

THE MAGAZINE FOR ALL **CLASSIC PORSCHE** ENTHUSIASTS

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FROM THE PUBLISHERS OF **911&PORSCHE WORLD**
No.10 March/April 2012

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Classic PORSCHE

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

Contributors Paul Davies, Delwyn Mallett,
Johnny Tipler, Paolo Faldini,
Sam Cook, Britta and Stefan Bau

Studio Manager Peter Simpson

Art Editors Joel Mitchell, Jonathan Henson

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

Group Photographer Michael Ward

Group Advertisement Manager
James Stainer

Advertising Manager
Ian James Tel: 020 8655 6410
ian.james@chpltd.com

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

Accounts: Bev Brown, Charmaine Sutton
Administration: Allie Burns, Sandra Househam

Subscriptions: Debi Stuart
debi.stuart@chpltd.com
Tel: 020 8655 6400 Fax: 020 8763 1001

Managing Director: Clive Househam

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WELCOME



Welcome to issue #10 of *Classic Porsche*. What a great way to spend a dull and dismal Wednesday morning in deepest Essex. Driving a low-mileage 2.0-litre 911E (above) was a wonderful reminder of how cars used to feel back in the day. Nothing can quite match the feel of an all-original Porsche, not even one that has been taken to pieces and lovingly rebuilt. Untouched 'survivors' always feel so tight – just the way the factory intended. You can read all about it on page 46...

This is something of a 'Carrera' issue: we kick off with a history of the amazing long-distance event, La Carrera Panamericana, which gave Porsche the inspiration to use the name for its most

“I’m avoiding using the word ‘iconic’, but it really did set the benchmark...”

powerful road-going models (until more recent times, of course, when the name 'Carrera' is used with abandon...). Writer Johnny Tipler drove in last year's event, so he knows what he's talking about! Then there's Delwyn Mallett's fascinating history of 550 Spyder #03, recently restored for Jerry Seinfeld and itself a survivor of the 1953 Carrera Panamericana.

Finally, we have the story of a UK-market 1973 2.7 Carrera RS. Has there ever been a more sublime 911 than the RS? I'm avoiding the use of the word 'iconic', but it really did set the benchmark against which all rivals were judged. Enjoy...

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

www.classicporschemag.com

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NEWS & PRODUCTS

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



CLASSIC PORSCHE APP COMING SOON!

You'll soon be able to enjoy *Classic Porsche* on your digital device as the magazine goes electronic! Coming to your iPad, iPhone, android device, Mac, PC and even the new Kindle Fire reader, the new *Classic Porsche* downloadable app will allow you to purchase and view not only the current issue, but also all previous back issues, including the much sought-after issues 1, 2 and 3.

Now, no matter where you live, *Classic Porsche*

can be delivered direct to your digital tablet or reader within seconds of publication, and the sumptuous and flexible graphic interface will make it a pleasure to view on any size screen.

Keep an eye on the magazine website, or the *Classic Porsche* Facebook page, for further details, and of course, *Classic Porsche* will be available via Apple Newsstand (or through iTunes), and also at the android market, or via www.pocketmags.com

TECHNO CLASSICA ESSEN

If there's one classic car show you don't want to miss, it's Techno Classica. Held every year in the German town of Essen, it brings together what is without doubt the finest selection of classic road, race and rally cars you will ever see.

Porsche fans will be amazed

by the sheer quantity of rare and desirable cars on show, many on display on Porsche's own stand, while others are offered for sale by the many high-end dealers who regularly exhibit at Essen.

The event is held at the huge Messe Essen from 22nd-25th March, with a trade and press

day on the 21st. It's worth going for the swap meet alone...

You can get to Essen easily in half a day from Dover but if you're going, book accommodation early.

For full details, log onto www.messe-essen.de



Nanodrive oils

Leading oil and fuel additives manufacturer Millers Oils has launched Nanodrive, a range of ultra low-friction motorsport engine oils. The range represents the next generation of oils developed specifically for race engines competing in motorsport.

