap off the two open pipes, allowing the exhaust to exit through the single silenced tailpipe.' It has a five-speed manual gearbox, rather than the four-speed Sportomatic of 1967, with a limited-slip diff and a short differential ratio.

Wheels of choice are 7Jx15 deep-dish Fuchs, wearing 185/70 tyres all round, with bespoke anti-roll bars and torsion bars, and the ride-height has been reduced, too. There's a 100-litre fuel tank with central filler in the front lid, where a pair of Cibíé lamps are also located. Certain panels are in lightweight steel, so the car weighs only 890kg and that, coupled with 250bhp, means you're cooking up a winning recipe.

The cabin is presented as a black lightweight interior which basically means there's hardly anything in there: no carpet, no covers – just black-painted metal everywhere, along with a steel roll-cage.

The car was commissioned by renowned designer Freeman Thomas, a founder – with Cris Huergas – of the renowned R Gruppe. The 911R-inspired Porsche took two years to build, and when we showed up it had covered just 200kms since being finished. But Thomas had changed his plans, so the car was for sale; as Marcel points out, 'Freeman has eight or nine other cars, and this is something he said he would never actually want to drive, he just wanted to give vent to his design likes and influences.'

When people backdate a 911 to an R they generally fit the little NSU sidelights, indicators and slatted rear three-quarter windows, but Freeman's gone down a less specific road, even though he's commemorating a car from a particular race. 'He's a complete aficionado,' says Marcel; 'every screw and every little component is like it was back then, but I also think he did not originally plan for it to be such a specific project.'

'In the beginning he thought it was just going to be a styling exercise like a show car, and then when he was in the middle of the project he fell more and more in love with the idea of the Marathon de la Route replica. But now the car is too beautiful for him to drive because it is like a monument!'

It's time to try out the Porsche. All the controls are old school, including the heater levers by the side of the handbrake, and there's a period seat belt arrangement that's more modern than it would have ever had in period. As it is, the seat belts have a cunning trigger release mechanism that I've not come across before.

It's got RS-style door pulls, wind-up windows, the clock is blanked off, and the cabin interior is quite austere with just the two period bucket seats, and only one sun visor. The control levers feel stiff and new, and although it's all genuine period equipment, everything is in perfect condition. The 901 shift is dogleg first, and as I fire it up there's a good old-fashioned roar





from the exhaust and copious sucking from the open venturis.

It sounds gorgeous and loves to rev freely, and whilst the steering seems slightly vague at first, registering every input and demanding my full attention, I'm hauling on the steering a fair bit to lug it round the slow corners. The brakes need to be pumped to achieve meaningful *rallentando*, too. It's a great ride, very comfortable and not at all harsh, helped no doubt by its great Michelin balloon tyres, whose tall side walls help provide the nice ride.

Acceleration is extremely rapid, and the car wants to wander ever so slightly as it's under power. It's all down to power-to-weight, and with 250bhp in such a light car, it's obviously going to be quick. The take up through the gears is quite exhilarating as the revs soar and the Webers suck. It starts to come on the cam at 2500rpm – it feels hesitant before that. It hates idling, basically, and, no question, it really relishes being driven hard. By 3500rpm it's really starting to motor but it only really comes on song at 5000rpm.

Heading through the arable farmland on the smooth Swabian asphalt I can see far enough ahead to open it up, and around 5000rpm in 4th and 5th it feels very fast indeed. There's an element of 'take a deep breath' in the twisty bits, a sensation possibly brought on by the tall tyres, but once acclimatised it

would seem absolutely normal – at least you'd hope it would on the Nordschleife big-dipper.

Would it have done back in the late '60s? I've driven three 911Rs, and this isn't really like them. They were a lot more raw, visceral, and actually not as fast. I would equate this one more with a T/R, an ST, almost a 2.7RS, though that would be to detract from Freeman Thomas's vision.

And that vision has brought us gems like the Concept 1 (which led to the New Beetle) and the Audi TT when he worked for VAG in the '90s. More aptly, after graduating from design school in 1983, Thomas was taken on at Weissach and helped style the 959, 964 and 993. Now director of strategic design at Ford, he's on record that his favourite design is the Porsche 356. And clearly he's a 911 devotee as well...

As Alois comments, 'Ruf is about building cars that win your heart, not necessarily on the

Nordschleife, though if it does that too, that's also good.' It's a philosophy that caught on with Freeman Thomas, influenced as he was by the 911s of his childhood.

So, for a taste of what Vic, Hans and Jochen managed back in the summer of '67, hop over to the 'Ring for a mini-marathon of your own. Why, Vic has even offered to come over and give a demonstration. And then we could truly reflect on their achievement. **CP**

Above: Tipler reckons the Ruf interpretation of the Marathon de la Route 911R is less visceral than the factory-built cars, but is almost certainly faster

“THEY WERE A LOT MORE RAW, VISCERAL...”

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Below left: Nice detailing of the through the hood filler

Below: Let there be light, and there was light – in the form of two extra bonnet-mounted Cibiés...





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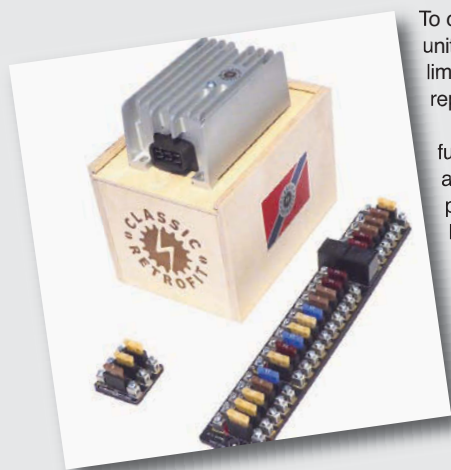
If you turn to page 38 of this issue, you can read Delwyn Mallett's fascinating story of the links between drinks manufacturer Martini and the Porsche racing team. And to show your support for this legendary collaboration why not check out some of the latest Martini-branded goodies from Selection RS? The Martini Racing chronometer (right) features a leather strap and stainless-steel back, with a Japanese quartz movement. It costs just €349.95. Fancy a Martini-striped 930 Turbo? How about this 1/43-scale Ixo model at €49.90? We love the Martini tub chair (one of a range of 12 designs) at a cool €249.90 and you can look cool yourself wearing this Martini team shirt – that'll be €59.95. Order yours from www.selectionrs.com



FOREIGN NEWS

Latest releases from Eric Linden at Foreign Auto Services in the USA include these new reproductions of 118 horn grille mount fog and driving lights. New moulds were taken from NOS lights, and they feature correct five rivet mounts, concours chrome, all raised lettering, and the correct logo font. They're available in clear fog, yellow fog using a yellow reflector, and clear driving versions. Introductory pricing is \$350 per pair. They're also available as a kit with correct horn

CLASSIC RETROFIT SPECIAL DEAL



To celebrate the sale of the 100th Classic Retrofit CDI+ ignition unit for air-cooled Porsche 911s, Classic Retrofit announces a limited-time package deal on its CDI upgrade ignition box and replacement fuse panels.

Combining the appropriate CDI+ unit, a replacement main fuse blade panel with inclusive headlamp relay upgrade and additional engine bay fuse panel where applicable, the total package price of £995 saves around £100 off the cost of buying separately. While some customers choose to have the components fitted by an independent Porsche specialist, each item is a straightforward DIY installation.

'This package is a perfect winter project for your Porsche,' says Jonny Hart, Classic Retrofit MD. 'There's a lot of information online regarding fitment of these parts, and they are generally a plug and play installation. We're always available by e-mail if anyone has any enquiries.'

www.classicretrofit.com



grilles for either SWB or LWB 911s for \$495 a pair. Look out, too, for these new 'peanut' headrests for 1972-73 Recaro seats and a correct repro of the US-spec headlight glass, with raised lettering...

For details, visit www.autoforeignservices.com



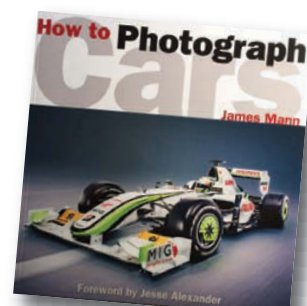
GET GRILLED!

Attention to detail is what separates a good restoration from a great one, and these high-quality horn grilles from Karmann Konnektion could be the perfect finishing touch for your car. They'll fit all 911s (and 912s) from 1969 to 1972, and are heavier than most, plated to a high standard and fit perfectly. They cost £108 (plus VAT) each and are available for left or right sides. www.karmannkonnektion.com



PHOTO ADVICE

James Mann is one of the world's top automotive photographers (he shot the 356 Cabriolet in this issue) and he's just published this comprehensive book, which is full of advice to help you photograph cars like a pro. Chapters cover everything from choosing equipment, shooting action at the track, post-production work – even how to shoot for a magazine. It's great value at just £19.99. Order yours from www.howtophotographcars.co.uk





GOODIES FROM PORSCHE!

Porsche has made gift shopping for petrolheads even more simple. From small gifts, to four-wheeled thrills, Porsche has lots of options to suit all budgets, ranging from key rings and coffee cups, through to a high-octane Driving Experience – the latter is a great way to fully appreciate the potential of the benchmark sports cars from Stuttgart.

Based at Silverstone, Northants, and with the full model range available, the fantastic handling and track facilities at the Porsche Experience Centre provide a special day out for any passionate enthusiast. Each experience is tailored to the driver, with a bespoke 1:1 session with a highly-trained Porsche Driving Consultant. Gift packs are addressed and tailored to

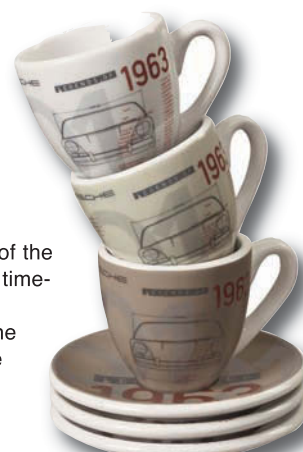
the recipient and come with a 12 month booking validity from the date of purchase, allowing the visit to be enjoyed anytime throughout the year. Additional options include dining at the Silverstone Restaurant, which offers panoramic views of the Porsche handling facilities (from £295 inc. VAT).

The Porsche Drivers Selection also offers a breadth of options from fashion necessities and high-quality homeware, through to select collectors'

items. Combining the classic style of the 1960s, a limited edition Classic Chronograph watch is a beautiful Swiss-made time-piece. Designed to reflect the dashboard of the first 911 model, it features multiple time-metering dials (£500). The Classic Collection also features a stylish line of clothing to keep you comfortable in the winter chill this Christmas. The perfect accessory for both him and her are the sleek, classic 100 per cent nappa lambskin leather gloves, available in small, medium and large (£100).

The espresso cup set continues to feature as a best seller amongst the Porsche Drivers Selection, and is currently available in the exclusive Classic Collection range. Sporting motorsport-themed artwork from 1963, this is the perfect gift for the lover of classic cars...and coffee (£45).

Find out about all these gifts and far more besides by picking up a catalogue from your local Porsche Centre, or visiting [www.http://shop2.porsche.com/uk/](http://shop2.porsche.com/uk/)



STUTTGART CLASSICA

Would it not make a nice change to actually be able to drive your older 911 in the dark or rain and actually see where you are going? Developed using a Hella Bi-LED unit that was originally designed for LMP2 cars for use at



Le Mans, these units feature a reflector and aluminium headlight bucket all incorporated into the design – simply cut out your old rusty headlight buckets and rivet or screw in our new sealed light packages. Available with incorporated indicator lights, and with LED, xenon or halogen units. Both LHD or RHD units available. They're priced starting at £1200, including free UK shipping.

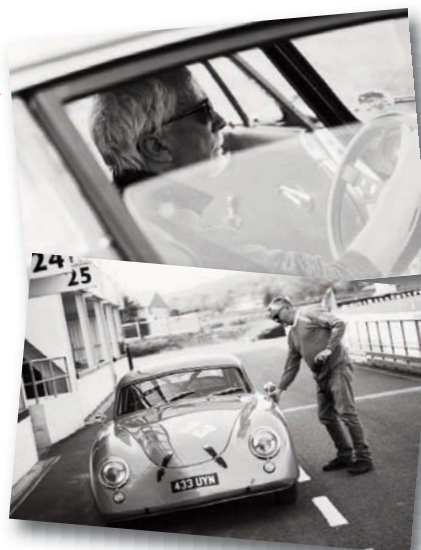
And is your starter motor getting worn and you don't want the hassle of getting the original rebuilt? Then why not give one of these budget-friendly lightweight high-torque starter motors a try? Original Bosch units weigh nearly 11kg but these new units weigh in at only 3.9kg, and have a 2kW output. Steel reduction gears make them more reliable and increase maximum cranking torque, too, so they won't struggle to crank those high compression engines! They will fit all 911s up 1987, including 901, 915 and G50 gearboxes, and are priced at £200 – again, including free UK shipping.

www.stuttgart-classica.co.uk



FLAT 6 LOVE AFFAIR

Following the success of the first volume, renowned photographer Bart Kuykens has launched Volume 2 of his *Flat 6 Love Affair* series of high-quality photo-art books. Bart's brief to himself was to capture that unbreakable bond between a man and his Porsche, a bond which goes far deeper than simply being a name on a registration paper. The images are captivating, the presentation breathtaking in its quality and style. You might recognise a few of the subjects, who include Walter Rohrl and our very own Robert Barrie (OK, and the editor, too...). This really is a must-have book for any Porsche lover. Priced at €150, you can order your copy from www.bartkuykens.com



BECOME A CLASSIC PORSCHE AGENT?

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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DATES FOR YOUR DIARY...

Autosport International takes place at the NEC, Birmingham, on 12–15th January 2017. It's a must-do show for anyone interested in motorsport. Porsche tends to have a big presence and we never miss it... www.autosportinternational.com

The Olympia Historic Automobile Fair & Auction, in partnership with auction house COYS, is taking place on 17–19th February 2017. www.olympiahistoric.com

Just one week later is the London Classic Car Show, held at the Excel Centre. The theme this year is 'The perfect 10' – a reference to the Dudley Moore film '10'! Whether Bo Derrick will be there or not is another matter... www.thelondonclassiccarshow.co.uk

The prestigious Chantilly Arts & Elegance concours is a high-end event for high-end classics. If you want to see the best, this is it! www.chantillyartsetelegance.com

Tour Auto Optic takes place from 24–30th April 2017, starting in Paris and finishing in Biarritz. For more on this famous event, go to: www.tourauto.com

The all-new Wilton Classic and Supercar (WCS) weekend has been confirmed for 3–4th June 2017 at the iconic Wilton House. The event's tag line is 'Celebrating the Stories Behind the Cars We Love' and it's devoted to the people who make automotive history... www.wiltonclassicsupercar.co.uk



AUCTION SUCCESSES HINT AT STRONG MARKET

Silverstone Auctions achieved an 80 per cent sales rate and total sales of £5.8million at its sale at the Lancaster Insurance Classic Motor Show, at the NEC, Birmingham, over two days on the 12th and 13th November. Most noteworthy result was the 1957 Porsche 356A T1 Speedster (left), which sold for £306,563, making it the highest value lot of the sale. www.silverstoneauctions.com

Meanwhile, the Historics at Brooklands Auction on 26th November saw this 1988 Porsche 911 Carrera Sport Targa (right), which had covered just 302 miles since a complete Porsche Centre re-build, go under the hammer for £107,520 against an estimate of £74,000–£85,000. www.historics.co.uk



CLASSIC PORSCHE BACK ISSUES AND BINDERS

The new *Classic Porsche* binder is in stock now! Featuring the new *Classic Porsche* logo foil-block printed in silver on the spine, the new binder is finished in the same dark blue as the previous version. Each binder holds up to twelve copies of your favourite Porsche magazine, and is shipped in a robust carton.

Classic Porsche subscribers get 15 per cent discount! Just quote your subscriber number (see the carrier sheet on your mailed copies) and get 15 per cent off the regular price. Prices are as follows (subscriber prices in brackets): UK: £10 (£8.50); Europe: £13 (£11.05); Rest of World: £15 (£12.75). To order your binders, call us on +44 (0)1883 731150, or email: chp@chpltd.com.

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 10, 13, 14 and 16–40. 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



COMING IN THE NEXT ISSUE...



Contents subject to change

ISSUE #42 – ON SALE 26th JANUARY 2017

Overseas (approximately): Europe February 2nd; N. America March 2nd; Australia/NZ March 30th. For your nearest stockists worldwide see page 3



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DELWYN MALLETT

YOU CAN TELL HE'S GETTING OLD(ER), FOR MALLETT IS NOW HYPNOTISED BY FOUR-SEATER, FOUR-DOOR PORSCHEs – BUT THANKFULLY NOT ONES OF THE SUV VARIETY...

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...



At this year's Goodwood Revival meeting Porsche chose to preview the latest iteration of their Panamera, a Porsche that fortunately falls outside the remit of *Classic Porsche* magazine – although I suppose it will only be a matter of time before it attains the status of a classic. Although technically and dynamically the Panamera defies criticism, aesthetically I find it sadly lacking – hunchy, chunky and clunky. As the saying goes, beauty is in the eye of the beholder, and in the case of the Panamera it simply ain't in mine.

What Porsche also showed on their stand were two 'saloon' prototypes that had they made it to

production would without doubt ranked as classics. One was a long wheelbase four-seat 911 (designated 915) and the other the stillborn 989.

For its first two decades, until the advent of the 914 in 1972, Porsche was, if you ignore the racing cars, a one-car company, exploring but constantly hesitating over 'range extension'.

From the very beginning of 356 production, Porsche toyed with the idea of adding a proper four-seat version. Unlike with the 'fastback' 911, the constant curve of the 356 roofline did not respond well to being extended and body designer Erwin Komenda opted for a 'notchback' solution that lost the purity of the original. Other coachbuilders had a go at a 'family' 356. The Swiss firm of Beutler made a small batch of four-seaters and seemed determined to make them as unlike a 356 as possible – in some they even incorporated a *faux* radiator grille.

Despite their dabbling with four-seaters Porsche, having created some pretty ugly prototypes and no doubt disappointed with the results, seemed reluctant to take the final plunge into production.

The same appetite-whetting experimentation continued in the 911 era and in 1969 Porsche asked Italian coachbuilder Pininfarina to look at a four-seat version. The result was a rather clumsy 'tacked on' raised and extended rear roofline. What this gained in headroom was completely offset by the inelegant and angular treatment of the glazing, the stylist seemingly failing to recognise, or wilfully ignoring, that the elliptical sweep of the side windows was a distinctive and satisfying feature of the 911.

Porsche was much more successful with its in-house version, the car at Goodwood, which sacrificed some rear passenger headroom in order to maintain the 911's elegant profile.

After years of 'will they or won't they' teasing, Porsche finally brought a full four seat car to market in 1977 but it was a Porsche of a different kind, a front-engined V8 Grand Tourer intended to eventually replace the 911. But, as we all

know, the 911 refused to die and the 928 was not as successful in sales terms as the company had hoped.

Having finally committed to a four-seat cabin, the natural next step would be a pair of extra doors for the rear passengers. Moving at their customary glacial speed, it took more than a decade of contemplation before design work would commence on the 'four door sports car'. In the meantime, in 1987, two fine looking four-door 928s were produced on extended platforms to create more rear legroom. Built for Porsche in Detroit by the American Sunroof Corporation, both cars featured an unusual 'clamshell' door arrangement – the rear doors

being of the 'suicide' variety, opening forwards. (The same arrangement was later used on the Mazda RX-8.) The four-door 928 was eventually shelved by new management but the concept was pursued in a strategy to position Porsche further upmarket with a 'Lear jet for the road' in the form of the 989.

The exhibit at Goodwood provided a rare and illuminating opportunity to compare alongside each other the 911 and 989.

The long-wheelbase 911 was surprisingly successful and at first glance one could be forgiven for failing to spot the 'stretch', but it was the beautiful 989 that really astonished – it was everything that the Panamera could have been but wasn't.

Sublimely flowing in its form, unfussy in its well-integrated detail and with a strong visual affinity with a 911, it possesses a timeless elegance that would not look



The Type 989 in the foreground alongside the four-seat 911 prototype at the Goodwood Revival

“THE LONG-WHEELBASE 911 WAS SURPRISINGLY SUCCESSFUL...”

out of place in the Porsche catalogue today.

Designers like to talk about 'styling cues' when they create new models and the brief for the 989 was simple: make it a recognisable sibling of the 911, and in particular retain the distinctive profile of the side windows. Under the overall command of Harm Laagay, the Porsche design studio produced a masterpiece. It was also a masterpiece of deception, despite its body clothing a totally different front-engined mechanical package, it could easily be assumed to be an elongated four-door 911. Everybody at Porsche loved it. Then it was canned. One can only surmise at the disappointment of the design team.

The 989 remains a lost gem. Clearly one of the most beautiful of all road-going Porsches it also has the distinction of being one of their greatest financial disasters. Three years and millions of Marks were spent developing it before the whole project was scrapped. For many years it was also thought that the prototype was destroyed, its presence perhaps too embarrassing a reminder of all the squandered effort and money.

To enthusiasts' amazement, when Porsche did finally commit to a four-door design it was not to be a saloon but an SUV! Who'd have guessed? **CP**

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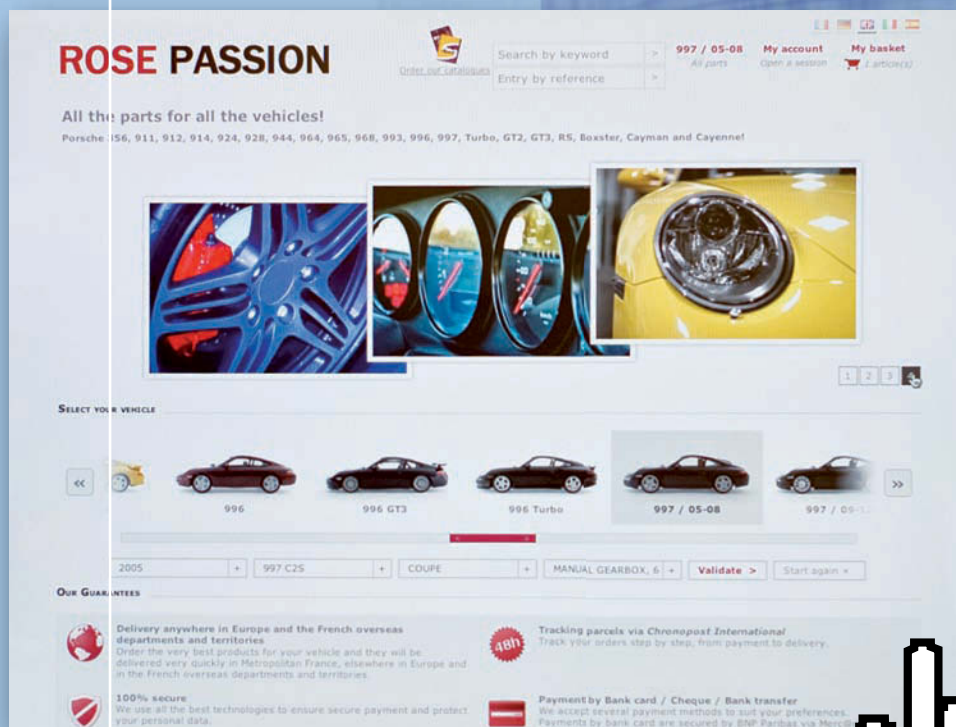
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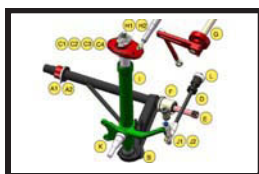
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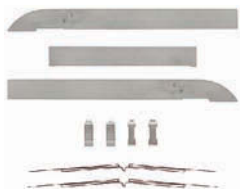
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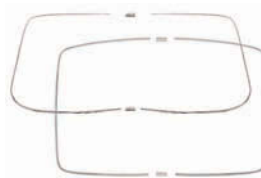
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ROBERT BARRIE

THIS MONTH ROBERT TRIES TO GET HIS HEAD ROUND THE MADNESS OF THE DUEMILA AUCTION IN MILAN. HE LOOKS BACK OVER THE PAST YEAR, AND FORWARD TO THE NEW...

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



RM Sotheby's Duemila Ruote sale in Milan was more than a little crazy. It was a no reserve auction of a large and unruly collection of cars, bikes and automobilia seized by the authorities from a collector who, apparently, hadn't paid his tax bill. The guide prices were low so a few of us went looking for bargains. Not a chance. Strong prices were achieved by almost every lot, including the sixty or so 911s that our errant friend had seen fit to accumulate.

The madness started on Friday morning as mundane road signs that might ordinarily have sold for hundreds of euros were hammered away for thousands. It continued, more or less unabated, before coming to a conclusion three days and fifty million euros later on Sunday evening.

Those of us of an analytical disposition were left scratching our heads. What had we seen and what did it mean? As with Artcurial's Baillon sale in Paris a few years ago, the event had a momentum of its own. The buyers were keen and the rest of us were spectators.

The post-sale stats suggested they were a relatively young crowd and that many of them were new to old cars. Half were under 50 and something like 80 per cent had not previously registered with the auction house. The prices may have been unrepresentative and, possibly, unrepeatable, but the trend – new people coming to old cars – continues.

There was little paperwork with many of the lots in Milan, but some bidders had clearly done their homework, particularly on the racing cars. Our collector had some desirable competition cars that were, unerringly, sniffed out. For race cars, desirability is conferred by who built them – was it the factory or a privateer outfit, and, if the latter, were they close to the factory – and their competition record.

In-period appearances in major events such as Le Mans, Tour Auto, the Targa Florio or the Mille Miglia add considerable interest and value. The same applies to the big races in the US. Even now, it's possible to find – as in Milan – competition cars whose history is not widely known and appreciated. Records can be poor and, even when that's not the case, there may be gaps and overlaps.

Race cars lead hard lives. They get damaged and repaired and donate parts to other cars. For me, the research process – the books, the websites, the picture sources, the e-mails and the various conversations that follow – is

an enjoyable part of our pastime. It's tremendous when fellow enthusiasts share what they know and a shame when they don't.

Some people are extremely generous, though I also remember a 356 expert who, when consulted about a particular race car, told me that he knew what I wanted to know, but wouldn't tell me. Furthermore, he didn't know why I wanted to know! Oh well.

For now, we are fortunate in still being able to speak to some of the people who were there and who have a very good idea what a specific car might, or might not, have done. Long may that continue to be the case.



Hate to point it out, Robert, but you're facing the wrong way...and in the gravel trap...

“LOW POINT OF THE YEAR? A TRIP INTO THE GRAVEL AT THE TAMBURELLO...”

thing. A friend's blue 356A parked at the pop-up Porsche garage throughout the same weekend was a runner-up.

Book of the year was Bart Kuyken's latest *A Flat Six Love Affair*. It sounds a bit Mills and Boon, but it is a collection of excellent and flattering old-school photos of your editor and columnist, as well as many more notable classic Porsche enthusiasts and their cars. Magazine and column of the year? I couldn't possibly comment.

Low point of the year? A trip into the gravel at the Tamburello. I was ill. Honestly. As to the new year, the early auction sales in Arizona and in Paris during Retromobile week should provide some more guidance on the market. I don't expect a repeat of Milan.

A personal resolution is to get back to regular club racing in the UK and to find more time for road trips here and abroad. They are both lovely, if different, ways to enjoy our cars. Roll on the better weather! **CP**

As before, we can't let the old year pass without highlighting some of the events and achievements. Here, then, are our latest annual awards. Event of the year, for me, was Classic Le Mans. It was a privilege to drive a Le Mans-winning 911 at the circuit some forty years after its triumph there.

An honourable mention must go to the Spa Six Hours as well as the Duemila Ruote sale described above. Similarly, my Pre-A and I were delighted to be involved in the HSCC's anniversary recreation of the first-ever historic racing grid in the UK at Castle Combe.

Road trip of the year was a journey around Scotland's North Coast 500 with a leisurely N- and D-road drive to Le Mans as a runner-up. I loved reading about the Sicilian adventure covered in issue 38.

Car of the year was the record-breaking highly original 550 Spyder sold by Bonham's at the Goodwood Revival. A truly stunning



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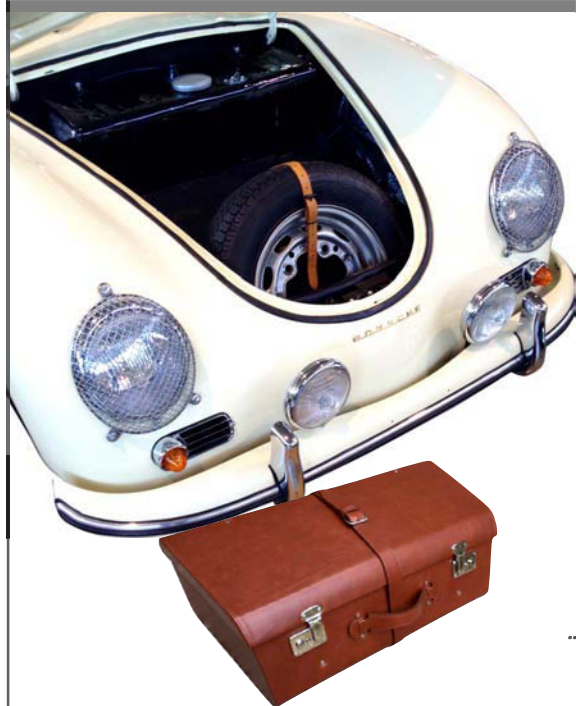
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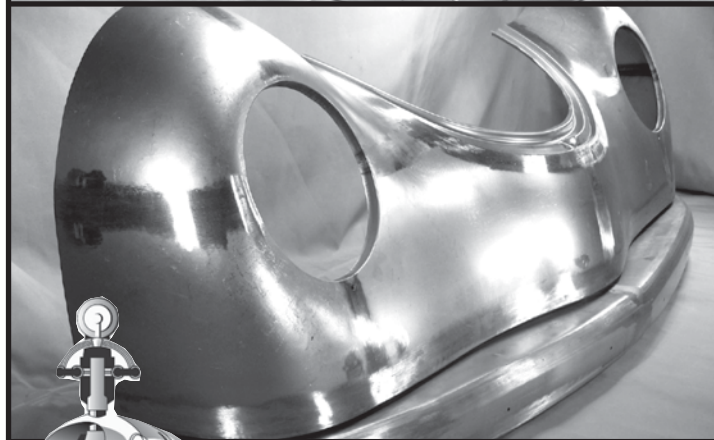
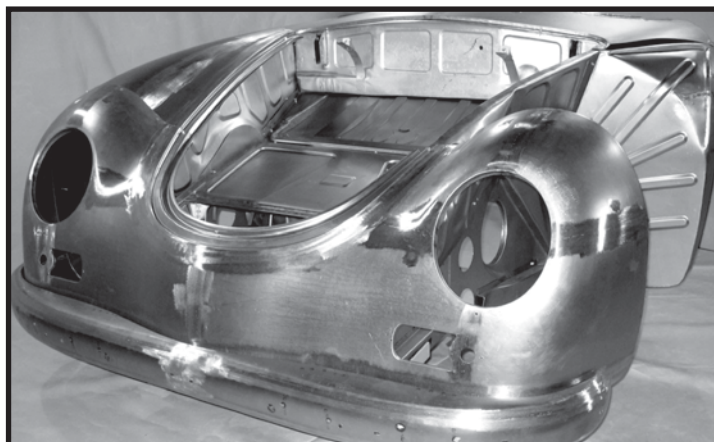
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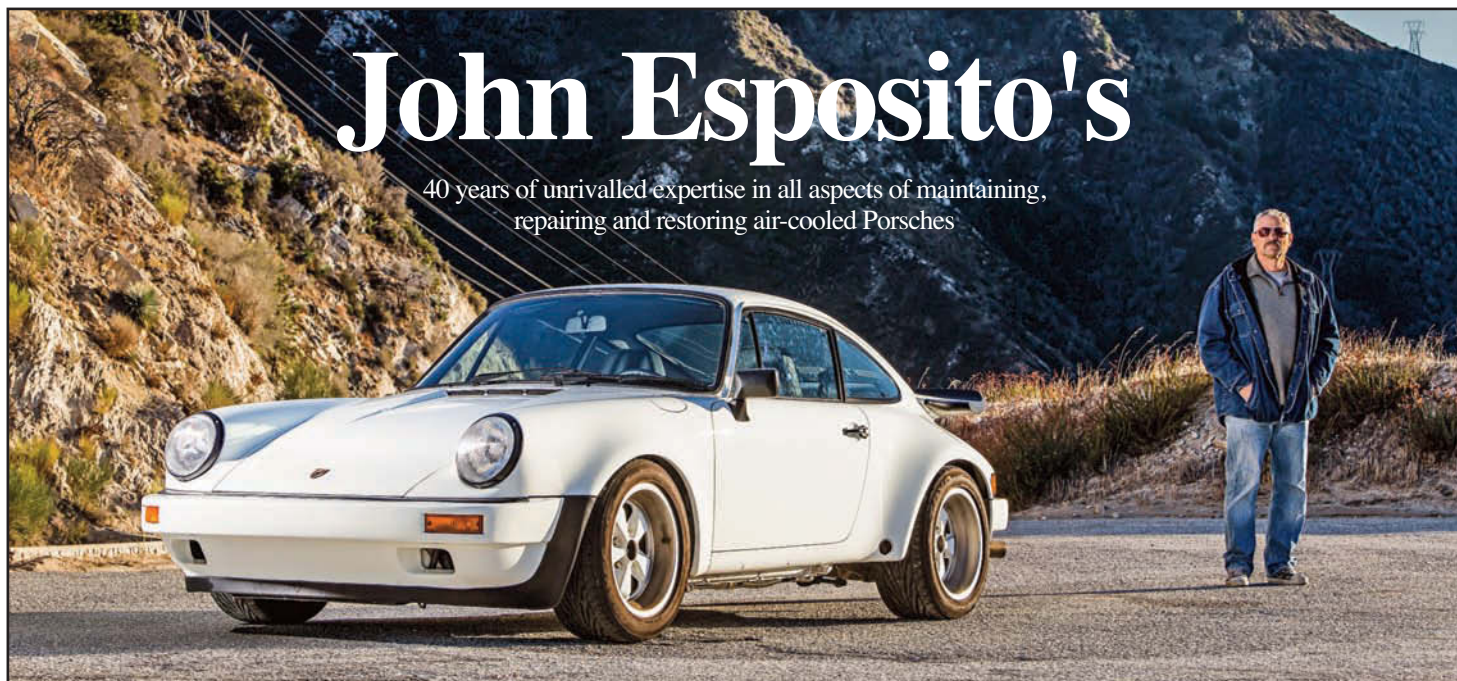
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1956 Porsche 356 Speedster, Signal Red with Tan, LHD, fresh full restoration, USA car when new, £249,995

TRANSATLANTIC CHALLENGE

Shipping a Porsche 356 Cabriolet all the way from Texas to Cornwall doesn't seem the most obvious start to a restoration project, but that's precisely what Avi Ghosh did. And this, ladies and gentlemen, is the end result...

Words: Keith Seume
Photos: James Mann



It's not the most common story you'll read. Generally, when we tell the tale of an old Porsche that's been sent away for restoration, it's about how the car was loaded onto a trailer and delivered to a trusted restorer elsewhere in the same country. Very occasionally you'll hear of a car delivered back to Germany for a factory restoration, but that's about the limit. But the world is shrinking...

Avi and Sandy Ghosh live near the Gulf Coast of America, close to the major cities of San Antonio and Houston in Texas. As you might expect from such a location, Avi works in the oil and gas exploration industries, and has done so for the last 40 years. He's a petrolhead, through and through, and currently owns a fleet of cars that include three

Mercedes, an E-type Jaguar, a Beetle Cabriolet, a Pre-A Speedster, 356C coupé and an early 911, along with some 'moderns' that include a Boxster and a 991 Cabriolet.

But he wasn't always a Porsche guy, as Avi explains: 'A good friend, who was familiar with Porsches from childhood, made me look at the way Porsches had evolved from the earliest days of the Beetle, the way they'd been developed over the years. I had always been impressed with the reliability of my Beetle, which I'd owned for 10 years, compared to that of the E-type Jaguar, which was always giving problems.'

'One day, I decided it was time to buy a 911 and began searching for a good one. This led me to Adrian Crawford's





contributions to the Porsche community. I called him and then paid a visit to his business in Cornwall – it was a meeting which ultimately saw me drive 700 miles home with a 1985 911SC Targa! As it had spent its life in Japan, I decided to call it Zen...

This initial contact developed into a closer relationship, one which led to the purchase of a second 911, this time a short-wheelbase coupé. 'Adrian knew of a SWB 911 in poor but running order which he offered to me. To be honest, I was not too interested in getting involved with a restoration but Graham (Kidd) had just joined the team and I was persuaded that, although there were likely to be a few surprises, this was basically a complete car with an interesting early history in the USA,' recalls Avi.

'I tracked down the previous owner who told me how much fun he'd had driving it all over California for over thirty years. After using the 911 less each year, he went to start it

one day and couldn't, so he sprayed gasoline in the carbs and it caught fire. After dousing the flames he stared at the resulting mess and couldn't face the prospect of a long and expensive repair, so he sold it in that condition. It bounced around the US for a while before ending up in Adrian's neck of the woods.'

The SWB 911 was restored by the Williams-Crawford team and eventually headed back to Avi for him to enjoy before he returned to Texas once his work in Europe was done. But what of his latest project, as featured here? As it turns out, it's an original Texas-delivered car, a 1958 356A Cabriolet that Avi bought in March 2013. A friend had told him about this old Porsche languishing in Dallas, but fortunately it appeared to have been stored well.

'It was last registered in 1982,' says Avi, 'at least, that's judging from the licence plate. It had been left to "sleep" for almost 30 years by the previous owner, whose wife it seems

Above: The Cabriolet had received a hit on the left front corner at some point in its life, but you'd be hard pressed to know it now...

Below left to right: Wherever possible, the original trim was reused and polished rather than replated so as not to lose the character. Refurbished wheels now sport 165-section Vredestein Sprint Classic tyres





didn't like the car. It had been stored up on wooden blocks and was covered in cobwebs, still wearing its old crossply tyres. Somebody had clearly loved it enough in its life to treat it to some thin whitewall tyres, though! The engine still turned over by hand and the interior looked pretty good for its age – the odometer only read 12,300 miles! It seemed an honest, dry car, so I struck a deal.'

The question then, of course, was who was going to be entrusted with the task of carrying out the restoration? Certainly there are plenty of specialists to choose from in the USA, but Avi – who was still working in Europe at the time – was only too happy to turn to Adrian Crawford and Graham Kidd once more. The only problem was, of course, the car was in Texas, the workshop 3000 miles, or more, away across the Atlantic in south-west England.

Once arrangements had been made, the slightly sorry-looking Cabriolet was loaded into a container and sent on its way to Southampton. On its arrival at Williams-Crawford, Graham Kidd was pleasantly surprised by what he saw. 'I was pretty impressed with the condition the car was in,' he tells us, 'as it was very complete, very original and generally very sound. It had been repainted a slightly garish yellow colour at some point, and now had a black interior and a black roof.'

Graham told the customer that there were so many of the car's original parts that were good that they should be able to reuse many that are all too often replaced during the course of a normal restoration – trim parts, for example. Avi was keen to follow this route, so as not to lose the character of the car, but he also wanted to stamp his own mark on it, as we shall see.

During the course of the strip down, they came across evidence of the car's original paintwork and interior trim which, in this case, was ivory with tan upholstery. It's an attractive combination and quite why a past owner chose to go primrose yellow with black we'll never know. Things looked good, though, and Graham continued to tear the car down to its constituent parts, saving every usable piece he could along the way.

But then the probable reason for its earlier repaint came to light, as Graham explains: 'As soon as we had it media-blasted, it was clear it had been hit both back and front. Not very hard but clearly it was enough to have warranted a major rebuild, and so why not give it a full respray at the same time?

Even though the bodysell was nothing like as bad as many 356 Cabriolets, it was clearly in need of remedial work in all the usual places: 'It needed longitudinals and we put new floors in it – being a Cabriolet, we needed to make sure it was strong

in all these areas. The accident damage at the front meant we had to remove the left front wing and half of the left front clip, the bonnet was kinked so needed straightening and reinforcing. At the rear, where the bumper had been hit, the inner panels needed straightening out,' says Graham.

The task of handling this metalwork repair and restoration was handled by Graham's former work colleague Steve Kerti, who now runs his own business by the name of Classic Fabrications, near Honiton in Devon. Steve is quite the magician when it comes to metalwork repair, and is not at all afraid to make his own body panels completely from scratch. When Steve got the bare 'shell into his workshop, he put it onto his jig to discover how straight (or otherwise) the car was.

Above left: Interior retrim was carried out using square-weave carpet and dark blue leather, all supplied by Germany-based KHM Cabrio

Above: Gauges were stripped and the rims polished. Full-circle horn rings are cherished items these days as they're fragile and easily broken

“HE ALSO WANTED TO STAMP HIS OWN MARK ON IT...”