Combining Millers Oils' unique triple-ester fully synthetic oil base with the latest in low-friction nano-technology, Nanodrive is claimed to be one of the most advanced engine oils available. The high spec of Nanodrive provides the increased performance needed to compete at the highest levels.

The new oil will be available in a range of viscosities including 0W20, 0W30, 5W40, 10W50 and 10W60 in the colour-coded Nanodrive packaging.

For full details, log onto www.millersoils.co.uk



Meet the team...

Do you want to join the CHP crew (the people behind *Classic Porsche* and *g11 & Porsche World* magazines) for a chat over a pint, or some fine food? If so, then come along to the Blue Ball public house in Walton-on-the-Hill, near Tadworth, Surrey, on three Monday evenings throughout the year: 16th April, 25th June and 10th September. It's not far from the M25, junction 8, south of London. There's a large car park, a well-stocked bar and an excellent restaurant, with reasonably-priced quality food. See you there!

REPRO 911R WHEELS!

At last! Finally somebody is about to produce replicas of the much sought-after 911R Fuchs wheels used on the rear of the legendary racer (see the profile feature in this issue). Group 4 Wheels is the company responsible, and production is due to start around the time this magazine hits the newsstands. This is great news – especially when you consider the rarity (and cost!) of the originals!

www.group4wheels.com



356 SEAT BELT MOUNTINGS

PR Services has just developed new seat belt mountings for the 356B. These clever mounts require no welding, and allow you to install seat belts in your 356B – and alternative designs are available for the 356A and Pre-A models, too. People with 'C' models already have these fitted from the factory. The new mounts fit in the corners of the rear passenger foot-well.

The mountings are sold in pairs, but note that the eye-bolts are not included. The cost is just £84.00 including VAT and if you mention 'Classic Porsche', they'll send them to you post-free!



Details from www.prs356.com, or by calling 01277 630099

Classic style from HRE wheels



We couldn't resist showing you these new wheels from HRE, the California-based company which specialises in high-quality wheels for a wide range of cars. The 501 'mesh-lace' wheels is reminiscent of the old BBS lattice-spoke wheels fitted to many a 930 Turbo in period, and similar to the centre-lock wheels used on 934s and 935s. The rims are available to fit a variety of modern Porsches, but could just as easily be used on a classic project.

For more information, visit www.hrewheels.com or call HRE on (001) 760 598 1960

Classic ST seating



GTS Classics offers the ST seat that was installed in the early 911s, the Safari rallye cars and in the factory customer cars of the 1970s. This ST seat is slightly taller than the original to also accommodate the taller driver. The seat is a bit wider and more comfortable, too. GTS can customise the seat for even taller drivers, with an even lower seating position in an original-looking seat.

The last changes were due to the new rules of the PCA, that called for guidance for all seat belts of a 5- or 6-point harness, so now GTS customers can install the Trips device to this ST seat as well. The mounting points include the GTS pattern and the original style Recaro pattern for use with the original or original-style sliders and brackets. All these changes were made without disturbing the design and the support of the original ST or GTS's other seats.

GTS Classics has been designing, developing and refining seats for 10 years to keep the designs most original and period correct by adding more features to them. Most manufacturers of classic car seats benefited from their designs and developments, GTS says.

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GTSclassics@aol.com or call (001) 702 353 7175
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SILVERSTONE CLASSIC DATES

The Silverstone Classic is firmly established as the world's biggest classic motor racing festival. The spectacular three-day event is staged at the famous Silverstone circuit, birthplace of the FIA Formula One World Championship and home of the 2012 Formula 1 Santander British Grand Prix.

This year's festival, which runs from 20th–22nd July, features the very best of historic racing, covering more than eight decades of motor sport. There will also be live music from classic rock bands and a wealth of family entertainment, including free fun fair, retail outlets, air displays plus huge turn-outs of classic cars.

For more information, visit the official event website: www.SilverstoneClassic.com or www.BMWcarclubgb.co.uk

CLASSIC PORSCHE AGENTS?

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?

We are currently looking throughout the world for people to become specialist stockists – if you think this could be you, please call Bev Brown on +44 (0)20 8655 6400, or drop her an e-mail at bev.brown@chpltd.com now!

CLASSIC PORSCHE BINDERS

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

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

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

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



CLASSIC PORSCHE BACK ISSUES

We're completely sold out of issues #1, #2 and #3 of *Classic Porsche* but we still have limited quantities of #4, #5, #6, #7, #8 and #9, so get your order in now while stocks last! The price per copy is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World), including P&P.

Call us on +44 (0)20 8655 6400.



MUSEUM'S 911 EXHIBITION

For more than four decades, the Porsche 911 has been deemed an automotive icon and the very epitome of the sports car. That means that the launch of the new Type 991 is an important event for the Porsche Museum Stuttgart as well.

The new generation is being welcomed as part of a major special exhibition from 31st January to 20th May, 2012, under the banner '911 Identity'.

Rare motor racing variants such as the Porsche 911 Carrera RS 2.7 Safari or Porsche 911 GT3 R Hybrid will also be on show. In addition, to unique

technical exhibits and cutaway models from Weissach, the visitor will also get to see one of the new 911 generation 'Erlkings', before being able to slide behind the wheel of a Porsche 911 Carrera.

The special exhibition also showcases steering wheels and wheel rims from 1963 to the present day. Finally, the automotive retrospective is rounded off by documents from the company archive that have never previously been on public display.

As part of the '911 Identity' special exhibition, the Porsche Museum is also expanding its guided tour

offering. 911 fans can brush up their knowledge of the sports car icon during a one hour themed guided tour – after first registering with the visitor service using the e-mail address

info.museum@porsche.de.

The Porsche Museum is open Tuesday to Sunday from 9.00am to 6.00pm. Admission is €8 for adults, reduced admission is €4. Children up to the age of 14 years are free provided they are accompanied by an adult.

Further information, including special guided tours, is available online at www.porsche.com/museum

QUALITY LIGHTWEIGHT PANELS

Karmann Konnection is now offering a range of high quality glassfibre panels for early 911s. They say they've sold a couple of RS front bumpers and have had nothing but good feedback about them. The prices are as follows: 911S front valance £445.00; 911S rear valance (including the corners) £620.00; 2.7 RS front valance £475.00; 2.7 RS rear valance £550.00; bonnet up to 1973 £685.00; engine lid (standard) £410.00; engine lid with RS ducktail £620.00 (note: all these prices include VAT at 20 per cent). The panels come complete with all necessary stainless-steel brackets and mountings attached.

For more information, call 01702 601155, or log onto www.karmannkonnection.com





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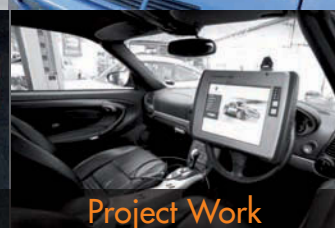
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ENJOY THE EXPERIENCE

Since opening in Autumn 2008, the Porsche Experience Centre at Silverstone has become synonymous with ensuring that drivers of all Porsche models can get the very best out of themselves and their Porsche.

In 2012, Classic YouDrive is a brand new event taking place at this state-of-the-art facility on Saturday 12th May, aimed at classic Porsche drivers. Open to all pre-1974 Porsche models, this half-day event gives classic enthusiasts the opportunity to drive their own Porsche on the bespoke low grip, dynamic surfaces of the Porsche Kick Plate and Ice Hill.

In addition, participants will have the opportunity to drive the new 911 Carrera S (type 991) on the bespoke Porsche handling circuit in

the company of a Porsche Driving Consultant. The 3km of tracks at the Centre are purpose-built and designed for minimum wear, replicating a variety of road surfaces and conditions to give drivers the chance to explore the dynamic capabilities of Porsche models at low speed and within a fun but controlled environment.