Below left: Original engine was rebuilt with 1720cc conversion and a mild cam upgrade. Zenith 32NDIX carburetors were bored out and rejigged to suit

Below: Graham Kidd tackles the multi-layer hood. It was not the easiest of tasks but the end result is faultless





As it turned out, it needed pulling back in line, which was no real surprise, so with the careful application of heat and some judicious use of a hydraulic 'porta-power' Steve was gradually able to persuade the 356 back into alignment. As was the way with the Porsche factory back in the day, Steve chose to use body lead to smooth over any imperfections prior to prepping the bodywork for paint.

Talk of the paint reminds us of the tale that Graham related about how Avi knew he'd made the right decision turning to the Cornish-based company to carry out the restoration. Back home in Texas, he'd been thinking about what colour to paint the car when it was done. He wasn't stuck on the original ivory and definitely wasn't going to keep the pale yellow, so turned to on-line Porsche forums for inspiration. There he spied a colour about which few people seemed to be aware: Fish Silver Grey.

Porsche restoration expert John Willhoit in California

offered a 'colour card' service whereby he could provide a sample card painted in any given factory colour. Avi obtained a couple of samples and took one across to the UK. Graham Kidd took one look at it, identified it as Fish Silver Grey (an early Pre-A hue) and came up with the paint code from memory. That was enough for Avi – he knew that, as far as he was concerned, he'd found the right person to carry out the restoration.

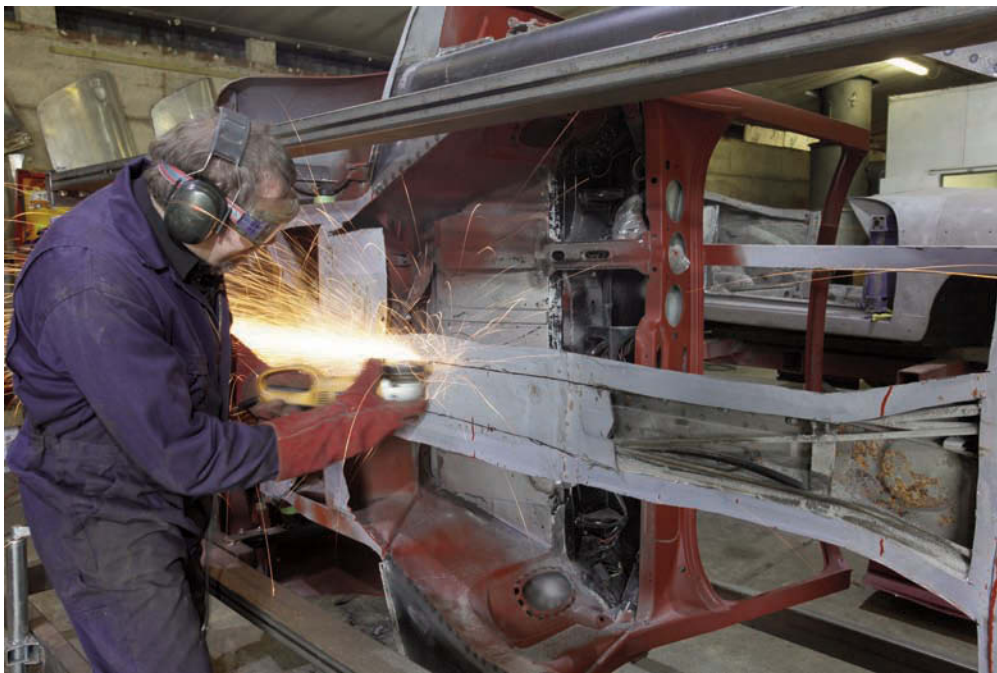
Once it was painted – that work also being carried out by Classic Fabrications – he was impressed with the clean look of the car, so the decision was made to go one step further in that regard by deleting the overrides, although all other trim has been retained.

There's another little side-story to recount here. Avi had 99.9 per cent decided on the Fish Silver Grey, but then he started to have second thoughts, as he recalls: 'My wife Sandy had a last-minute desire for orange (without being

Above: The Cabriolet left the factory in ivory with a tan interior but the current owner wanted something a little more classy – Pre-A colour Fish Silver Grey looks wonderful and shows off the lines to perfection

Below left: This is how the car looked when it was delivered to Williams-Crawford – an older repaint in yellow with black interior didn't really do the car justice. It was, however, reasonably sound





Above: With the body on a rotisserie, Steve Kerti gets to work replacing the floors

Above right: Mounting the body on a jig showed that it had suffered from being hit front and rear. Judicious application of heat while applying pressure with a hydraulic ram allowed Steve to pull it back into alignment

Below left: Steve Kerti likes to use old-school skills on his cars, preferring lead to modern fillers. The end result is a long-lasting repair

Below right: Adrian Crawford and Richard Williams watch over Graham Kidd (in car)!

very specific). I was dead-set against such a crazy idea but Adrian, Richard, Graham and I did look into this at the workshop and surprised ourselves by finding a glorious orange and black Cabrio in the USA.

'This particular car had been delivered with a special order colour in 1958. I tracked down the restorer and learned that he had matched his spray-out colour to a shard of paint in a headlamp casing! My intent was to pursue this line and surprise Sandy, but it became clear that orange is a tricky colour to really understand except in person – there are shades that I cannot accept so it seemed too risky to follow that path. We finally settled on a more sober suit of clothes for Hugo!' As you have probably guessed, Hugo is Sandy and Avi's pet name for the Cabriolet...

Mechanically, the Porsche still retained its original engine and gearbox. The latter appeared to be as sound as a pound, once again almost certainly a reflection of the low mileage, so Graham decided that the best course of action was to clean it up, replace all the seals and then leave it as the factory had assembled it. All the brakes were rebuilt, although the decision was made not to go down the route of a modern disc-brake conversion, as were the suspension and steering systems. The original wheels were refurbished and then shod with 165x15 Vredestein Sprint Classic tyres.

The engine, however, did not escape attention. 'Avi liked the idea of upgrading it – it was originally a 60bhp unit and what I did was to tear it all apart,' says Graham, 'and then rebuild it with a 1720cc conversion and a very mild "Maestro grind" cam, cleaned up the ports and matched the manifolds to the heads. As it turned out, the original barrels and pistons were worn, and the cam lobes pitted so I said that by the time we've tracked down a correct set of 1600 cylinders we

might as well go for the larger capacity and benefit from the better performance.

'The original flywheel's ring gear was rather chewed up, so we fitted a new one, which was slightly lightened. The original Zenith 32NDIX carburettors were stripped,

cleaned and rebuilt, but the venturis were bored out from 24mm to 28mm to make the most of the improved breathing. We took a bit of a guess on the jetting but it worked out great and the car drives like a dream. We also changed it to 12-volt electrics and added halogen bulbs to improve the lighting.'

Two of the most striking elements of the Cabriolet are the interior and the hood. 'We went for a grey-blue square-weave carpet matched to a dark blue leather for the upholstery,' says Graham. 'A lot of the interior brightwork was simply repolished rather than rechromed to keep its original appearance – only a couple of little bits and pieces were replated.

'We decided on a dark blue hood, which I fitted, but I don't

“WE WENT FOR A GREY-BLUE SQUARE-WEAVE CARPET...”





think I'd want to do another one,' laughs Graham. 'It was my first attempt and I think it's turned out OK, but it was a struggle!' The interior trim and hood were supplied by KHM Cabrio in Germany (www.cabrio.de), a company which specialises in very high quality trim for classics of all makes. 'The carpets were fantastic,' says Graham. 'They fitted a treat, as did the leather upholstery. I really couldn't fault it in any way...'

Considering the distance involved between the customer and the restorer, it was inevitable that trust had to play a major part in the process. As Avi says, his aim had been to have a car that retained its original character yet benefited from some performance upgrades – 'I drive all my cars, so practicality wins,' he laughs – but apart from that he was more than happy to

leave the day to day decisions to Graham Kidd.

'Avi loves to drive his cars, which is great, and I was happy to go along with his wishes. I put on several hundred miles after the rebuild to check it was all OK, and it's a real joy to drive. It's built to be driven, and it ran like a champ straight out of the box.'

The car was in the UK for around 18 months, but for much of that time it sat in storage while the project was planned out.

So, was the customer happy? Is there anything he'd change? 'Not a thing! It has been a wonderful learning

experience and has brought Sandy and me into contact with the most wonderful people at every stage.' And Graham? 'Maybe the colour if it was mine, but otherwise it's just perfect. I love the way the car drives. No, I definitely wouldn't change a thing...' **CP**

“AVI LOVES TO DRIVE HIS CARS, WHICH IS GREAT!”

Above: The decision was made to remove the original US-spec overrides and towel-rail guards for a cleaner, less-cluttered look. Sports exhaust sounds good!

Contacts:

www.williams Crawford.co.uk
www.classic-fabrications.com
www.cabrio.de

Below left: Car was unveiled to its new owners at the Williams-Crawford open day

Below: Sandy and Avi are delighted with the Cabriolet!





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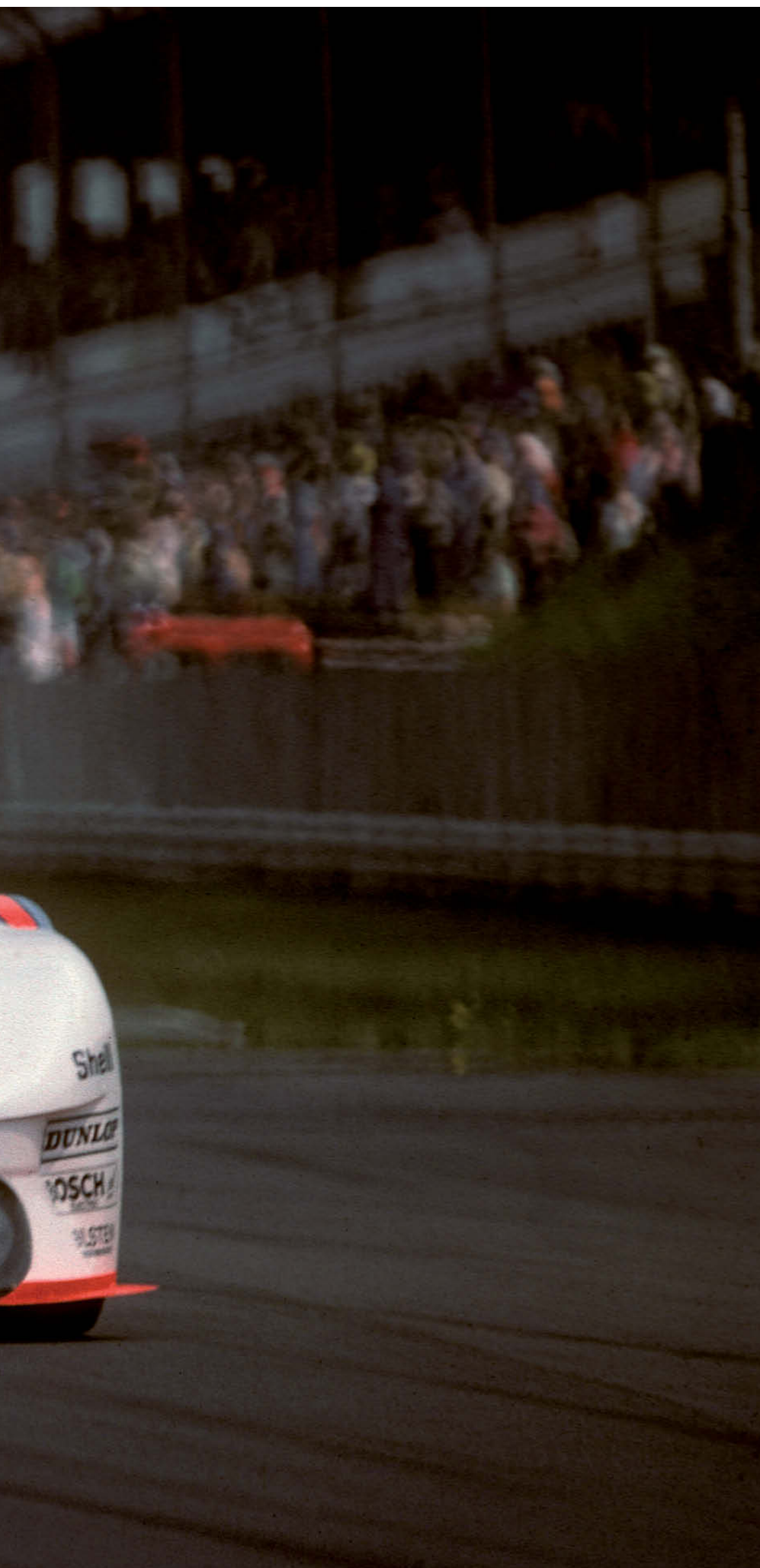
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STRIPED FOR ACTION

Porsche cornered the market on iconic race liveries when they signed sponsorship deals, first with the Gulf oil company and then a few years later with Italian drinks manufacturer Martini. Delwyn Mallett looks back at the story behind the company's links with Martini & Rossi...

Words & Photos: Delwyn Mallett and Porsche AG





The classic car loving public's appetite for clothing and ephemera appliquéd with often long obsolete advertising graphics shows little sign of abating. The most notable of these, to a large extent due to its association with cult idol Steve McQueen, has been the 'Gulf' livery, which now seems to adorn just about anything that can be coloured blue and orange, irrespective of its relevance to motor sport. However, the famous Martini & Rossi stripes are back in fashion, too, and gaining ground. They do, of course, currently adorn the Williams Formula One racers but they will forever be associated with Porsche, on whose cars they first appeared.

The Martini & Rossi brand evolved from a vermouth-producing distillery founded by four Piedmontese merchants in 1847 (incidentally one of whom, Carlo Agnel, was the grandfather of Giovanni Agnelli, co-founder of Fiat.) A few years later the partners engaged the services of Allesandro Martini who, with his accountant partner Teofilo Sola, eventually took over the company in 1863 and in the same year persuaded Luigi Rossi, a talented herbalist with his own business to join them.

Rossi's blending skill propelled their vermouth to the forefront of producers and, in 1879, on the death of Sola, the company was renamed Martini & Rossi. Luigi Rossi died in 1892 and Martini in 1905, by which time the brand, now in the hands of Rossi's four sons, was well on the way to becoming an international success.

One of the sons, Teofilo Rossi, was a keen sportsman between the World Wars, representing Italy in the 1932 Winter Olympics in the two- and four-man bobsleigh events, and was also a world champion powerboat racer. The Rossi family's success was rewarded when Teofilo was ennobled by King Victor Emmanuel II with the title Count of Montelera.

The famous Martini 'ball and bar' logo was introduced in 1929 and by the 1960s had become a familiar presence around Europe's watering holes, appearing on bar umbrellas and promotional material with an increasing presence on motor racing circuit banners before making its first appearance on a car in 1968.

Martini & Rossi were promoting their vermouth as 'The Most Beautiful Drink in the World', with a highly visible and glamorous advertising campaign. Their expensively produced and eagerly anticipated 'Where will they take us next?' cinema commercials transported viewers into an aspirational world where the 'beautiful people' swept across Florida's swamps in airboats, flew to remote beaches in his and her sea planes or soared to fairytale castles in hot air balloons.

International motor racing, too, had become one of the glamour pursuits as the 1960s swung and drivers became media stars. In 1967 motor sport was suffering something of a cash shortage as the traditional sponsors, in the form of fuel and tyre companies, cut their budgets and, under pressure, the FIA announced that for the '68 season advertising unrelated to motor racing would be permitted on competition cars – a decision that changed the look of motorsport forever.

On January 1st 1968 Rhodesian driver John Love was first out of the box, lining up on the grid for the South African Grand Prix in a Brabham Repco B20 finished in the bright orange, gold and brown livery of Rhodesia's Gunston cigarettes. It was, however, Colin Chapman's deal with Imperial Tobacco, resulting in the red, white and gold liveried Gold Leaf Team Lotus cars, that announced, unequivocally, that motor racing had entered its 'mobile billboard' era. The Gold Leaf colours appeared also on the Lotus 47 sports racer at the same time and racing teams started to scramble for sponsors. (The now iconic Gulf livery, because it was a fuel and allowable under the existing rules, arrived in 1967.)

Prior to WWII 'on board' sponsorship in Europe, with its high percentage of 'gentleman racers' remained discreet – rarely, if ever, extending beyond the odd 'Pirelli' embroidered jumper, but during the 1960s cars and drivers' overalls could



increasingly be seen toting the brand logos of tyre, lighting and fuel manufacturers.

In the USA commercialism was not frowned upon in the same way as Europe and their racing cars, particularly on the stock-car circuits, were much more flamboyantly decorated than their European counterparts, keeping sign painters busy. The marathon Carrera Panamericana road races which ran the entire 2000-mile length of Mexico during the first half of the 1950s – and which provided Porsche with the name for their famous four-cam-powered cars – was a riotously colourful event with all of the cars sign-painted with sponsors' names across every available surface.

Then not amongst the richest of manufacturers, Porsche were happy to emblazon their 550 Spyders with the names of Fletcher Aviation, a US company to which they were supplying engines, and the famous German radio and electronics company, Telefunken.

Martini & Rossi had made a tentative foray into motor sport sponsorship in 1962 when a discreet line of type, without a logo, proclaiming 'Martini Racing Team' appeared on a Tronica-entered Alfa SZ at the Sebring 12 Hour race.

But it was the FIA's relaxation of rules for 1968 that really set the ball (and bar) rolling and provided the company with an opportunity to associate itself with the sport in a more visible way. The marriage of motor racing and Martini resulted in one of the most aesthetically satisfying combinations of car and commerce in the sport's history.

It was a fortuitous connection that began the Italian company's association with Porsche. Paul Goppert, Martini's public relations man in Germany, and motor racing enthusiast, in exchange for supplying a few racing 'sundries' to the team placed the company's bar and ball on a Porsche 910 driven by close friend Hans-Dieter Dechent and Lufthansa executive Robert Huhn. The car, competing under the 'Scuderia Lufthansa Racing Team' banner, was very smartly presented in German 'racing silver', with a blue and yellow nose panel, and sported large Martini logos on the sides and inset in the tail.

By the end of the 1968 season, 'head office' in Torino in the shape of Count Gregorio Rossi Di Montelera (a long-time car enthusiast who would eventually be presented by Porsche with a road-legal 917) committed the company to

Above: 1971 Brands Hatch 1000km, with Gijs van Lennep and Gérard Larrousse in their Martini-backed 917. The duo finished in ninth position

Below left: Somehow the Martini striping didn't work so well on the black of the 1976 season's 936 entry

Below: 1971 Le Mans-winning 917 (#053) of Helmut Marko and Gijs van Lennep wore a simplified version of the Martini stripes



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deeper involvement in racing sponsorship by forming Martini Racing.

The team's 910s were replaced by Porsche 907s, but now running in white rather than silver. However, the Martini logos tended to be lost amongst a plethora of other minor sponsors' logos – clearly something more distinctive was required to project the Martini brand.

In 1970 Porsche achieved their twenty-year quest to win the Le Mans 24 Hours when a Porsche Salzburg-entered 917 crossed the finishing line ahead of the 'psychedelic' Martini Racing long-tail 917, resplendent in its whirly green-on-purple livery. The 'hippie' livery had been an inspired last minute decision finished the day before the race with locally bought aerosol cans.

The Martini 917 certainly stood out but their third-placed and more soberly-adorned 908 Spyder, carrying a chevron of dark blue dorsal stripes from stem to stern, was a step towards what would become the definitive Martini livery.

At the end of the 1970 season, Dechent heard that the Salzburg team was disbanding and, aided by Martini's pledge to continue their sponsorship, successfully bid to take over the 917s, becoming a *de facto* Porsche factory supported team. Count Rossi, together with his brother Vittorio, held a press conference in Germany where they announced their commitment and enthusiasm for motor racing (and powerboat racing) which they would support via their 'Martini International Club'.

For the 1971 season the team's cars were presented in what many would

consider the classic Martini livery of silver overlaid with red and sky-blue stripes over navy blue, and a prominent 'Martini International Club' cartouche.

The stripes' versatility as a graphic device was superbly demonstrated on the team's 1971 Le Mans entry, another 917 Langheck, where the tri-colour lines expanded into a lavish

consider the classic Martini livery of silver overlaid with red and sky-blue stripes over navy blue, and a prominent 'Martini International Club' cartouche.