Representatives from the Porsche Classic division, responsible for all parts up to and including 911 (type 993) will also be available on the day to provide information about the development of factory parts for the pre-1974 Porsche models.

There are two sessions, each limited to 24 classic Porsche models. The morning session starts from 8.00am with breakfast and concludes at 1.00pm; with the afternoon

session starting from 12.30pm and finishing at 4.30pm with afternoon tea.

All 356, 912, 914 and pre-1974 911 models are welcome, and naturally must be in a road-worthy condition with valid MOT, insurance and road fund licence.

The cost for the half-day experience is £165, and included in this price is an accompanying passenger aged 16 or over. Drivers must be aged between 21 and 80. In addition, lunch in the Porsche Restaurant at the Centre can be booked for £30 per person when registering.

To book your place, please call the Porsche Experience Centre on 08443 573 911 or e-mail ClassicYouDrive@porsche.co.uk. Places will be allocated on a first-come, first-served basis.

Porsche's incredible Experience Centre at Silverstone is a great place to learn about driving your Porsche, whatever the model. And now owners of all classic (pre-1974) Porsches will have an exclusive opportunity to try it for themselves!





Explore the other side of your Classic Porsche.

Classic YouDrive – Saturday 12 May 2012

This half day event takes place on the unique traction surfaces at the Porsche Experience Centre, Silverstone.

In addition to driving your Pre-74 Porsche in an exhilarating but safe environment in the company of like-minded enthusiasts, you will also have the chance to get behind the wheel of the latest 911 (Type 991) on our famous handling circuit.

This unique half day experience costs £165.00 and places will be allocated on a first come, first served basis.

To book your place please contact us on **08443 573 911** or by email to

ClassicYouDrive@porsche.co.uk



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GUEST WORDS

'ONLY IN LA' – MAGNUS WALKER TAKES US ON AN EARLY-MORNING BLAST INTO THE CALIFORNIA MOUNTAINS IN HIS EARLY 911...

As a kid growing up in Sheffield, Porsches were a rare sight. I had the usual 930 Turbo poster on my wall and, aged 10, wrote to the factory – I got a reply: 'Call us when you're a little older', or something like that.

Fast forward a few years, and I am now in Los Angeles, living the dream with my wife Karen, Skynrd our dog, two cats and several early 911s. Many out there think of LA as a fake and phoney Hollywood wannabe type of place – well, that's only part of the charm...

One of the many things I love about LA is the easy access to miles of great driving roads and wonderful year-round weather. Within 30 minutes of my downtown LA warehouse, I can be on some of the best driving roads – the type that mix fast, sweeping curves with long, faster straights, often leading to blind off-camber super-tight turns – the ones I call the 'white knuckle type'.

I have a few choice routes, which range from 30 to 300 miles, that I try to drive as often as possible, from the Hollywood hills via Mulholland, all the way to PCH, and up through Topanga Canyon. Then we head along the ridge of the Santa Monica mountains, where the morning mist rolls over the ridge and makes for a perfect photo opportunity. Then it's onwards to the high desert plains around Willow Springs race track, via Angeles Crest Highway. The smiles per mile are limitless.

Hey, I even drove my 1965 911, the 310th car built, up to over 7000 feet

in the mountains last Christmas – in past years, it was my Irish Green '66 in the rain, dodging rocks on Christmas Eve, and my silver '66 in the snow on Boxing Day!

You've got to drive them. That's the whole point: they've even been in rain and snow! I never understand the ads that say a car's never seen rain. I've never been afraid to drive my cars; all have been used – some even taken to Home Depot or the daily coffee runs.

Many a time upon finishing a car I do my infamous '300 mile shakedown run' through the Angeles Crest Highway out to Willow Springs, heading through the hilly wind turbine area of Tehachapi and then back via California City, Mohave and finally into LA.

It's the perfect combination of high-speed sweepers with some fun-filled twisty stretches of freeway. It's a sure-fire way to test improvements I've made to the car, and to find anything that may have shaken loose!

I try to imagine myself on my own Targa Florio, perfecting those heel and toe down shifts, left-foot braking, often setting myself some sort of goal, whether it be a late braking manoeuvre or trying to carry a little more speed through a turn. Naturally, I always obey all speed limits...

Many a time you'll hear that one of the great aspects of southern California life is the ability to ski in the morning and surf in the afternoon. Not having the desire to do either, I recently decided to do the route in a morning – in my racecar. Three hundred miles later

here is the story...

I left the grey overcast skies of my downtown home and hit the 10 Freeway west.

Approximately 15 minutes later, I was at the iconic Santa Monica pier, snapping pictures of my car before the tourists came out to play. This was the 'beach/ocean/surf' part of the trilogy. The next stop was the Palm Springs tramway, which I was calling the 'desert'.

I fired up my '71 911T, with its revvy 2.4 S twin-plug motor, and got on the 10 Freeway east at 7.00am. By 8.20am, I had reached my destination, where it's time for a pit stop and more pictures.

My next destination was to be Big Bear Lake – the 'mountain' part and the third leg. At 9.00am, I was back on the road again, but my plans are quickly changed thanks to a closed mountain road, necessitating a quick look at the map (I'm an old-school driver with no sat-nav or fancy smart phone). Soon I was heading up one of the best roads in the area: Highway 18 – 'the rim of the world highway' – a

snaky piece of road that begs you to push harder, This could be Europe with these breathtaking vistas.

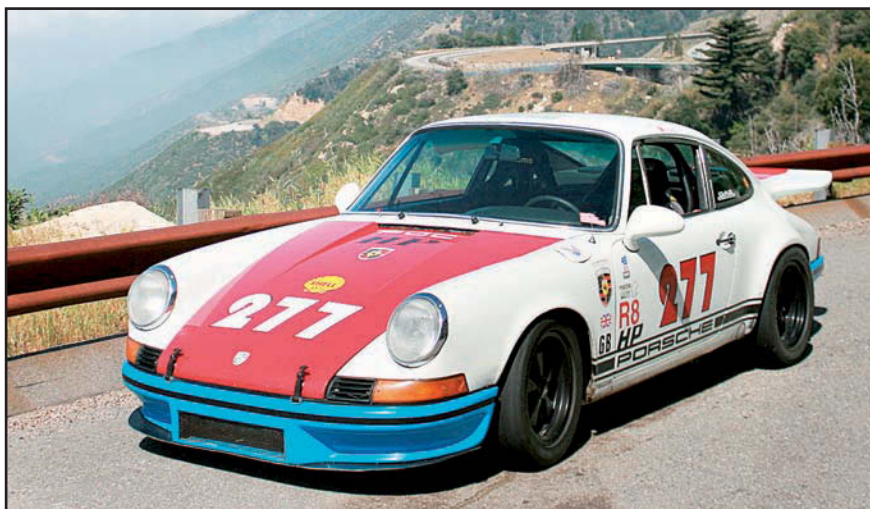
By 10.30am I was 5400 feet up and rolling in to the tranquil picturesque town of Lake Arrowhead.

A few snaps later – and an emergency stop for brake fluid – I was heading back down the hill on my way to the 210 Freeway. By 12.30, I was back in LA having covered 300 miles from ocean to desert to the mountains, and back, in a 40-year-old streetable racecar on 225/50/15 Hoosier tyres, with no heater and no wipers.

It was man and machine on the open road – and what incredible roads – with beautiful daylight and sun rises, combined with the roar of an early air-cooled flat-six on full chat bouncing off the mountain walls.

To top it all off, a few days later I am having a spirited early morning thrash on Mulholland in another early 911 and who should pull up next to me but none other than that Jay Leno guy. He gives me the thumbs up, and turns left on Laurel Canyon. Only in LA... **CP**

Take one streetable racecar, a winding mountain road and a perfect California morning, and what have you got? It's heaven on earth, says Magnus Walker – and who's going to argue?