Above: A true classic in every sense – the car, the livery, the logos... 935/77 #005 was driven at Le Mans by Rolf Stommelen and Mafred Schurti but engine problems led to retirement

Below left: Turbo RSR was a brutal-looking canvas on which to display the iconic Martini livery

Below: Moby Dick's extravagant appearance was definitely enhanced by the addition of rather more stylised striping

“THE DRIVERS WERE THE ENVY OF THE PIT LANE...”





all-enveloping sweep that engulfed the rear half of the car.

After the premature end of the five-litre endurance category, the silver scheme continued into 1975 on the Interserie cars and the 908/04 Turbo racers, plus of course the charismatic 911 RSR and RSR Turbo cars. But yet another switch was in the offing, the German racing silver reverting to German racing white on which the Martini stripes (also by then adorning the Brabham Grand Prix cars) had never been so vivid.

The stunning 935 series of 911-based competition cars, culminating in the extraordinary 'Moby Dick', carried the Martini name to many memorable victories and further Le Mans success came in 1976 and 1977 with the 936. (An aberration in the stripes-on-white period, and far less successful aesthetically, was a black painted 936 in 1976.) A touch of psychedelia struck again in 1978 when the African Safari 911SC was finished in a dazzling swish of expanding and contracting swirlerie, which must have startled the local fauna.

The Martini stripes were not solely confined to the race cars. For the 1976 season the team drivers were the envy of the pit lane when they were turned out in white leather A2 aviator-style leather jackets, with a detachable blue fur collar, blue trim and Martini stripes down the sleeves. (The author recalls trying to persuade Jürgen Barth to sell him one but he explained that they were strictly limited to drivers and senior crew members who were under strict orders not to 'mislay' their jackets on pain of severe penalty. Porsche Design created a limited edition replica of the jacket in 2008 and I failed to get one of those, too!)

The 'stripes' finally appeared on a road car in 1978 when Porsche announced a limited edition Martini 930 Turbo – the flash down the flanks, although considerably toned down, was still too 'flash' for many.

The Martini-Porsche association came to an end in 1980.

For the '81 season the Martini money came home to Italy when it switched to Lancia, but the now instantly recognisable livery remained unchanged. The Martini Racing Lancia Beta Montecarlo rewarded the company with a World Championship in year one. Martini Racing continued in endurance racing until May 1986 when the the plug was finally pulled, frustrated at the Lancia LC2's lack of success.

Lancia and Martini were far more successful on the world's rally stages, winning the World Championship in 1983 with the Rally 037. Participation continued through the short-lived Group B era with the incredible Delta S4, followed by a succession of Integrales (in the later years red rather than white) resulting in four Driver Championships between 1987 and 1991.

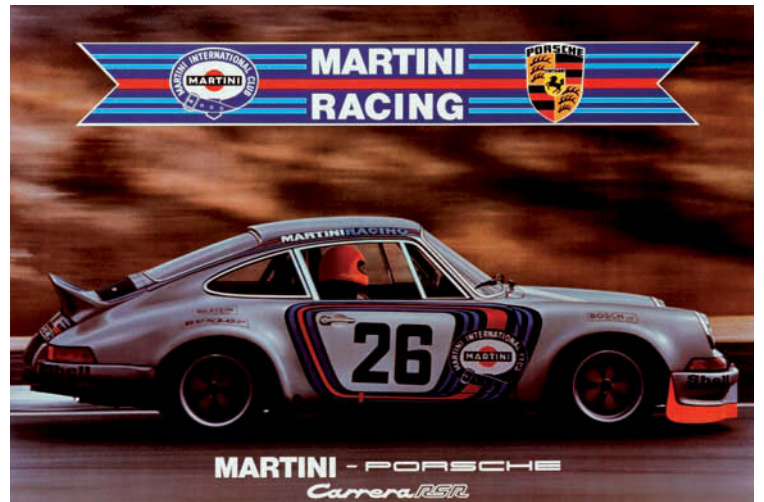
A sponsorship hiatus ensued after Martini's merger with Bacardi in 1993, with the famous stripes appearing only at an Italian national level until they made a welcome return to the International stage as Williams Martini Racing in 2014. Porsche, too, is promoting its Martini heritage with 'liveried up' road cars and a range of boutique items. So, Porsche fans, are you a Gulf man or a Martini man? The choice is yours. **CP**

Above left: Jacky Ickx and his mechanics show off the latest pit wear...

Above right: Herbert Müller aboard the Turbo RSR at the Paul Ricard circuit



Above and below right: Porsche was more than happy to promote its sponsors' livery in celebratory posters





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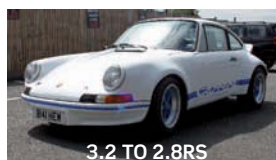
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X-RAY SPEX

Six-times Le Mans runner and 1981 GT Class winner, this 1976 Porsche 934 harbours a chequered history. We analyse its anatomy on the Belgian backroads

Words: Johnny Tipler
Photos: Antony Fraser





The turbo comes in with a violent flush at 4500rpm, my grip tightens on the wheel as the car surges tsunami-style down a Belgian byway, leaning on the tyres as I pitch it into a tree-lined right-hander. At the end of the next straightaway I stand on the 917 brakes and it hauls up in next-to-no-time.

There's only one way to tackle the 934: monster the monster. Because, being a racing car, this is one headstrong kiddie, and to get the best out of it means grasping it with a firm hand.

The 934 was Porsche's weapon of choice for contesting the Group 4 category of the WSC and DRM from 1976 to 1978. Its sibling slant-nose 935 was built to run in Group 5 where rules were freer, whereas the 934 was more production-orientated, which means its minimum dry weight was a not inconsiderable 1120kg (2470lb).

That said, it was still a force to be reckoned with and, between them, the 934 and 935 consolidated Porsche's winning reputation in motor sport in the wake of the 908, 917 and RSRs. Stemming from the turbocharged RSR of 1974 and closely related to the road-going 930, its power is derived from a single large K36 KKK turbocharger, slung below the engine, adding a significant amount of weight, albeit set low down.

The Bosch K-Jetronic injection is featured, but the most significant aspect of the engine layout is that the cooling fan sits horizontally on top of the flat-six, rather than vertically behind it, in order to collect the air from the vents ahead of the whale-tail wing. Engine and transmission are mounted solidly into the bodyshell for greater rigidity, adding to the fighter physique.

The distinctive glassfibre wheel arches that help impart the broad-shouldered image are each attached to the body with nine Phillips screws, while the whale-tail spoiler is the same as a 1976 Turbo's. The exhaust manifolds are lower than normal, and one leads into the turbo and the other diverts into the wastegate when the turbocharger is getting too much boost, manifest by flames issuing forth on shifts and overrun.

The whole set up is protected by a crude-looking angle-iron frame, which has obviously had a scuff or two. A pair of air-to-water intercoolers are mounted above the intake trumpets, connected to two radiators that are housed in the front airdam, with pumps in the rear, adding 44lb of weight but reducing heat

significantly from 300 degrees to 120 degrees. The oil tank is relocated to the front luggage compartment to achieve better weight distribution, placed alongside the 120-litre petrol tank with its central refuelling nozzle.

The blue light on the roof is for the Le Mans 24-Hours, enabling the driver to signal the pit crew in the midnight hour. And talking of X-ray spex, the front clip is criss-crossed by an X-shaped aluminium tube-frame brace. The 934 has centre-lock hubs, finned four-piston endurance racing calipers acting on 917 discs, and coil-over spring/damper units programmed with race settings. It's running on BBS split-rim wheels, shod with Avon Turbo Speed tyres, 325/630 x 16 on the back and 265/600 R16s on the front.

The 930 torsion bars are still present, but supplemented by coil-over dampers on either side, and at the rear the 934's cast-aluminium short trailing arms are enhanced by solid spherical joints where they pick up the chassis, instead of rubber bushes, and there are anti-roll bars fitted at both ends.

All told, the 934 is not too far removed from the 930 road car

in terms of equipment; it's just up-spec'd for track work. There are no rear seats, for example, and the water tank occupies the space where the right-hand back seat passenger would otherwise sit. Somewhat incongruously for a racing car, the electric windows are retained – in glass rather than Plexiglas, too, maybe because the roll cage interferes with where the winders would go, but possibly for ease of use in a racing context by a gloved driver. And a '70s-style Grundig

intercom unit occupies the radio slot.

The speedo is absent, with just the rev-counter central in the binnacle, and there are two pairs of gauges – a main boost gauge, fuel pressure and fuel injection pressure supplementing the oil level and oil temperature dials. The roll cage is bolted in, plus six-point harness and special racing seat, and there's a plumbed-in Heinzmann Fire Sense fire extinguisher.

To place it in context, this 934 is chassis # 930 670 0177, one of 31 factory-built 934s (numbered consecutively from 930 670 0151 to 930 670 0180, plus one out of sequence, 930 670 0540), and production number 106 4619. They sold in 1976 for DM108,000 (US \$41,300).

It's being marketed by our old friend, Lasne-based Kobus Cantraine who's invited us to check it out. Its last owner was

“THE 934 WAS PORSCHE’S WEAPON OF CHOICE IN GROUP 4...”



Dr Uli Schumacher, a wealthy racing car buff who also kept the 917 Spyder championed by Willy Kauhsen back in period. He owned the 934 from 2012 to 2016, and prior to that it was in the collection of Gerald Harrison, a wealthy ex-pat Brit with a base in France where he indulged a penchant for planes and Porsches. Before that it was with Manfred Freisinger, who restored it and painted it pink, the colour it ran in when it won its class at Le Mans in 1981.

That's just the tip of the iceberg, and we'll get to its definitive history in a moment, but meanwhile Kobus clarifies the build and delivery dates: 'it was ordered by the French concessionaire Sonauto and the Cardex tells us that it was planned for delivery on December 19th, 1975, though the VIN number was only issued on April 1st, 1976 so they were already four months behind schedule. It was delivered as RSR commission number 244.

Freisinger sold the original matching numbers engine in 2008 to someone in Portugal, because it was just a spare engine as far as he was concerned. If you look in John Starkey's book it doesn't say which engine number these cars had; to get the engine number you needed the cardex, and these weren't digitised by the Porsche archive until recently, so if you asked for this a few years ago they couldn't give you one because they didn't have it. Everything is now digitised, and in the archive they have scans of them, making it a lot easier to verify this kind of car now.'

The first owner was Henri Cachia, whose race team was ASA Cachia-Bondy. In its red and blue livery with sponsorship from TS batteries, car #61 was driven by Jean-Claude Andruet, Jacques Borrás and Cachia himself at Le Mans in '76 but was unclassified as they were 146 laps behind the winning car, having been delayed by a succession of mechanical maladies including turbo failures and a serious oil leak. Cachia owned it from May '76, he even road-registered it in May '77!

During that same year the car also ran in the Silverstone 6-Hours, placing 16th in the hands of Claude Ballot-Lena, Jean-Louis Lafosse and Philippe Dagoreau, so for its second Le Mans outing Cachia presumably rented the car to the JMS

Racing team in the livery that we see today, reproduced with dedicated accuracy by Kobus, assisted by Dams Grafix. 'We have very nice documentation and archive pictures so we could recreate how it looked back in the day.'

The JMS Racing Team ran two cars at Le Mans in 1977 – a 935 driven by Ballot-Lena and Peter Gregg which finished 3rd and the 934 driven by Bousquet, Dagoreau and Grandet, which started 29th and finished 19th overall, having been off three times and having to have its turbo changed. But they still came 4th in the Group 4 category.

The X-ray livery, which invites you to perceive the driver at work, apparently, through a transparent door, featured on at least three Porsches running at Le Mans in '77, including the JMS duo and a Kremer 934. 'Their sponsor 3M were showing off this graphic genius new age vinyl sticky stuff on at least another two silhouette X-ray cars that year,' says Kobus, 'but only these two were black and red.'

This design concept also appears in mechanical componentry, too, such as spoof X-ray engines depicted on the bodywork. It was a passing fad, though, as they didn't reappear in 1978, and the car had changed hands by then, Cachia having sold it to Daniel Urcun, the owner of the local Porsche dealership, in October '77. Being in the same department, it remained registered on the same licence plate, which was 7461 EC93.

It was entered for Le Mans in '78 by Auto Daniel Urcun – the name of his Porsche dealership – and drivers were Guy Chasseuil, who was another Porsche stalwart, Jean-Claude Lefebvre and Francois Mignot. They started 39th but retired in the sixth hour due to a failed turbo.

Lefebvre is on record that the car would travel at 305Km/h on the Mulsanne straight but it was unstable and started to become really floaty. The car was very well prepared and competitive, but on the Saturday night they broke the turbo. Lefebvre also states that he was a rally man, and that this was his first experience of the Le Mans 24-Hours.

The colour scheme was changed once again, this time to a startling cubist rendition by contemporary French painter Michel

Above: Imaginative paint design is a re-creation of the livery in which the car ran at the 1977 Le Mans 24 Hours, its second visit to the event



Guéranger, airbrushed with cubist blocks in a dark blue fading to pale grey. Guéranger had founded the art group SPACE in 1975 with Jean Allemand and Maxime Defert.

During Urcun's tenure, this 934 was one of the first to use air jacks, and four pneumatic air rams were fitted at the corners of the car on the sides of the bumper brackets, in spite of having very crowded underpinnings as it was.

There's a sizeable amount of documentation with the car, which Kobus samples: 'Daniel Urcun mentions that he purchased the car at the end of the 1977 season for 80,000 Francs, when it had some slight racing damage, which was not unusual, but he records that it had been badly repaired by "farmers", so basically he was calling the Cachia team amateurs – a bit of rivalry between dealers.'

He'd opened his Porsche Urcun dealership in 1976 and his idea was that the 934 would boost his dealership's exposure. F1 star Didier Pironi, who'd been Urcun's friend from childhood, was supposed to be the third pilot, but just a few hours before the start Pironi was offered a seat in one of the prototype Renault A442s, which he accepted and went on to win the 24-Hours.

Urcun states that he did enter the 934 once in a rally but it was too powerful for him, so he sold it a few months after the 1978 Le Mans to Roland Ennequin (rather than Christian Bussi who has in the past been claimed as the next owner; Kobus has a photo on file showing Bussi's own 934 next to Ennequin's on the starting grid of the 1979 Le Mans 24H).

Urcun also says that he received back-up from Jürgen Barth and the Porsche factory for the '78 Le Mans, and he too mentions that the car got very unstable over 300Km/h, and also that they won the award for the best decoration on a car at the '78 Le Mans.'

Roland Ennequin's Le Mans foray in '79, partnered by Georges Bourdillat and Alain-Michel Bernard, resulted in 16th on distance and 2nd in the Group 4 class, starting from 51st on the grid and despite needing its oil and water radiators changing early on in the race, costing over an hour in the pits. By then the car was predominantly white with narrow red, white and blue stripes, its Kores sponsorship writ large atop the front wings.

A change of colour scheme for 1980 embraced almost a horse racing jockey's apparel of purple and black in a sort of

cubist-harlequin livery. The same driver line-up of Bourdillat, Ennequin and Bernard managed only 24th overall, last Porsche over the line, though they'd endured race-long problems with gearbox and driveshaft joints.

For 1981 the car underwent yet another change of livery, this time pink with Denver clothing sponsorship identified – and at this point it still had the same air jacks on board. Drivers were Valentin Bertapelle, Thierry Perrier and Bernard Salam, with Dominique Lacaud listed but not called upon. They brought it home in 17th place overall and 1st in Group 4, averaging 155,726Km/h (96mph), the quickest it had ever managed in its five Le Mans outings.

That proved to be its swansong as a contemporary racing car, as from this point it switched to rallying. My guess is that the

Above left: 1976 saw the 934 visit Le Mans for the first time, finishing unplaced due to long delays caused by a large oil leak

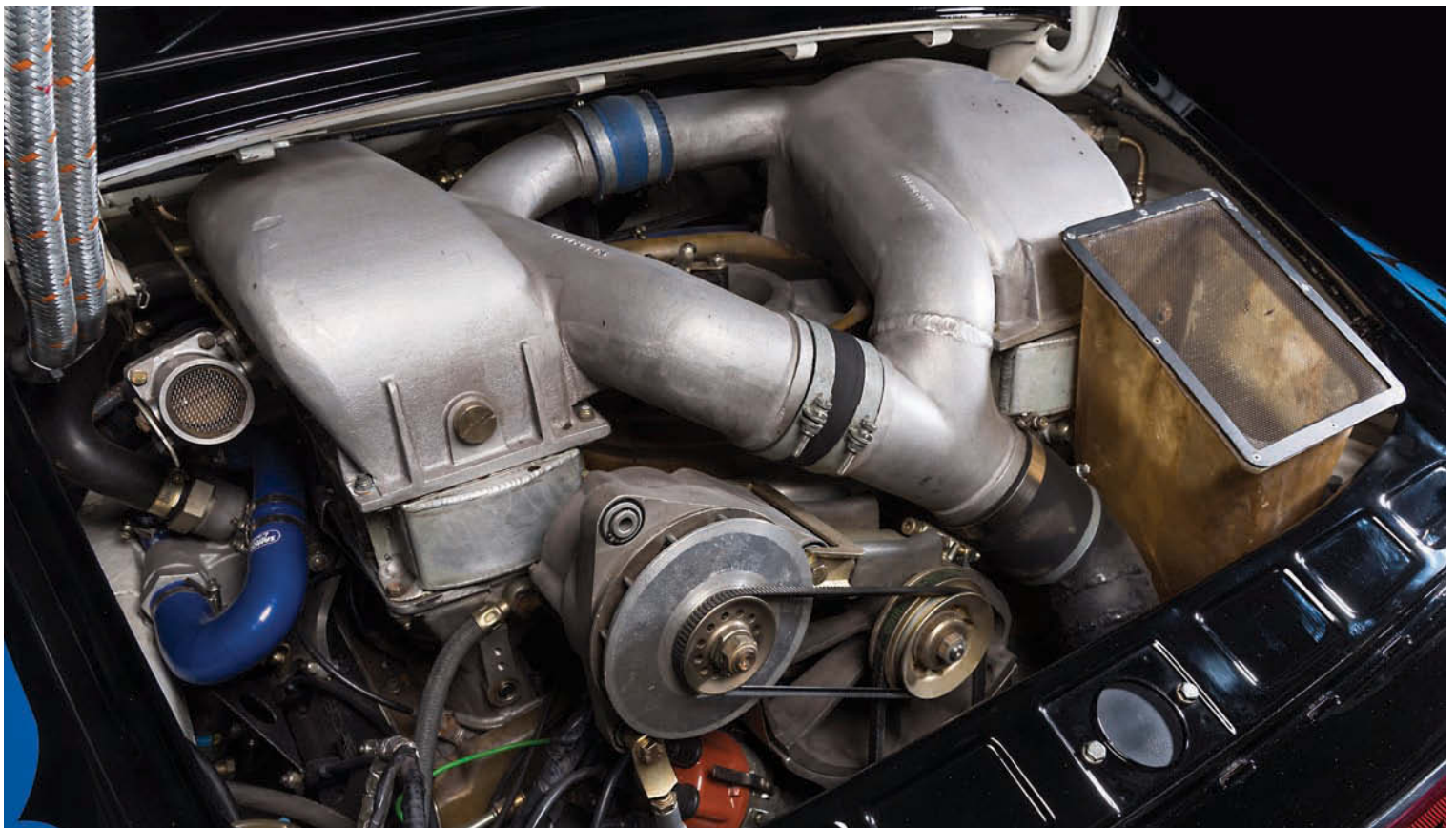
Above right: 1977 saw the car finish third in Group 4 despite two off-track excursions and a failed turbo

“THE CAR GOT VERY UNSTABLE AT OVER 300KM/H...”

Below left: 1978 and a cracked piston resulted in a retirement in the sixth hour

Below right: 1979 saw the car finish 16th overall and second in Group 4





angle-iron protection was added beneath the turbocharger to guard against impacts sustained during rallying. Group B was approaching its zenith, and a 911 with a turbo was fair game.

Backed by Bertapelle's garage, they entered rallies in its pink livery as part of the Ecurie Alsace squad, applying a fresh coat of white paint in April '83. Soon after that, Bertapelle put it in a ditch, sustaining typical front-end damage, nothing too major, but prompting him to sell the car to Manfred Freisinger senior in Karlsruhe in May '83.

A bill of sale states that Freisinger paid 27,000 French francs (€4116) and he also bought 40 wheels and tyres for 3,000 French francs (€457). Something of a bargain, then, although by 1983 the 934 had been superseded by 930s in Group B spec.

On a visit to Manfred Freisinger (Junior) six years ago my snapping colleague and I were amazed at the number of

dormant high-end racing Porsches that were lined up in the car park at his Karlsruhe premises. That makes it less surprising that he could acquire the car and quietly stash it away until around 1990, when its rebuild began, removing the air jacks in the process and taking it back to its original 934 spec.

He sold the original matching numbers engine in 2008 to a restorer in Portugal who was building a replica 934. Then, shortly before 2008 Le Mans Classic, he repainted the car in its pink livery. So, Freisinger did 2008's Le Mans Classic with it, partnered by Stephane Ortelli, finishing 30th in Plateau 6. That was its last

competitive appearance at La Sarthe, though it participated in a parade at the circuit in 2016, winning its class in the Heritage Concours – wearing the current JMS Racing X-ray livery.

Kobus describes the transformation: 'We changed the

Above: The 934 engine featured a flat-fan cooling system, the fan driven by shafts and bevel gears. Single-turbo engine ran Bosch K-Jetronic injection

Below left: 1980 and a wet Le Mans saw the 934 finish 24th overall

Below right: 1981 marked its final appearance in the Le Mans 24 Hours – a very creditable 17th overall and first in Group 4 was the impressive result

“IT WAS MODIFIED IN PERIOD TO K3 SPECIFICATION...”





Above: Although the inner sheet metal is largely unchanged from that of the production 930 on which it is based, the 934 featured extensive lightweight aluminium bracing

paintwork from pink to black, had all the decals made from laser-cut patterns, put the Marchal identification roof light and tail fog light back on, and we put on the CB radio antennae like it had back in '77.

'According to legend the driver's seat is still the same as it was when it did Le Mans back in the day.' The mind boggles! Anyway, it looks like a normal lollipop seat, which is not the one that was run at Le Mans.

So Freisinger sold the car without the original engine? 'When he restored it he just put this engine in,' ventures Kobus; 'being Freisinger, they have plenty of those laying around from back in the day, so he put one of his New Old Stock engines in. Then I found the original engine that had made its way from Portugal to France over the years. The NOS engine is still fitted in the car, but, as it should, it also has the original engine with it. Now there's a rare state of affairs!'

The engine it's currently running has been upgraded to 934/5 spec, which means it has a different induction system and looks a little bit different externally; the 934 has more squarish looking intakes and at the top of the induction they have cooling ribs, whereas here it's all smooth, and the turbo is bigger as well and this gives it up to 600bhp.

Below: A single and impressively large K36 KKK turbocharger feeds the 2992cc engine. It's mounted low down at the very rear of the car



934 TURBO RSR #9306700177 – Sonauto

Ownership History:

Delivered in April of 1976 to Sonauto, the French Porsche importer.
1st owner: from May of 1976: Henri CACHIA – Registration 7461 EC 93 (France)
2nd owner: from October of 1977: Daniel URCUN – Registration 7461 EC 93 (France)
3rd owner: from October 1978: Roland ENNEQUIN – Registration 385 DCF 75 (France)
4th owner: from November 1980: Garage BERTAPELLE – Registration 385 DCF 75 (France)
5th owner: from May 1983: Manfred FREISINGER – FIA historic passport 2008
6th owner: from 2010 Gerald HARRISON – Registration BN 040 AW (France)
7th owner: from 2012 Dr. Ulrich SCHUMACHER
8th owner: from 2016 private collector – Belgium

Racing History:

1976: 24h of Le Mans #61, started 29th, finished not classified (146 laps behind the winner). Drivers: Jean-Claude Andruet (F), Jacques Borrás (F), Henri Cachia (F)

1976: 6h of Dijon #61, started 15th, finished 11th overall, 2nd in class
Drivers: Claude Ballot-Lena (F), Jean Borrás (F)

1977: 6h of Silverstone #12, started 10th, finished 13th overall, 4th in class
Drivers: Jean-Louis Lafosse (F), Claude Ballot-Lena (F), Philippe Dagoreau (F)

1977: 24h of Le Mans #56, started 29th, finished 19th overall
Drivers: Cyril Grandet (F), Jean-Louis Bousquet (F), Philippe Dagoreau (F)

1978: 24h of Le Mans #61, started 39th, DNF
Drivers: Guy Chasseuil (F), Jean Claude Lefebvre (F)

1979: 6h of Mugello #58, DNF
Drivers: Georges Bourdillat (F), Alain-Michel Bernard (F)

1979: 6h of Dijon #57, DNF
Drivers: Georges Bourdillat (F), Roland Ennequin (F)

1979: 24h of Le Mans #86, started 51st, finished 16th overall
Drivers: Georges Bourdillat (F), Alain-Michel Bernard (F), Roland Ennequin (F)

1979: 6h of Brands Hatch #11, finished 19th overall, 10th in class
Drivers: Georges Bourdillat (F), Roland Ennequin (F)

1979: 6h of Vallunga, DNF
Drivers: Georges Bourdillat (F), Roland Ennequin (F)

1980: 24h of Le Mans #90, started 52nd, finished 24th overall
Drivers: Georges Bourdillat (F), Alain-Michel Bernard (F), Roland Ennequin (F)

1980: 1000Km of Dijon #27, finished 14th overall, 3rd in class
Drivers: Roland Ennequin (F), Philippe Alliot (F)

1981 : Coupes de l'île de France
Drivers: Valentin Bertapelle (F)

1981: 24h of Le Mans #70, started 52nd, finished 17th overall and 1st in GT class
Drivers: Valentin Bertapelle (F), Thierry Perrier (F), Bernard Salam (F)

1982-1983 : French Rally championship with Valentin Bertapelle (F)

2008: 24h of Le Mans Classic #24, finished 30th in plateau 6
Drivers: Manfred Freisinger (G), Stéphane Ortellì (F)



A colour change seems like a bold step, but it's very nice to see the car presented in an earlier livery. Kobus elucidates: 'When Freisinger painted it pink he left it white on the inside and just painted the outside, so we got rid of the pink and went over it with the black, and underneath it's factory-issue body-in-white finish.' The car has just received a once-over from Doctor Mike, chief mechanic at 911Motorsport, based at Kontich, a suburb of Antwerp in northern Belgium.

It's a fair trek from here to Spa and the Ardennes, so we make do with the local lanes that criss-cross the farmland hereabouts. This is my first drive in a 934, and it's a raw experience in a take-no-prisoners racing car that doesn't suffer fools gladly.

The clutch is brutal, though the shift itself is compliant enough. There are four forward ratios, in keeping with the contemporary 930 with which it has much in common – the roadgoing 930 benefited from some aspects of the 934's more refined spec, such as suspension mounting points, for 1977. It starts relatively easily, and once warm, whizzes right round to 7000rpm without any trouble.

The steering is quite heavy and the weighting of it at low-ish speeds is quite cumbersome. Basically it's a scruff of the neck car, the sort that you really have to drive it like you mean it and make it go where you want it to go. No room for namby-pamby diffidence! As for the clutch, well, it's a racing car so just get on with it.

Amazingly I manage not to stall it, and the more I bring

the pressure to bear the more I begin to understand what it would be capable of on the broad sweeps of Silverstone. Indeed, the hotter it gets the mellower the performance becomes. Wow, what an animal!

It's juddering on the over-run as I lift off the throttle, and then again the turbo kicks in massively at 4500rpm. There's a workmanlike boost control knob, but in my on-road back-lane context it's not worth playing with that. It's still a real workout but after a few more runs I'm beginning to get the feel of it; the faster I go the more it starts to make sense – like any racing car, really, and that's what you would want to be doing with it, blatting round a proper racetrack.

Unless you're somewhere like Spa you're just scratching the surface; you just know that this is a real monster that's capable of much, much greater things than can be achieved in this context. I floor the throttle pedal and it's dormant until 4500rpm – then 'boom!!' and off we go. I shift into the next gear and do it all over again.

There's a last bit of boost from 6000rpm to 7000rpm, and I can only marvel at what it must be like handling this punch for 24 hours. I rumble back to 911Motorsport base. Much more of this and my left leg will be interchangeable with Popeye the Sailor Man, thanks to the sintered clutch.

But, as a glimpse into the world of performance offered by the 934, it makes the morning's outing seem positively heroic. If only my head lined up with the X-ray driver's body depicted on the car door. **CP**

Above: The 934 stands out as the cross-over between production road cars and all-out racers. A true all-rounder, it saw action at Le Mans and in international rallying

Contact:

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Below, left and right: Anyone who's driven a 911 will feel at home behind the wheel of a 934, as so much of the original remains. A total lack of creature comforts, though, makes it clear what its primary purpose was...



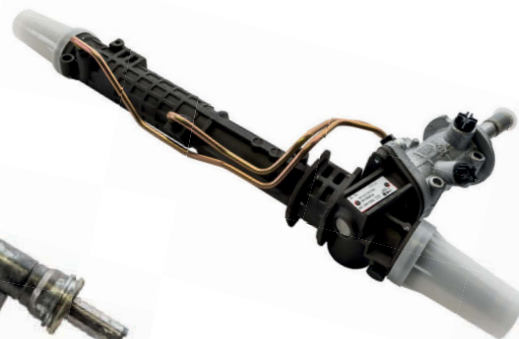


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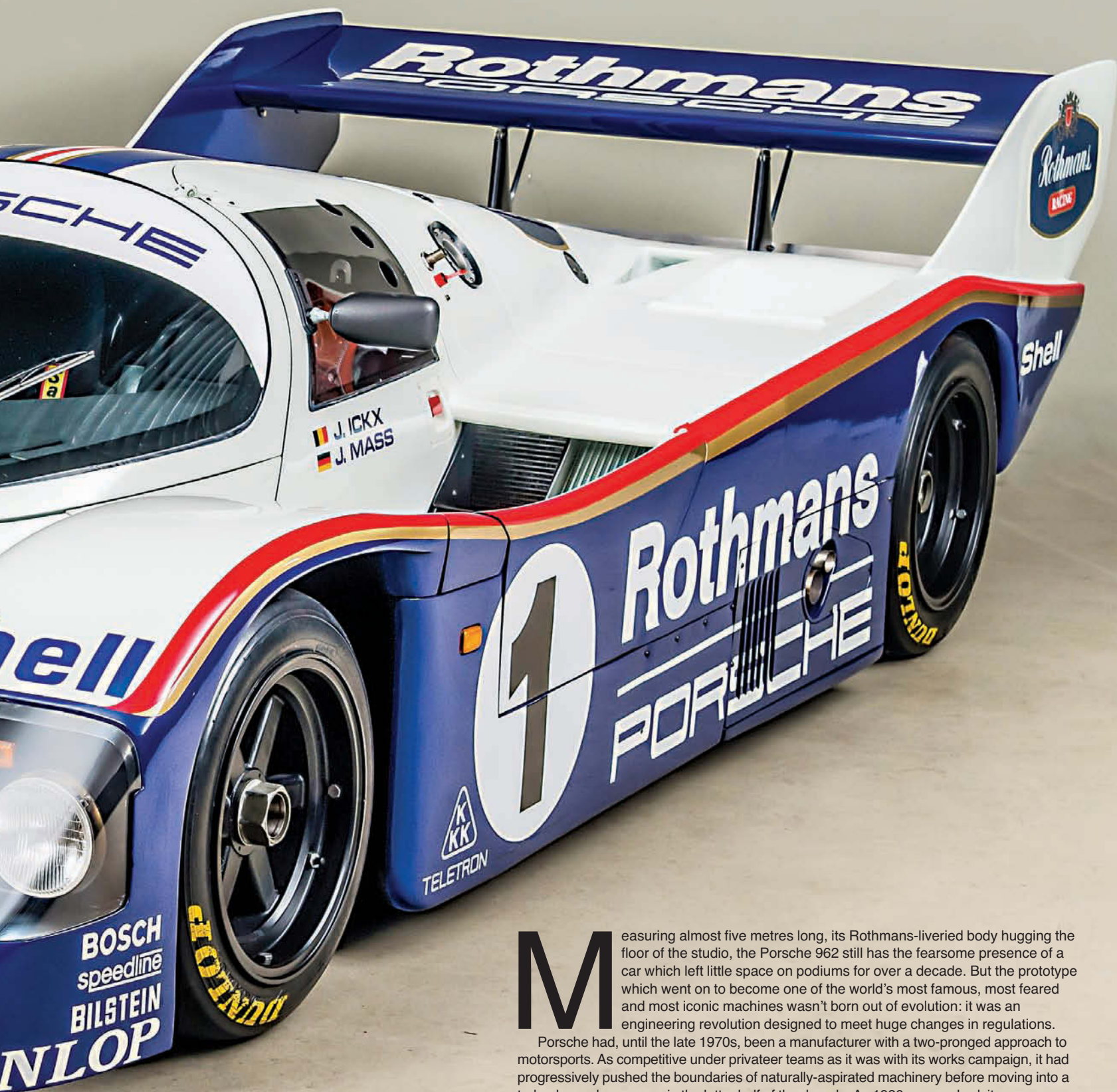


BREAKING RECORDS, MAKING LEGENDS

Almost unbeatable during its heyday, the Porsche 962 set a high bar for the Prototype class. At the start of a decade of podium success, it was this 1985 works car that led the charge

Words: Alex Grant
Photos: Andy Tipping





Measuring almost five metres long, its Rothmans-liveried body hugging the floor of the studio, the Porsche 962 still has the fearsome presence of a car which left little space on podiums for over a decade. But the prototype which went on to become one of the world's most famous, most feared and most iconic machines wasn't born out of evolution: it was an engineering revolution designed to meet huge changes in regulations.

Porsche had, until the late 1970s, been a manufacturer with a two-pronged approach to motorsports. As competitive under privateer teams as it was with its works campaign, it had progressively pushed the boundaries of naturally-aspirated machinery before moving into a turbocharged arms race in the latter half of the decade. As 1980 approached, it was reaching the point where later generations of the 935 were barely recognisable as a development of the 911 road car.

Its prototype efforts were equally noteworthy, and the motorsport division at Weissach was steadily shifting its focus towards the mind-bending performance of these most intricately engineered racers. Porsche had become so dominant that, when the 936 – loosely based on the 917 it had replaced – took the top spot on the 24 Heures du Mans in 1976, the 911-based 935 had taken a victory in the Group 5 category, too.

The FIA reinvented its regulations in 1982, and the new Group C category presented a



whole new engineering challenge for Norbert Singer and the team. One that it met with an entirely different construction. The 956 retained only the Type 935 2.65-litre, 630bhp turbocharged engine from the 936, abandoning the traditional spaceframe for an aluminium monocoque, under a composite and Kevlar body.

It proved devastatingly effective. The 956 brought Porsche a World Endurance Championship manufacturer title in its first, second and third years. But it wasn't entirely plain sailing, and that's what spawned the 962.

In 1983, the IMSA ruled that the 956 was ineligible for the Camel GT Championship's GTP class, officials objecting to its water-cooled heads and expressing safety concerns about the centre-line of the front axle being behind the pedal box. Porsche wasted no time developing a solution, and the 962 – an evolution of the 956 – emerged by

the end of the year, ready to take on the 1984 season.

From the A-pillar backwards the two cars were largely identical, the engineering challenges of moving the drivetrain were too great for the timescale allowed. Within almost the same silhouette, the 962 is recognisable primarily by the extension of the panel between the doors and front wheel arches to accommodate moving the wheels 12cm further forward. A sturdier steel roll cage was integrated into the cabin to protect the driver, and

the engines were air-cooled.

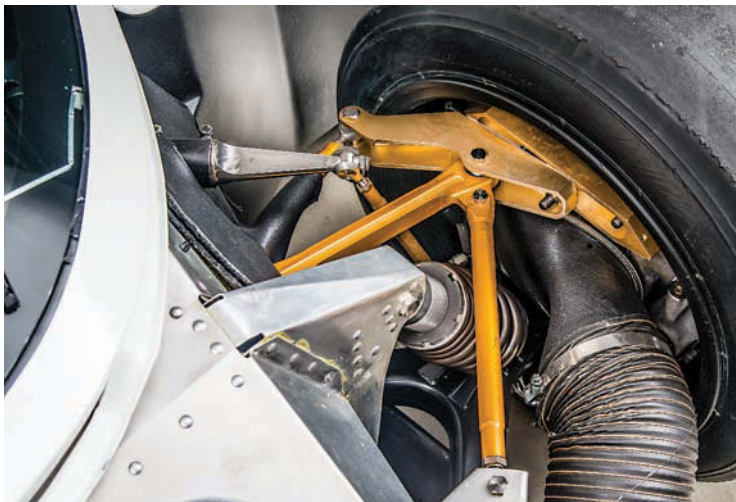
Rules applied in the US didn't take long to filter into the FIA's regulations, and the 962 replaced its sibling in Group C racing in Europe from 1985. European versions – identified as the 962C – were slightly different to their IMSA-honed counterparts,

Above: Rear view shows how tilting the engine and transmission allowed Porsche's engineers to make the most of managing airflow under the car

“THE 962 REPLACED ITS SIBLING IN GROUP C RACING...”

Below left: Front suspension was very unsophisticated by today's standards, relying on upper and lower wishbones and coil-over dampers

Below: Centre-lock wheels measuring 12Jx16 engulf 330mm-diameter disc brakes at the front



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featuring a smaller fuel tank and 2.8-litre engine with water-cooled heads and air-cooled cylinders. Its twin KKK K26 turbochargers were pushed to the extremities of the bodywork, paired with intercoolers fed by vents either side of the cabin.

This car – chassis 962/002 – was the second works racer built at Weissach, customer cars being marked out by numbers starting 962/1xx. It was the Rothmans Porsche team's number one car for the 1985 FIA World Endurance Championship, driven by Jacky Ickx and Jochen Mass and tasked with maintaining a strong momentum. The 15 top-performing drivers in 1984 were all using a 956.

The ten-round championship started well. Ickx and Mass won the car's first event, the Mugello 1000km in April, but second-place team Kremer Racing – as much of a household name as the Rothmans team – would beat this car's fourth place, with team-mates Derek Bell and Hans-Joachim Stuck in second, at Monza. Embarrassingly for Weissach, Kremer was fielding a 956.

Ickx and Mass took the podium at Silverstone in May, but the 962C was lagging behind again at the 24 Heures du Mans,

finishing tenth due to a mechanical issue while the Joest team's 956 won the class. But La Sarthe was an ideal proving ground for the Porsche's muscularity. Driving the other Rothmans car, Stuck recorded a 3m 14.8s lap record during testing. Chicanes, introduced in 1990 to slow the ever-faster prototypes, mean that record remains unbroken.

'The 962 is the best race car that I ever drove,' Stuck commented recently. 'Brute force and unbelievable ground effects. The centrifugal forces were enormous, and there was no power steering. You needed the strength of a bear and a lot of courage.'

Works 962Cs would put in a consistent performance in the

remainder of their first season, with Bell and Stuck taking race wins at Hockenheimring, Mosport and Brands Hatch, where this car came in second behind its stablemate. Rothmans Porsche walked away with the championship, outperforming the Martini Lancia team almost two-fold, and the newcomer had earned its stripes.

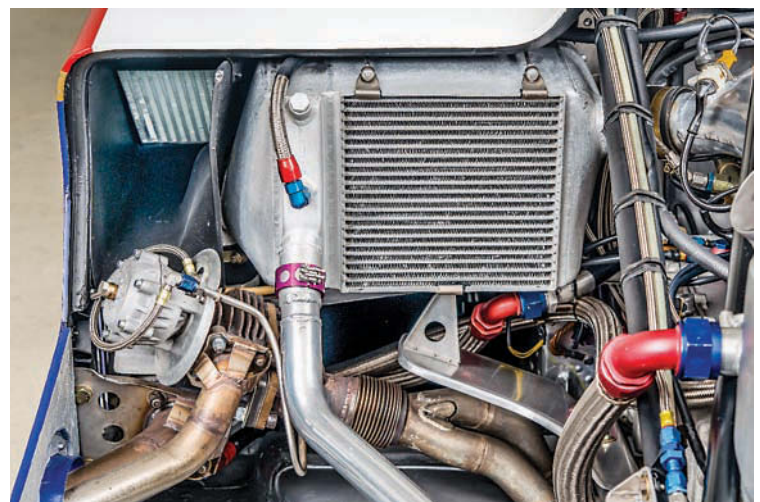
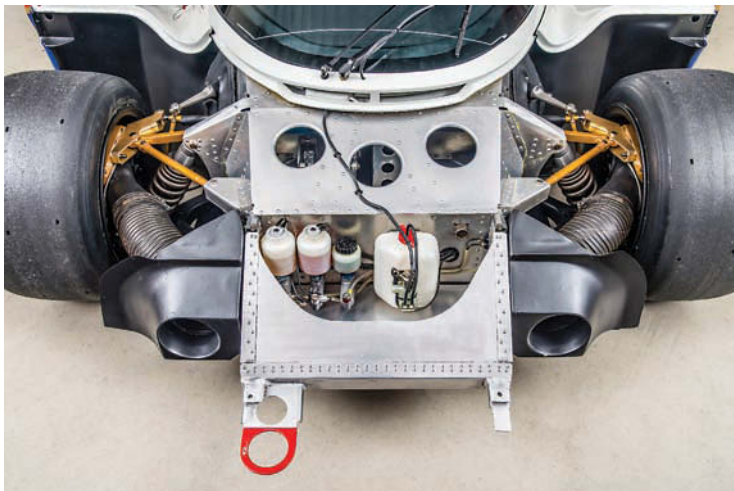
Porsche continued with the 962C in 1986, and this car would

Above: Engine is now the original 2.8-litre unit. From the A-pillars back, the 962 and 956 were essentially the same – the extra length came from extending the chassis ahead of the driver to improve accident protection

“THE 962 IS THE BEST RACE CAR THAT I EVER DROVE...”