DELWYN MALLETT

THIS MONTH, MALLETT DIGS THROUGH HIS OLD CLOTHES AND DISCOVERS A HIDDEN GEM – A JUMPER KNITTED BY HIS MUM...

I have to confess that there was a time when I drank Martini – not a very ‘blokeish’ thing to do when all your mates are drinking Guinness or Newcastle Brown. Not only that but I was also to be seen about town sporting a white jumper with the Martini stripes emblazoned across the chest.

Researching the article on Porsche Spyder 550-03 for this issue, I came across a claim by Huschke von Hanstein, Porsche’s first racing manager and PR man, that he was ‘the first to place advertising on a car’ when it, and sister car 550-04, ran in the 1953 Carrera Panamericana. As part of a deal to buy Porsche engines for a military project, both cars were painted with the legend ‘Fletcher Aviation – Pasadena California’, but Huschke’s claim was in fact a PR-man’s exaggeration. He was perhaps the first to place advertising on a German car – maybe.

The first ‘Carrera’ was run in 1950 and from the beginning the competing cars were, by European standards, extravagantly signwritten. They not only carried enormous identification numbers, but also the names of the drivers and the names of sponsors, quite often no more than the garage that prepared the cars, or a local business, but, nevertheless, sponsorship. This gaudy livery was very much in the spirit of NASCAR (National Association of Stock Car Racing), which had started in the southern US in 1948.

A more credible contender for the European advertising ‘first’ is Lancia who, in 1951, ran cars prominently decorated with the logos of Olivetti. In the 1953 event the Gordinis were plastered with

‘Dubonnet’ and ‘Pernod’ livery, as well as script stating that the headlamps were by ‘Marchal’. So, sorry Huschke... Anyway, back to Martini.

Through the ‘70s, I made a pilgrimage each year to the greatest racetrack in the world, the ‘old’ Nürburgring, to wallow in the 1000kms Sports Car race. Using my connections in the advertising industry, I usually managed to get a photographer’s pass, and I became a real pit-lane groupie, soaking up the atmosphere, meandering through the cars, chatting to drivers, and keeping out of the way of the frantically busy pit crews. It was sheer pleasure for a Porsche addict.

The famous Martini logo first appeared on a Porsche in 1969, initially as no more than a large decal, but as the 1970s commenced, the Martini-Racing 917s were resplendent in a psychedelic swirl of all-enveloping Martini-hued livery. The more discreet ‘striped’ phase followed, set initially against German racing silver which,

in 1976, gave way to the original German national colour – white – against which the Martini-Racing stripes really began to sing. I don’t think that Porsche livery has ever looked better.

So impressed (and I must confess obsessed) was I with the cars that I even wanted to look like a Porsche! Well, to be more accurate one of the Porsche team. For several seasons, drivers and top team personnel were issued with really cool white leather jackets with the Martini-Racing blue and red stripes running down the arms. Believe me, in the ‘70s even white leather looked good. I pestered and cajoled and begged but try as I might there was no way I could ‘blag’ a jacket – I even offered money!

Jürgen Barth, then a works driver, maintained that everyone who had been issued a jacket was under strict orders not to part with one under pain of all kinds of unspeakable consequences – the most serious of which was that you would no longer have

one! Having failed in my mission, I got my mum to knit me one – well, not actually a jacket but a sweater. A dab-hand with a ‘Knitmaster’ knitting machine, my mum had for several years been supplying the more sartorially adventurous members of the Porsche club with jumpers, cardigans and scarves with Porsche logos down the arms and across the chest (try that now without being sued!), so a Martini jumper was an easy challenge and, as I controlled the market, no one else could have one.

I still have it, long relegated to the bottom drawer, but too steeped in nostalgia to discard. However, in the ensuing 35 years, as you can see in its special guest appearance for this issue, I’ve expanded (and deteriorated) – and it’s contracted.