Below left: In the 962, the driver's feet were (just) behind the centre line of the front wheels to meet new IMSA regulations

Below: Dual intercoolers were mounted high up on each side of the car, above the turbochargers





get a second year on the team, albeit mostly for pre-race testing and as a backup, this time for the new FIA Worlds Sports-Prototype Championship. It only raced twice, failing to finish at Le Mans following mechanical issues while being used as a test-bed for an early PDK gearbox and ending the year with a 25th-place finish at the Fuji 1000km with Stuck and Bell sharing the driving seat.

Chassis 002 received a 3.0-litre engine ahead of the 1987 season, in line with the latest works racers, and began its third year under the Rothmans livery as a spare. But it received an unexpected competitive swansong at the 24 Heures du Mans when, after Stuck irreparably damaged one of the three team cars during testing at Weissach, it was called up to the grid.

Its luck hadn't improved. American driver, Price Cobb, damaged the car during testing, and Porsche was left with only two drivers on the starting grid, quickly dropping to just one after Mass retired with engine problems an hour into the race. That

remaining 962C held its own, though: Stuck, Bell and Al Holbert brought the survivor home in first place, after an agonising 23-hour stint for race director Peter Falk.

Luckily, the damage sustained in 1987 wasn't enough to require a new monocoque and, 29 years after its last entry under the works team, it's been restored to period-correct 1985

condition, complete with the original 2.8-litre engine. This is provenance which has recently gained the ferocious 1980s prototype entry into Pebble Beach and Amelia Island Concours d'Elegance, and made it one of the most viewed cars at the outstanding Canepa

Motorsports Museum in California, where it lives today.

Of course, the 962's story didn't end with this car's final outing. Factory and privateer-built cars carried on winning races for almost a decade after the second off the line had retired. It's become a shape renowned for dominating podiums and continuing to push the boundaries, but one which perhaps might never have happened had it not been for changes at the top. **CP**

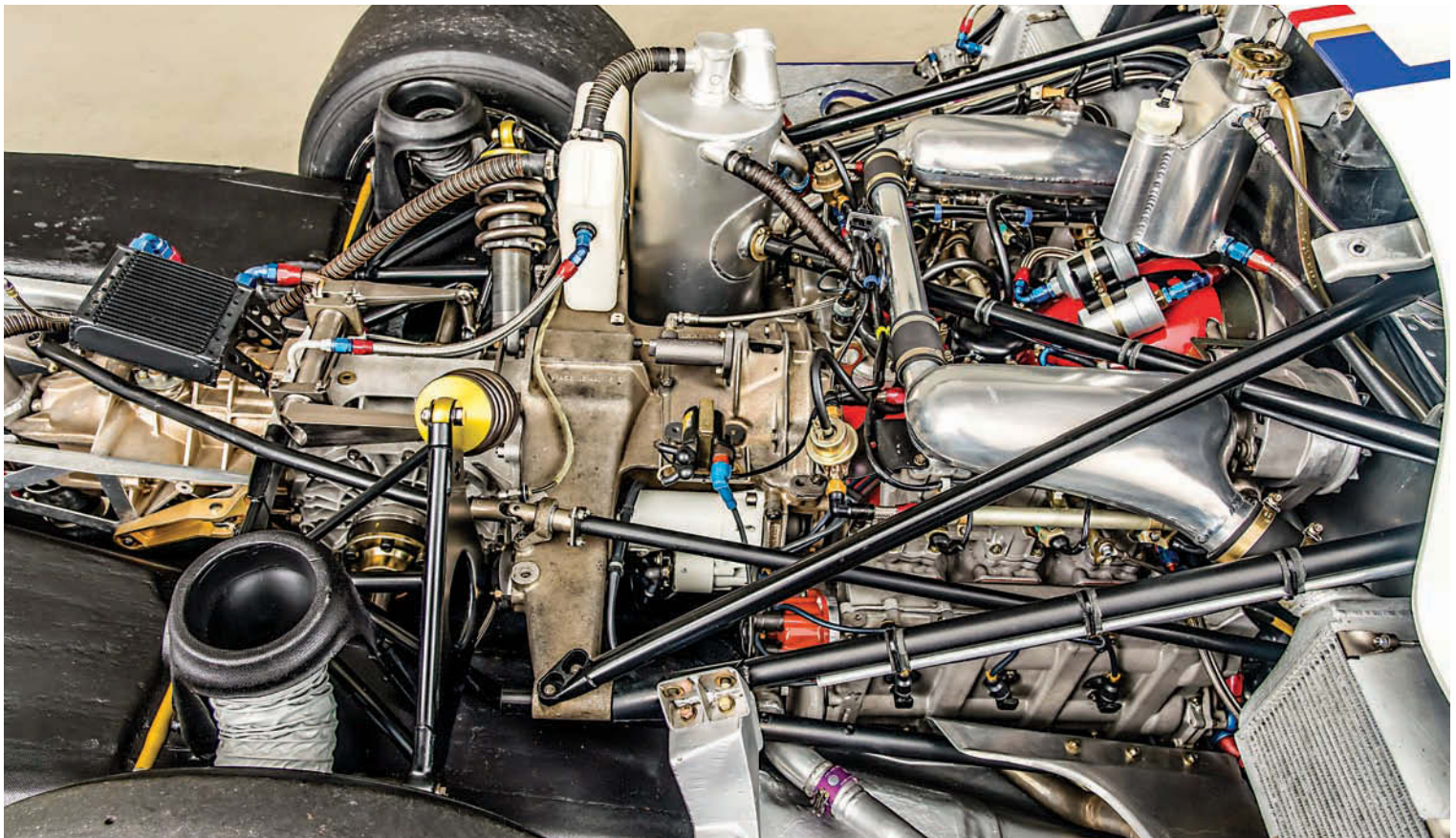
Above left: Regulations dictated the inclusion of a passenger seat – but no second pair of harnesses...

Above: All that was necessary and not a single thing more. Dymo tape was used to identify controls

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Below: Inboard coil-over dampers were operated by long triangulated pushrods mounted to the rear uprights. Chassis #002 was used for early testing of Porsche's then-new PDK transmission

"THE 962 STORY DIDN'T END WITH THIS CAR'S FINAL OUTING..."





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UNSPRUNG HERO

Words: Keith Seume
Photos: Courtesy of KW

What happens when F1 technology and R&D is applied to taming the handling of the G-series 911? We drop in on KW's factory in Germany to check out their new suspension package for the ever-popular impact bumper models





While it's true that the classic 911's occasionally 'challenging' handling is part of its appeal, the advances made in modern chassis technology mean that there are now ways to nullify the G-series' less desirable traits, without diluting that essential 'Porsche-ness' that makes 911s of this era so compelling.

Leading the charge in this respect are KW who've been at the forefront of the constantly evolving aftermarket suspension industry for many years, and have a longstanding association with Porsches of all shapes, sizes and ages. The firm's latest development is a kit of its celebrated Variant 3 dampers for the aforementioned 'mid-term' 911s, and we were invited over to its impressive headquarters (more on that in a moment) to try a number of cars fitted with the kit for ourselves.

The KW V3 uprights for the G-Series are bump and rebound adjustable, while also allowing for both damping rate and ride height settings to be adjusted, effectively giving 911 owners complete control over the chassis set-up of their car. Better still, the V3 kit works with the OE front and rear torsion bars and negates the need for costly and invasive strut conversions.

It's worth delving into the capabilities of the KW Variant 3 package in greater detail, primarily because it's an eminently capable bit of kit whichever way you look at it. The ability to independently adjust the rebound and compression damping settings while on the car will likely be one of its biggest selling points, and it's something that's been achieved through the manufacturer's patented valve technology.

It might sound like it has the potential to be head-scratchingly complex for those of us without a motorsport engineering degree, yet in practice it's anything but. The attached adjuster wheel has 12 clearly labelled pre-sets that can be used to fine-tune the 911's compression settings, in turn directly influencing the 911's performance.

The kit is available for the 911 G-Series, with both the 3.2 Carrera and Turbo models being covered and catered for by specific, uniquely designed kits. This is a highly significant point as the chassis and handling traits of both models mean that they could almost be regarded as different cars, requiring different suspension setups to allow differing





handling characteristics to be truly 'tamed'. This chimes rather neatly with KW's own ethos: 'As comfortable as possible, as hard as necessary'.

It also explains why the firm doesn't offer a 'Variant 1' version of the kit, one devoid of the adjustable valve technology, with fixed-rate damping and only height adjustment; they don't want Porsche owners to compromise in this respect and understand that setting these cars up for optimum performance requires a more capable product.

We'll get to the principle reason for this multi-faceted ability in a moment, but part of the reason for the KW V3's success when it comes to 'taming' the G-Series' handling traits while on the limit can be found in the consultative

process involved with bringing it to market.

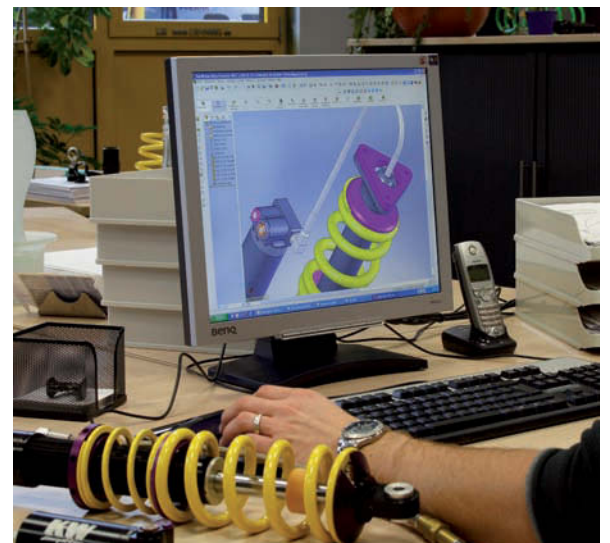
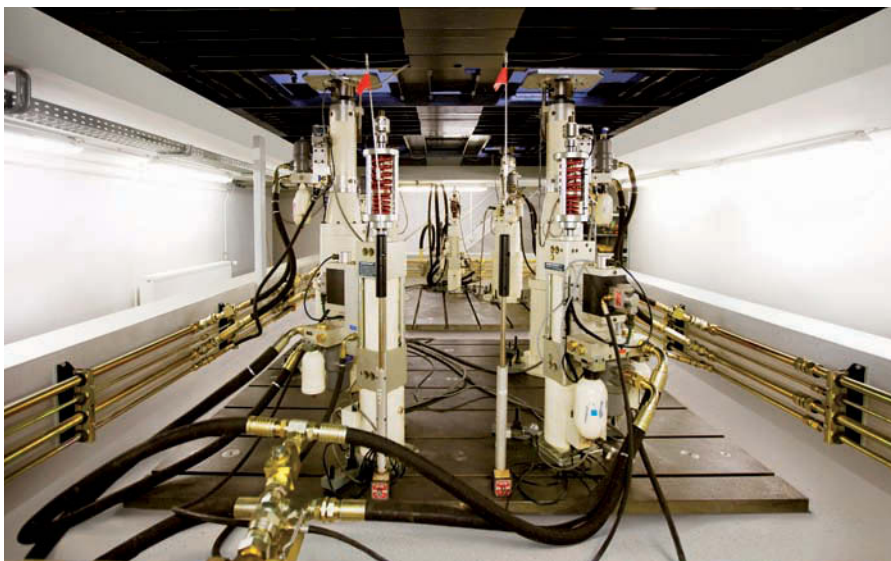
The firm admits that it conversed with a selection of leading Porsche specialists, performance drivers and classic tuners in its native Germany, in some instances gifting them pre-production versions of the suspension package to test for themselves. As a result KW received invaluable feedback in return, and this was swiftly ploughed back into the project, with the resulting dampers proving to be impressively adaptable, suitable for fitment to both naturally-aspirated and turbocharged versions of the G-Series.

The result of this chassis tuning and fettling? Well, we had to find out for ourselves, to cut through the wall of PR speak and hyperbole that accompanies any product launch of this

Above: The quality of the finished strut is obvious. Perhaps we can persuade KW to produce a similar conversion for SWB 911s...

Below left: This is the shaker rig as seen from below. This gives you some idea of how much space it takes up!

Below: All design work is carried out using CAD





Above: Carrera 3.2 sitting on the shaker rig – it allows engineers to replicate the loads placed on suspension under all kinds of conditions

nature. We were looking very carefully at how the cars tested – a 3.2 Carrera and a 930 Turbo – handled when pushed towards the ragged edge, but also as to whether they'd lost some of that quintessential character which made them such automotive icons in the first place.

We were let loose on the back roads surrounding KW's Fichtenberg base; bumpy lanes with off-camber corners, tightening bends and rutted straights – roads that would've given a standard 911 a tough time. The results were impressive indeed, with both cars exhibiting far less scary handling when on the limits of adhesion and far less propensity towards lift off oversteer.

Both displayed a significant increase in the amount of feedback through the wheel, probably thanks to the increased time all four wheels spent in contact with the road surface! We were able to drive both variants faster, with more confidence and seemingly with less effort.

Equally significantly, both the Carrera and the Turbo still felt like true 1980s Porsches, no doubt the result of both

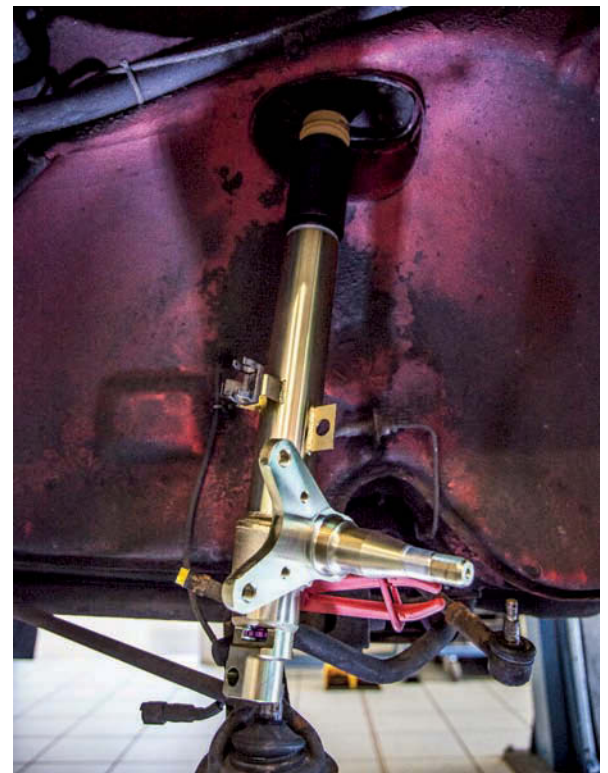
retaining their OEM torsion bars, fore and aft. They felt suitably aggressive and certainly every bit as involved, just with that fine edge on the limit ever so slightly blunted.

So how did KW manage to develop such a game-changing product for the 911, a car that's tested the skills of some of the finest automotive engineering minds for decades? To answer that we need to look to KW's Fichtenberg HQ, specifically its state of the art development facility. We all know that many large suspension firms maintain impressively well-resourced development facilities, but what appears to set KW's apart are both its scale and the provenance of its equipment.

The KW V3s for the Porsche 911 were some of the first uprights developed using the company's latest purchase: a seven-post shaker rig bought directly from Ross Brawn, or more specifically the Brawn GP team! The shaker rig effectively allows engineers to replicate the kind of forces associated with heavy braking, acceleration, compression, rebound, weight transfer and much else besides, and all

Below: Adjustments can be carried out by the simple twist of a knob

Below centre and right: Further adjustment is carried out with a second wheel at the lower end of the strut





without the test car having to leave the workshop.

It means that its engineers can assess how the car reacts in real time, in turn allowing them to devise solutions to any suspension issues that arise. This explains why KW's kit makes such a dramatic difference when bolted beneath the arches of classic Porsches.

Shaker rigs are among the most technologically advanced (and therefore pricey) bits of chassis development hardware around, and while undoubtedly effective and worthwhile, actually getting this new purchase installed and up and running caused KW many sleepless nights.

The first problem was space: getting the seven-post rig safely housed within its HQ ultimately involved a considerable amount of construction work, with half a nearby hillside having to be excavated to make enough room for the F1-grade facility and associated kit.

Power was also an issue, though quite how acute an issue only became apparent when KW came to fire the shaker into life, whereupon it proceeded to plunge half the

local village into complete darkness! A bespoke sub-station was therefore the only solution, meaning yet more excavation work and expense...

The rig was finally installed, powered and up and running a few years ago, and the fruits of all that labour have already become apparent. While this is undoubtedly very impressive

and bodes well for future product development, we were most amazed by the effort KW is putting in to develop products for what is, let's face it, far from a mainstream, mass-market model.

The KW V3 kit for the G-Series 911 has

just been launched and is available to order now. As we've already mentioned, it's a well thought-out bit of suspension engineering that really can transform the handling of any car to which it's fitted. Factor in the quality of the kit, the engineering nous behind it and the fact that it can be fitted without removing the OEM torsion bars, and it becomes apparent why we expect KW's package to become a popular means to update the classic 911's handling. **CP**

Above: Out on the open road, the KW-equipped cars felt more stable when pushed to the limit

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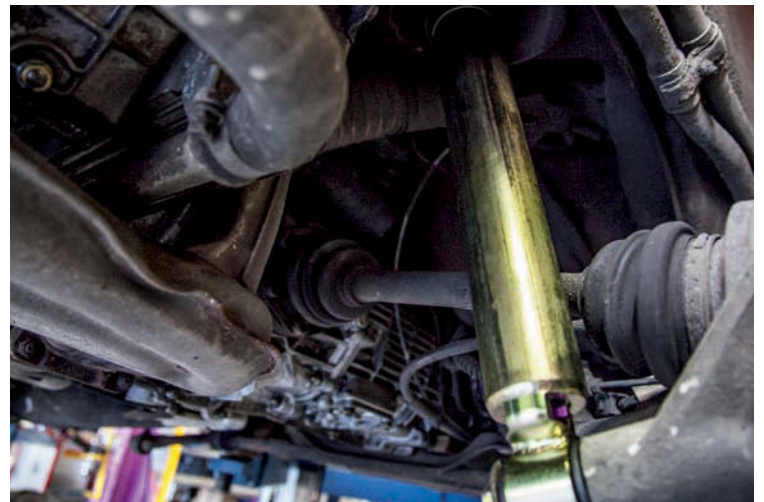
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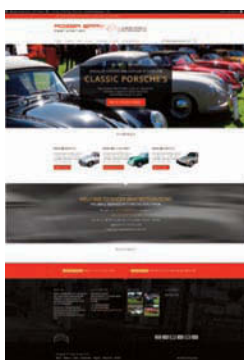
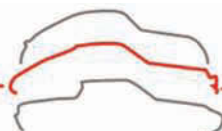


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LIFE IN THE FAST LANE

One of the Netherlands' most successful racers, Toine Hezemans is part of a motorsport dynasty that began with his father who raced Porsches in the 1950s and was carried on after Toine's own career by his first son, Mike, who raced 964s in the early years of the Porsche Cup

Words: Kieron Fennelly
Photos: Porsche Archiv



Toine Hezemans began racing a 911 and a 906 in the late sixties, and then spent three seasons driving works Alfa Romeos before competing briefly for Ford and BMW. From 1975 to 1979, he was one of Europe's top three 911 racing exponents, driving privately-entered RSRs, 934s and 935s to numerous podium places. Born in 1943 and raised in Eindhoven, today Toine Hezemans lives in the Brussels suburb of Uccle, which is where we met him recently.

With a father who was an amateur racer in the post-war years, it was almost inevitable that Toine would take up the motor racing mantle himself. He was brought up surrounded by cars: his father Mathieu built a successful business buying and selling war surplus vehicles which made him enough money to buy Porsches. He raced a 356, the 1100cc version then a 1300cc and then he bought a pre-Spyder open barchetta from Richard Trenkel, an East German who successfully campaigned a Glöckler Porsche in the early 1950s.

Through racing Mathieu Hezemans became friends with that wonderfully eccentric racing Dutchman, the popular Carel de Beaufort and he went half shares with de Beaufort on a Porsche 550S, which they drove at Le Mans in 1956. The pair retired after 48 laps.

Toine Hezemans, who watched the race from the pits, recounts the story of how de Beaufort managed to raise the money for his share in the 550S: 'His family simply wouldn't pay for it so my father told me Carel quietly removed one of the paintings from the family chateau and sold it

to raise the money. I remember, too on another occasion he brought his single seater to our house and drove it round our kart track!'

Mathieu Hezemans was also involved in that classic off-shoot of war surplus equipment, go-karts, and building karts would become a significant family business. Karts were also Toine Hezemans' introduction to motorsport: he won the Dutch kart championships in 1966 before moving to cars in 1967-8, when he raced various works Abarths.

During this period, he was commuting to Italy for racing commitments in his father's 911, quickly acquiring the taste and buying his own Targa. He soon replaced this with a new 911S, which alas did not stay pristine very long: 'I managed to crash it within 24 hours of buying it! My wife hadn't even seen it as I collected it and drove straight down to Mugello.

'That took all day and the circuit was in darkness when I got there, but I reckoned that I knew the circuit well enough. Of course I didn't. I went off at 100mph and rolled the car. There was nobody about, but eventually a farmer turned up and with his tractor we towed the car back to the farm.

'The 911 was basically okay but the roof was stove in. Using jacks I managed to push it back more or less into shape; the windscreen had popped out, but fortunately had remained whole so I was able to tape it back in. I drove straight back to Holland like that. My wife heard me arrive and rushed out to admire my new Porsche and was amazed at the battered wreck I was climbing out of!'

His first competitive experience in Porsches was in 1968: a 906 belonging to Ben Pon, son of the Netherlands VW importer and a sometime racer himself. Hezemans was quite successful with two wins and a second from seven starts.

That year he also bought a 1965 911 from Pon and lightened it by 80kg, installing Carrera 6 brakes and crankcase, an additional oil cooler and fitting Minilite wheels. Plexiglas windows replaced the factory glass and the Hezemans 911 proved a very fast car: much to his satisfaction he beat Gijs van Lennep in a factory-prepared 911 several times. Later van Lennep

shared this 911 in the Brands Hatch 6 hours and in the Nürburgring 6 hours, which they won, van Lennep observing that he now understood how Hezemans had been quicker than the works 911s.

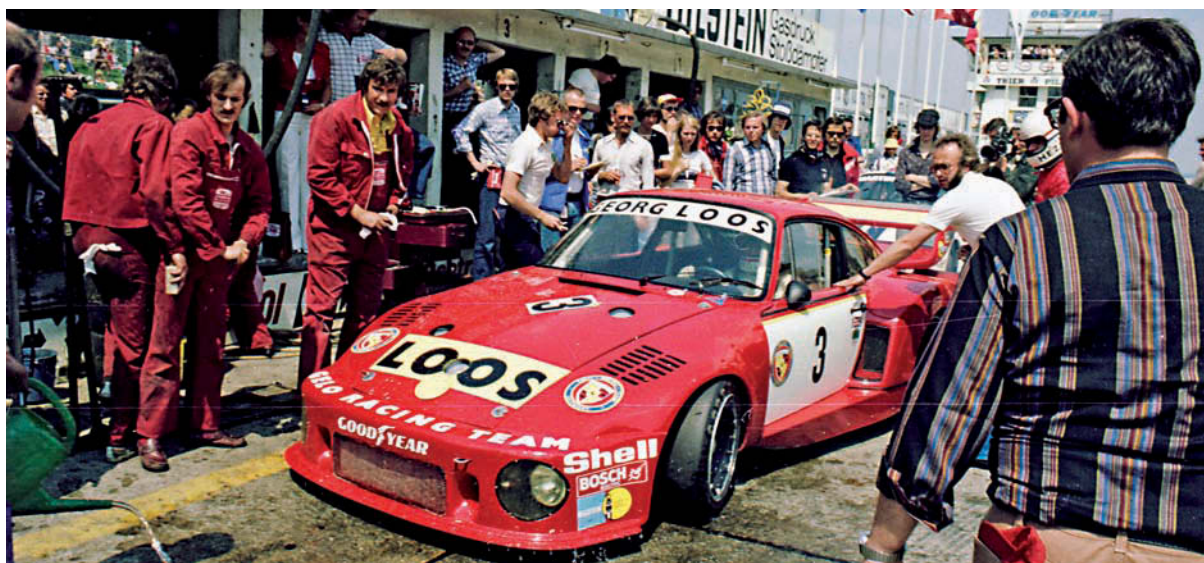
Hezemans also bought a 906 from Pon: 'It cost me 40,000 Guilders and it never

broke. Porsche made the best racing cars in the world! The stupid thing is I kept it for a few years then sold it for the equivalent of \$10,000 and look at what 906s go for now! I really don't know what is happening to Porsche prices these days...'

He also drove Ben Pon's 908/2 at Le Mans in 1969 with van Lennep. The pair failed to finish, but at Montlhéry later that year they did set fastest lap and finished fourth in the Paris 1000km. In 1970 Hezemans found himself the chance of a works drive for Alfa Romeo:

'The Italians already knew me through Abarth and at Montlhéry in the 908 we beat all the Alfas, so Autodelta offered me a contract. It was the opportunity to become a professional race driver so I took it. I stayed three seasons with Autodelta. I drove the GTV in lesser events with more success than the Tipo 33 sports racer. For the sports racer championship, in 1970 I

"PORSCHE MADE THE BEST RACING CARS IN THE WORLD!"





was paired most often with Masten Gregory.'

The Kansas-born American, a talented if erratic racer, had come over to Europe in the 1950s, becoming the first American to win points in Grand Prix racing. By the late sixties Gregory was racing in sports cars and became friends with Hezemans who recalls that at that time Gregory was practically penniless and beset by personal difficulties.

'He was an aspirin addict and totally crazy,' recalls Hezemans. 'I like to think we helped him out for a while. He had been an exceptional driver: I remember seeing him at the Grand Prix of Cuba in 1960 where my father was racing his Spyder. Driving Maseratis Gregory was faster than Moss. At Sebring Masten and I were third in the T33 and that was our best result.'

By 1971, Hezemans at 28 was beginning to show the maturity of the seasoned professional: that season he drove most of his Alfa Romeo races with Nino Vaccarella and they won the Targa Florio; 1972 bests were third at Sebring, the Targa Florio and the Nürburgring.

For 1973, he raced for BMW Motorsport and had four wins with the 3.0 CSL; then he moved over to Ford and shared a works Capri with a variety of drivers, including Niki Lauda. They

were second in the Nürburgring 6 hours, but the Ford was neither pleasant to drive nor reliable, certainly the worst racecar Hezemans says he has driven.

The RSR, initially the 2.8 then the 3.0 suddenly meant that in 1973 Porsche was a serious competitor in Group 4 GT racing and, by the end of the season, Group 5 prototypes. Hezemans knew what to expect in terms of engineering integrity and preparation, and in 1974 he would once again join the ranks of 911 racers.

He raced a couple of times for the Gelo Racing team that year and the full season in 1975. He recalls the RSR 3.0 as a brilliant car which could be relied on to finish: 'I was fifth at Le Mans and had two wins and two seconds in the rest of that season. Looking back the RSR was my favourite race car, even more than the BMW 3.0 CSL.'

The following year would be the best of his career: leading privateer Georg Loos acquired a 934 which Hezemans drove to seven wins and four seconds from 20 starts, winning the GT championship into the bargain. At the end of the year Ferry Porsche presented him an inscribed picture which today sits proudly on his desk. As fast as it was, the 934, Porsche's first

Above: 1978 ADAC 1000km at the Nürburgring, Toine Hezemans shared the Georg Loos 934 with Klaus Ludwig and Hans Heyer, finishing first overall

Below right: Partnered by Austrian driver Tim Schenken, Hezemans finished second overall at the 1976 ADAC 1000km in the Georg Loos 934

Below left: Sharing the drive again with Tim Schenken, and also Rolf Stommelen, Hezemans scored a victory at the 1977 ADAC 1000km event at the Nürburgring





turbo racing 911, was a serious challenge:

'It was a brutal car with almost 500bhp: compare that with the 300bhp of the previous year's RSR. You never knew where the boost was going to come in which made it quite difficult to drive. The 935 which we got for 1977 had more power still, but was altogether a better balanced car.'

In those days says Hezemans, it was all about driving fast enough to be competitive, but to conserve the car. 'Many drivers could not do that and went off too fast; one or two others, still well known today (he names one in particular) concentrated too much on self preservation and simply drove too slowly – you just had to look at their lap times. Ickx was genuinely fast. When I was at Alfa Romeo, Rolf Stommelen (also an Autodelta factory driver and later a 935 ace) was the benchmark.'

The Loos 935 was even more dominant in 1977. This was not unconnected with Loos' personality: a Cologne property developer, he had been a reasonable racing driver. His first win was at Zolder with a Porsche 910 and in 1973 he and Jürgen Barth finished 10th at Le Mans in Loos' 2.8 RSR. In 1974 he stopped driving and set up his own team, Gelo Racing, which was very successful for several years. Hezemans recalls a sometimes driven man:

'Loos was very determined, an impossible guy: at the end of 1977 he'd gone to Weissach and spotted Porsche testing a twin-turbo version for the 1978 935. When he tried to order one for Daytona, Porsche wouldn't let him have one, but he threatened lawyers and all sorts of legal consequences, because after all, his 935s had just won the Deutsche Rennmeister championship. So Porsche conceded. It was typical Loos.'

Hezemans did not disappoint the property developer: the 1978 results for the Loos 935 read seven wins and seven seconds which included victory at Daytona where Hezemans

shared the driving with Rolf Stommelen and Peter Gregg.

Nevertheless, three seasons with the difficult Loos were enough.

Hezemans drove a Kremer 935 at the Silverstone and Brands Hatch six hour races in 1979 before BMW Netherlands offered him a place in the BMW Procar team. It was a less illustrious period than his Loos years. In 1981 his best results were seconds at Zolder and in the ADAC 1000km at the Nürburgring, and he retired at the end of that season.

'Basically I was losing interest. I really wanted to concentrate on my businesses. We had always had karts and were building racing karts in the background, but I couldn't get engines so in 1982 I bought a kart company and built a factory in Eindhoven to make the engines. These were rotary valve 100cc units that revved to 18000rpm!

'By then my son Mike was thirteen and clearly quite talented – he was faster than Schumacher at one time; we had initial problems with reliability, but what let us down in the end was capacity: we won the world kart

championship in 1988 and had orders for 5000 of our Hezemans Rotax engines which we couldn't supply fast enough. We had to work fantastically hard, though we made a lot of money and I do regard winning the world kart championship with our own kart engine as my greatest achievement.'

By now Mike Hezemans was old enough to get a competition licence. Hezemans père became his racing team manager and they started with a modified Porsche 944 in Dutch competition. Like Toine's lightened 911 of 20 years earlier it was very fast and, he claims, other teams complained so much they turned to the Porsche Cup and ran three 964s.

'The 911 hadn't changed – it was just as reliable. To give you an example, in 1994 we raced in the Cup at Hockenheim then

Above left: Although most commonly associated with Georg Loos-backed entries, Hezemans also raced under the livery of German tool company Weisberg

Above: Back in the days when 'dump cans' were used to refuel, and crowded pits were commonplace... 1977 ADAC 1000km at the 'Ring

"THE LOOS 935 WAS EVEN MORE DOMINANT IN '77..."

Below left: Toine Hezemans (leaning on roof) with team owner Georg Loos (centre, with glasses)

Below: Loos ran three cars at Le Mans in 1975, with Fitzpatrick and van Lennep finishing fifth overall in car #58. Hezemans (seen here two cars back) was forced to retire after just nine hours





Above: Toine Hezemans is still a Porsche guy at heart and looks back at a lifetime of success racing a wide variety of Stuttgart products

took the car straight to Spa for the 24 hours. I asked Porsche what we needed to change to prepare the 964 for the longer race. They said – oh, just put new wheel bearings on it. So that's all we did and we finished third!

Mike went on and raced a 993 for another Dutch team while his father turned to GT racing which by 1995 was starting to flourish again having all but dried up after the FIA had closed down Group C. Hezemans entered the BPR championship with a variety of makes over five or six years. Mike joined them and the Hezemans' Viper won the GT championship; subsequent efforts with Pagani then Lotus were less successful.

'We had a \$10 million budget,' Hezemans remembers, 'but Lotus still couldn't build a competitive engine and that was the problem at Porsche as well: the 3.2-litre GT1 arrived relatively late (in 1997) and it just wasn't fast enough to beat Mercedes and BMW consistently. We kept our team going till about 2003 and then I packed up until I got involved again recently with my younger boy Loris, who races in the Clio Cup.'

These days Toine Hezemans renovates and sells properties in Brussels. 'It's important to keep busy,' he says. Not usually a man to dwell on the past and never a Porsche works driver in his racing days, he nonetheless remembers Porsche personalities Norbert Singer, father of the 935, and later Roland Kussmaul when the Hezemans team was a Porsche Cup client. Typically though, he has another amusing recollection:

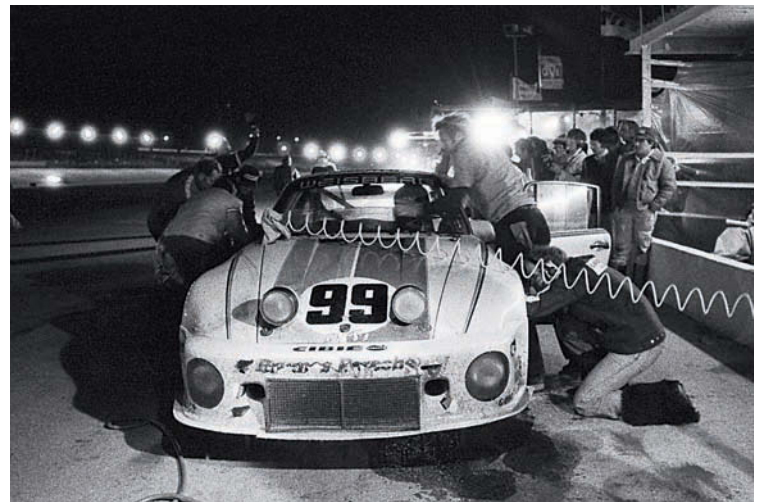
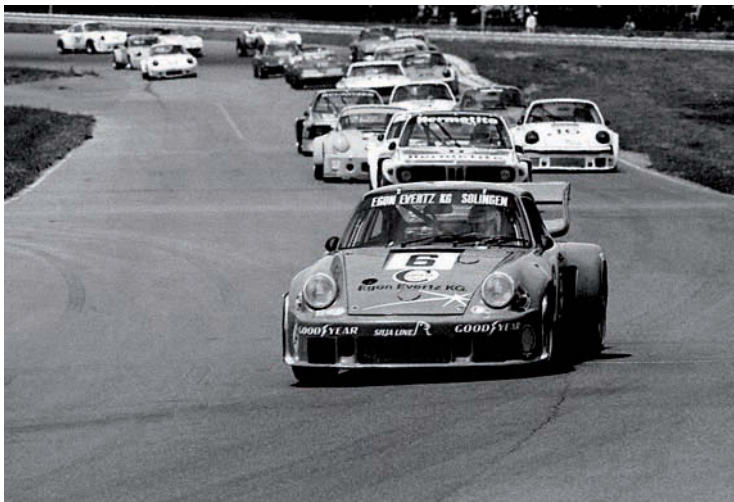
'I suppose the guy my generation recalls is Ferdinand Piëch, who built the whole Porsche racing machine: a brilliant if serious individual.' He pauses, smiling at the memory: 'At the BOAC 500 at Brands in 1971, the 917s for once weren't doing so well and our 3.0-litre Alfa Romeos had the measure of them.' The race, run in wet conditions, would be won by Alfa Romeo's Andrea de Adamich. 'My co-driver Rolf Stommelen, who Porsche had dropped after 1969, asked Piëch "Was ist denn los?" (What's up with you guys then?) And Piëch absolutely exploded!'

Toine Hezemans raced from 1966 to 1981. Looking back, he says he is grateful to be alive now: 'A lot of my friends and contemporaries aren't. Ignazio Giunti was killed in front of me at Buenos Aires in 1971, to name but one: I raced with a lot of different people, Fittipaldi on that day in Argentina, Lauda and Masten Gregory I've mentioned, John Fitzpatrick, Mass, Ludwig, Stuck, all the Germans and Dutch guys really; I knew Senna from his karting days and introduced him to Ron Dennis in 1982.

'What we never realised then was how much people would look back on that period, how much interest it would generate. It was just something we did. There was no particular sense of history or posterity. I'm constantly amazed at all the black and white photographs of that time that people seem to find now: we never saw any of them back then.' **CP**

Below right: 1978 Daytona 24 Hours saw Hezemans share the victorious Brumos #59 car with Rolf Stommelen and Peter Gregg

Below left: 1976 Watkins Glen Six Hours. Hezemans shared with Kinnunen and Evertz, driving their 934/5 to second place overall



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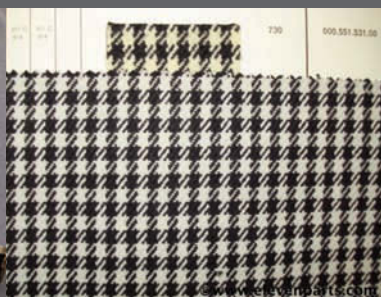
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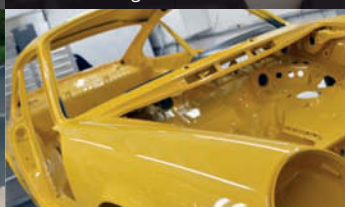
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PELICAN PARADE

California has had a long tradition of early Saturday morning get-togethers, often run under the 'Cars & Coffee' banner. One of the latest additions to the genre has been organised by Porsche specialist, Pelican Parts...

Words & photos: Stephan Szantai



Back in 1985, a handful of like-minded motorheads began meeting with their old cars every Saturday morning at a donut shop in Huntington Beach, California. The weekly event, which still exists today, grew over the years, mostly gathering hot rods and American classics.

Some folks who preferred European automobiles did not feel at ease within this crowd and thereby started another get-together closer to the Pacific Ocean, at the Crystal Cove

shopping centre, about 15 miles away. Here, exotic supercars and 'Euros' – led by a large troupe of Porsches – reigned as king. And so was born 'Cars & Coffee'.

The party lasted from 2003 until 2006, when the city of Corona Del Mar and some of its business owners grew tired of the early morning ruckus. Thankfully, Ford Motor Company soon stepped in, providing a new location for this horde, in one of its large parking lots in Irvine. The Saturday morning affair grew exponentially over time and, victim

As you can see from this picture, vintage Porsches represented the bulk of the entries



Top left: Californians are truly embracing the 'impact bumper' 911s (1974 and later), with a few excellent examples turning up in Rolling Hills Estates

Above left: R-Gruppe affiliate Dave Eck owns this fantastic-looking, 2.7-litre powered 1972 911 'GT'

Bottom left: The 914 contingent mixed four-cylinder and the more elusive six-cylinder models



Top right: The Luftgekühlt 911 on Raid wheels, built with support from Pelican Parts, has more than a hint of works rally car to it

Above middle: Magnus Walker chose to drive his 3.8RS-spec 1990 964; looks good on its Fifteen52 rims

Above: Classic Porsche featured this Emory '58 coupé, motivated by a 185bhp '911-4' motor, back in September 2013

Bottom right: Artist Nicolas Hunziker has put many miles on his sport-purpose '68 911

of their own success, promoters were forced to call it quits at the end of 2014. Boy, those eight years in Irvine were fun!

Since the early days at Crystal Cove, several other Cars & Coffee meetings have emerged, not only in California, but also all over the world. One of them, launched soon after the demise of Irvine's shindig, has been organised by a firm many of you will recognise: Pelican Parts. Just to make it different, the California-based Porsche parts specialist called its rendezvous 'Coffee &

Cars' and chose a distinctive format, running it four times a year only.

The 2016 programme therefore included meets in January, April, August and November – the latter being the subject of our article. Having fewer events annually helps build the excitement, resulting in about 400 vehicles showing up in November, some driven by well-known personalities of the local Porsche scene.

One of the most surprising aspects of the meet remains its schedule, which can simply



Above: We love the colour of Chuck Miller's R-Gruppe 1973 911S, code '324 Blau-metallic' – very classy

be described as 'early' and 'short'. This is especially puzzling for European visitors, who certainly don't expect an event of such quality to start at 7:00am and finish at 9:00am!

Over the years, we've learned to enjoy these outings, though, as they still leave an almost full day ahead of us. We even made sure to arrive among the early birds, to enjoy the participants' entrance, a spectacle in itself. Beautiful morning weather and soft light translate into a memorable experience.

The place of choice was a shopping centre, more specifically the upper level of its

parking structure, located 25 miles south of Los Angeles. It sits in Rolling Hills Estates, which happens to be one of the Top 10 richest cities in the USA. Entering the site is free, with Porsches representing well over half of the participants, not a big surprise considering Pelican's major dealings with the brand.

Yet, the company offers products for other makes, too (BMW, Mercedes, Audi, VW, Saab, Volvo and Mini), so these foreign cars had some representation as well, along with Italian automobiles. By contrast, hot rods and domestic classics were present in

Below left: One of the most recognisable R-Gruppe 911s belongs to Rolly Resos – we showed his '66 in CP #38

Below right: The R-Gruppe came with an impressive contingent of Outlaw 911s – here is Bobby Imamura's 2.7-litre animal





Top left: Our friend Phil French cruised in his orange 911T, seen parked next to an equally cool 912 in white

Middle left: You can't go wrong with honeycomb BBS rims on a post-1973 Porsche, can you?

Above: 914 recently participated in the 'Rally Historico Transpeninsular' in Mexico

Top right: Flat paint might not be for everybody, but it works very well on this Outlaw

comparatively small numbers.

We should comment on the fantastic selection of vehicles on hand, starting with Pelican's own 962 restored in its 1987 LiquiMoly livery. It was also great to witness the arrival of Magnus Walker in his lightweight 964 rolling on cool Fifteen52 rims, in addition to Rod Emory who showed up with a terrific '55 Outlaw – the project began as a coupé hidden in an Oregon barn for 30 years. While many of the Porsches found in the parking lot remained all stock, the number of modified 911s proved high, thanks in part to the support of the famous R-Gruppe.

Most participants hung out for an hour or two before hitting the road... By 9:30am, the

site was empty. The date of the next get-together has not been firmly established yet, but it will likely take place in early 2017.

Just in case you want to attend a future C&C, simply type 'Coffee & Cars with Pelican Parts' on Facebook or check the link below. We can't wait for the next instalment of this fantastic happening! **CP**

Pelican Parts has an exclusive 'Coffee & Cars with Pelican' list that is solely for those who want to know about the next event. It's not the regular newsletter so there's no spam e-mail, just an exclusive local list for Coffee & Cars attendees. For all you need to know, visit <http://eepurl.com/bBZ7Rz>

Above right: Special thanks to Pelican Parts for displaying the 1987 962-106b. What an awesome sight...and sound!

Middle right: Rod Emory brought a couple of top-notch Porsches, including this barn-found '55 coupé redone in Emory's Outlaw style

Above: Not one but two V8 911s showed up, this one with an LS3 from a modern Chevy Corvette



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PRE-A PARTY TIME!

The 12th annual Porsche 356 Pre-A International returned to its origins in Provence, France, the venue for the first two meetings. From 29th September to 2nd October 2016, the 12th edition of this annual meeting had 13 cars in attendance with participants from all over Europe, including Germany, Belgium, France, Switzerland and the UK

Words: Hendrik Moulds Photos: Hendrik Moulds and Paul Smith



One of the bonuses of these events is the opportunity to get out on the open road. My own journey to the event began on Tuesday afternoon with a short drive to Hull to catch the night ferry to Zeebrugge. Once the ferry crossing was behind me, the top came down on my 1953 Cabriolet and the journey proper could start with a 360-mile drive to Dijon.

The journey was mainly taken on motorways, except for the last 100 miles or so when I detoured on to more rural roads for a change of scenery. After an overnight stop in a great little chateau just north of Dijon, it was onwards to Lyon airport where I was to meet my co-pilot for the meeting, Paul Smith of PR Services fame, who is always great company.

Arriving at our venue, the 12th century fortress Chateau de Rochegude in the Drome Valley, we drove into the hotel's courtyard through an archway and parked with the other participants. To say the hotel was spectacular is no understatement, the sumptuous rooms were fabulous with far-reaching views across the valley, as well as a great view of the cars below. A relaxing evening catching up with old friends followed, whilst enjoying a welcome drink and dinner in the hotel.

Friday morning started at 9.00am with a drive on fabulously undulating roads to the village of Grignan. We parked under the shade of the trees and visited the 12th century chateau perched on top of a rock high above the village. After a guided tour of the chateau with its

Above: Arriving at the hotel, this was the sight that awaited everyone: splendid architecture, perfect weather and beautiful cars...

Inset: Event badge was a great memento of a perfect weekend away



Far left: Out on the cruise round the local roads...

Left: Friday's lunch stop gave everyone a chance to check out the selection of Pre-As



Left and far left: Pausing to take in the wonderful view on the Col de Valouse

Below left: Even Pre-As need to stop for fuel sometimes...

Below: Lining up at the Belvédères des Templiers

Bottom: Pausing at Saint Remeze's lavender museum



spectacular views of the surrounding area it was a short drive to our excellent lunch stop in a converted barn beside the restaurant.

Later that afternoon, we drove on twisty roads which wound their way up to a refreshment stop on the Col de Valouse where we were able to take in the breathtakingly beautiful scenery. We then carried on to the small vineyard, Domaine Vallot Le Coriancon.

“OBVIOUSLY, A PURCHASE HAD TO BE MADE...”

Here we learned their particular take on winemaking as well as sampling some of their excellent wines. Obviously, a purchase had to be made as a memento of this excellent meeting. Then onwards back to the chateau where there was time for a short rest before an aperitif and our evening meal in their restaurant.

Saturday was another full day, getting around the region and making the most of our beautiful cars. We drove on more windy roads which hugged cliffs and sometimes went through tunnels blasted through the rock to reach the Belvederes des Templiers. This was a fabulous vantage point overlooking a valley complete with winding river. After a coffee and snack it was onwards to Saint Remeze and the lavender museum.

This area of France is well known for its lavender





production and it was interesting to see how they still use the same methods to make scented oils, cosmetics and household products. Afterwards we drove to our lunch stop in one of the many valleys of the region at the Restaurant de Chames for another fantastic meal.

We later conveyed to the Grotte Chauvet, an exact replica of a cave found nearby with some of the oldest paintings ever discovered, most of which are over 30,000 years old. Afterwards there was time for refreshments before our drive back to the hotel. The sumptuous gala dinner was again held at the restaurant and included thank you speeches from our hosts and the announcement of next year's meeting, which will be held in Sion, Switzerland.

Sunday morning arrived and we had to leave by mid-

morning for the long journey home. Paul accompanied me back to Lyon airport with a continuous stream of entertaining stories making the journey go much quicker. After dropping him off it was onwards to my overnight stop outside Troyes.

My journey home continued on Monday. As I had all day to travel the final 250 miles I decided to go the long way and drive along scenic country roads through the Champagne region, taking all day to meander my way north to the port at Zeebrugge, with the short drive home on the Tuesday.

This was another edition of these fantastic meetings, nice and intimate where everyone can get to know one another.

As mentioned above, next year's meeting is in Sion, Switzerland and will take place early in September. Hopefully we'll see you there! **CP**

Above left and right: You can't complain about the view from the hotel window

Below left: The local scenery made for some spectacular driving – early evening light made things even better

Below: Emergency repairs being carried out under the watchful eyes of the experts...





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FEELING EXHAUSTED!

With engine problems sorted and our project car now running as it should, we relaxed ready to enjoy the last drives of the year before too much salt hit the roads. But then came the offer to try Vintage Speed's new stainless-steel exhaust system, so it was back to the workshop once again...

Words & Photos: Keith Seume



Now that our engine woes are behind us, we hadn't planned on making any changes to *El Chucho* for a while, other than to iron out some little glitches over winter. Top of that list is to change the felt channels in the door frames so the windows will wind up and down better, followed by making some new door cards to replace the current ones, which have started to look a little saggy.

But then, out of the blue, came a message on Facebook from Ming Tang Lee, owner of Vintage Speed Taiwan, asking if we'd like to try one of his new Porsche 911 stainless-steel exhaust systems. I'd seen the systems the company had been making for VWs and Porsche 356s and had been impressed with the quality. The design and overall standard of finish were first class.

Now, let's make one thing clear: I've been more than happy with the system I'd been running on the car since it was built, a stainless-steel header and muffler package from Richard 'Turbo' Thomas. Richard had made the system to our design, one inspired by the 911R, with twin widely-spaced tailpipes into which he'd welded 'cookie cutter' inserts. The end result was a quality system with a deep and fairly loud exhaust note, but I was interested to see the difference.

So how different is the Vintage Speed system? Well, the

most obvious difference is that it is more compact in every way. The muffler is narrower and features twin tailpipes which are located closer together towards the centre. It is also noticeably lighter than the old muffler, by about 1.5–2kg.

The headers are more compact, too, shorter and crucially of smaller diameter – approximately 1.5in instead of 1.75in. This difference intrigued me: how would it affect power and torque outputs? For the final answer on that, we'll have to wait until we get the car back on the rolling road...

We carried out the swap at Williams-Crawford (the car's been there so often of late that it now has its own spot in the workshop – well, as good as...) where the first task was to remove the old system. Fortunately, as the engine had been out only a matter of weeks earlier, all the nuts and bolts were easy to undo, including the occasionally troublesome ones holding the headers to the cylinder heads.

It was when we laid the 'old' silencer alongside the new that the difference in size (and design) became obvious. The Vintage Speed muffler is very compact, with neatly chamfered ends. The tailpipes are baffled to reduce noise levels (which, I have to say, is not something that had concerned me until I thought about doing a trackday – both Castle Combe and Goodwood are very strict, and the old system would not have passed the noise level test) and

Vintage Speed's new stainless-steel merged header system is devoid of any form of heating. The quality is first class and the weight less than our previous – or, for that matter, a stock – exhaust system



Top left: The silencer includes two fittings for use with a Lambda sensor, one at each end of the main box



Top right: Poor El Chucho assumes its customary position in the workshop...



Middle left: The first task was to remove the original silencer, taking care not to drop it! It weighs more than you think so an extra pair of hands might be of use



Middle right: The difference in size (and, as it turned out, weight) of the two silencers is obvious



Bottom left: Next up was to remove the headers – as the engine had been apart recently, we didn't have any problems with seized nuts(!)



Bottom right: The new headers are shorter and smaller in diameter, hopefully helping boost torque at lower engine rpm

feature a highly-polished finish.

The headers themselves are a real work of art, with all welds polished smooth and the pipes having an attractive brushed finish. However, I'm under no illusions that these won't become discoloured with use. The primary pipes are a lot shorter than those of the TT (Turbo Thomas) system, which will almost certainly have an effect on outright power but, at the same time, increase torque at low- to mid-range rpm. Similarly, the smaller diameter of the primaries will help low-end torque but at the expense of outright horsepower. How much? Well, that remains to be seen...

Again, laying the old and new headers alongside each other, the difference in lengths and diameters becomes immediately obvious, as you can see in the photo above. The TT headers extend much further forward to accommodate their extra length, and also feature slip joints secured with hefty springs to allow for expansion and variations in fitment.

“SMALLER DIAMETER PRIMARIES WILL HELP LOW-END...”

I must admit that I was a little sceptical at first about the fit of the new headers – they are solidly welded without slip-joints, so a good fit relies totally on the accuracy of the jig on which they were made. As it turned out, I needn't have worried as the pipes fitted the heads without any need to lever them into position over the mounting studs.

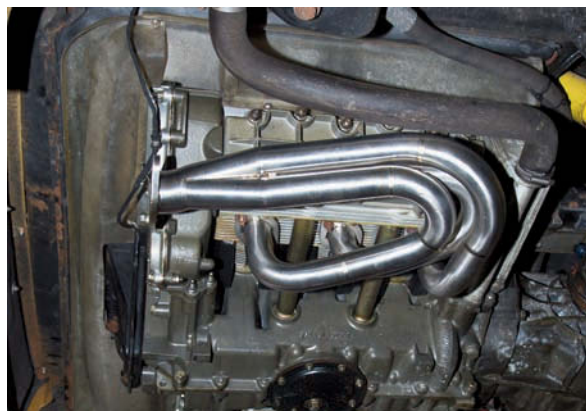
When it came to exhaust gaskets, we had a choice of using the same larger-diameter gaskets as before, or opting to use stock small-diameter ones. Offering them both up to the headers, it became obvious that using the larger ones was the way to go as the smaller diameter gaskets partially obscured the edge of the ports.

Holding the silencer in place showed up one little problem, in that it just interfered with the engine mount on the front of the crankcase. This also occurred when I installed the TT silencer, meaning I had to dimple it lightly with a ball-peen hammer. In the case of the Vintage Speed muffler, we heated

Top left: Comparison of the two different headers shows just how compact the Vintage Speed system is



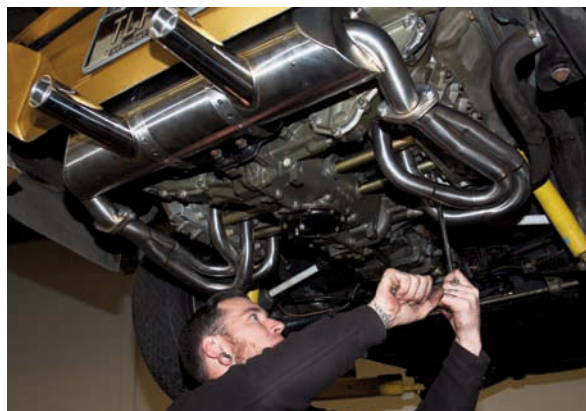
Top right: The only minor clearance issue was with the flexible oil pipe, which we lifted out of the way with a simple tie-wrap



Middle left: You can see the witness mark on the engine mount – we dimpled the silencer slightly and also ground a little material off the mounting. A piece of steel strip was used to make a support for the muffler straps



Middle right: One of the joys of using headers is the excellent access to the manifold nuts! The downside is no heater...



Bottom left: The fit is excellent – the flanges of the headers and the muffler lined up perfectly without the need for any levering into place



Bottom right: Job done. Now wait for the jokes about a VW Beetle engine...



it up slightly in the offending area and gently reshaped it. We also ground a small amount of material off the engine mounting. It is quite possible that this might not be necessary in every application.

The support bar I had fabricated to brace the original headers would not fit the new system, so we made a simple bracket out of flat steel around which the two straps supplied with the system were located.

I had been expecting some clearance problems between the tailpipes and the bottom of the rear valance but that proved not to be a problem. In fact, we didn't have to touch anything on the bodywork to carry out the installation as the compact dimensions meant there was plenty of space all round the muffler.

The system comes with two Lambda sensor fittings ready installed, one on each end of the silencer, instead of on the headers on the previous system. I don't know if this makes any difference or not. We shall see...

“TORQUE IS OF MORE USE THAN OUTRIGHT POWER...”

The \$64,000 question was ‘what does the system sound like?’ and here we can say that it is definitely deeper and more mellow in tone – and hopefully trackday friendly. Out on the open road, there is a ‘boom’ period at around 3500rpm but what is interesting is that a previous distinctly metallic-sounding resonance at between 2800 and 3000rpm has

completely disappeared.

Although it was never a problem, this does go to show how much difference a change in pipe diameter and length can make.

The truth will out, of course, when the car makes it back onto the rolling road, but the most obvious difference is that

bottom-end pull is certainly stronger, suggesting more torque, with the engine happy to pull smoothly from 1500rpm in fifth gear without a problem. And as we all know, torque is of more use out on the open road than outright power... **CP**

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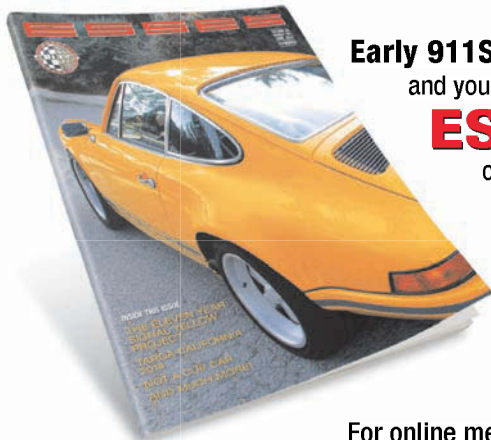
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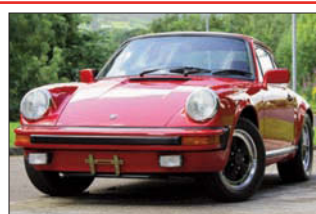


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Porsche parts for sale, 2.7 RS ducktail f/g spoiler, 964 3.6 Turbo speedo in box (2000 miles), Corbeau race seat with frame/fittings, Sabelt 6 point harness, Erskine fire extinguisher (plumbed in type), various '75 911 gearbox end casings. Porsche Footwork Arrows parts: original artwork, photos and specs, press information, original drawings of F1 car, aftershave (unopened), wind tunnel test date DVDs and large hand written results file, F1 nose cone, side skirt, rear wing end plate 'Carnozzi', aerodynamic rear engine cover, rear light shroud, V12 engine cover + 12 trumpets (all items carbon fibre), magnesium gearbox cover, F1 carbon brake disc mounted on wall plaque by Porsche. '74 RS 3.0L replica (Guards Red) based on '75 911, 12 month MOT, was a race car now on the road very rare! If any of these parts are of interest email me and I will send more specific details info@zorinenergy.com. C41/017

Early 911 parts, 911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C41/010

Miscellaneous



911 Speedster model set, very rare model set from Maisto featuring every scale of model they produced of this iconic car, never seen another like this, box in poor condition externally but models never been taken off plinth. £75 ono. Email: geoffbooth911@hotmail.co.uk. C41/023

911 x 911 The Official Anniversary Book Celebrating 50 years of the Porsche 911, new, excellent condition, Porsche Museum edition, celebrating 50 years of the 911, book still factory sealed, 950 pages in hardback, over 3kg in weight, box opened to take photo of book, becoming rare! £130. Tel: 07940 130854. Email: ashwade220@aol.co.uk (Essex). C41/018



Porsche magazines, 911 & Porsche World magazines, over 230 from the original first copy, complete sets in binders, all mint, £160; also GT Porsche, 55 copies from 2006-2010. Tel: Kev, 07860 700486. Email: kevin997clark@yahoo.com. C41/012



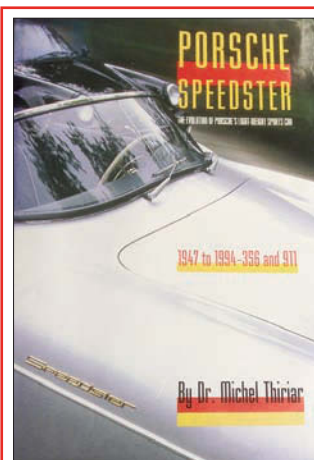
'JAZ 4911' private number plate, private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911), £1000. Tel: 44 7944 494840. Email: pssall@hotmail.com. C41/009

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Porsche 959 official factory technical report, 1986, excellent condition, extremely rare 24 pages with superb Illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelocallaghan12345@hotmail.com C41/002

Registration for sale, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C41/020

'B911 WOW' plate for sale, super number plate for any Porsche 911 owner, currently held on retention and available for immediate transfer, any questions please contact, £2000. Tel: 07716 998397. Email: g_keelor@hotmail.com. C41/021



The Porsche Speedster by Dr Michel Thiriar, this is the definitive book on the Speedster, slight damage to outer sleeve otherwise in superb condition, very rare book that I used for reference whilst acting as register sec for the 911 Speedster, £100 ovno. Email: geoffbooth911@hotmail.co.uk. C41/022



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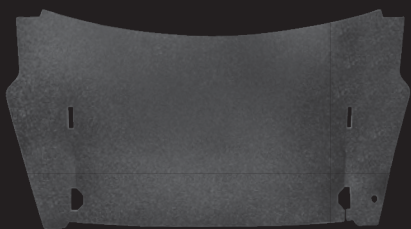
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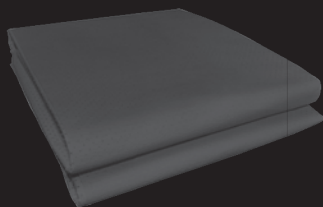
1689500210 (91155104500)
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