Looking back all I can say is that, as every racing car eventually became a mobile billboard, I’m glad I chose to look like an Italian aperitif, rather than a cigarette packet... **CP**

Two photographs separated by almost four decades, show that while the jumper survived the ravages of time, the same cannot necessarily be said of its owner...



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SUPER COUPÉ

When Wayne McCarthy persuaded his father to bid on a Porsche at the 1993 Earls Court Motor Show, little did he know that almost two decades later, he'd still be driving it around the Emerald Isle

Words: Keith Seume Photos: Marcin Lewandowski/soundofphotography.com



It's not too often that we get news from Porsche owners in Ireland, so we were delighted to get a call from Wayne McCarthy in the Emerald Isle to tell us about his Porsche 356B. Now we've known Wayne for several years, always as a collector of interesting Volkswagens – but the Porsche connection was a new one on us. And knowing how good his VW collection is, we figured it would pay to take a look...

Wayne is the son of John McCarthy, a car dealer from a family steeped in motoring history. They were one of the first Ford dealers in Ireland – McCarthy's of Charleville Co. of Cork – and it was inevitable that first John and then Wayne would become involved with the business.

After John took over, the business became an Opel dealer – that's all the way back in 1960, making it one of the first such dealers in the country. Later, in the 1990s, Saab formed part of the line-up, too. These days, the McCarthys are involved with a number of dealer networks, but are more active behind the scenes.

As for Wayne himself, he first became involved with the business back in the 1980s, owing much of his expertise and knowledge to one of the legends of the Irish motoring scene, Paddy O'Callaghan. Paddy was one of life's great characters, not only being one of the first Volkswagen dealers in Eire, but also an accomplished rally driver. He competed in a variety of cars but was best-known for his successes at the wheel of a Beetle, registration CZT 666. But, aside from his involvement with the VW, Paddy was also a Porsche dealer and always owned a 356 – even to this day, there is a 356 Cabriolet in his collection...

Paddy's enthusiasm for the two marques rubbed off on the young Wayne and imbued him with a desire to own his own fine examples. It was back in 1993 that Wayne accompanied his father to the Earls Court Motor Show in London as guests of Vauxhall/Opel, where, it transpired, Brooks the auctioneers were holding an auction of classic cars. The Porsche was a star lot in the catalogue and Wayne fell in love with it. On the day of the auction, 26th October – which happened to be the eve of his birthday – Wayne kept pestering his father to buy the 356.

It appeared in the auction catalogue with a guide price of £12–15,000 (things were a little cheaper in 1993...) and throughout the bidding, Wayne kept pushing his father to join in the action. Eventually, the hammer dropped at £13,000, with McCarthy senior the successful bidder. However, on top of the hammer price was a buyer's premium and VAT, making the true total £14,527.50.

The auction catalogue described the car as 'probably the finest example of this significant Porsche model currently available, for it won the Porsche GB Club





Far left: 'Nipple' hubcaps covered the four-wheel drum brakes, to which were bolted a set of chrome steel wheels shod with radials. The car currently runs on a set of Avon tyres

Southern Concours this June, following total restoration'.

The car – a 1962-model with the chassis number 119651 – had begun life in Sussex, the property of a local farmer, who ordered it in grey with burgundy interior trim. We know nothing of the car's early life but at some point along the way, it lost its original engine, this being replaced by a Super 90 unit of similar specification and age, bearing the number P804939.

As with so many 356s, by the 1990s, time had started to take its toll on the bodywork. The Porsche's then owner booked it in to Faringdon Garages, near Porstmouth in Hampshire, where it was stripped to a bare bodyshell. It soon became evident that the Super 90 was going to need a lot of work, with the floors and longitudinals badly rusted. Only genuine Porsche body panels were used in the rebuild, which included new floor halves, inner and outer longitudinals and new wings. The repairs were done the 'old school' way, with lead, rather than modern filler, used to smooth over the seams.

The owner decided that grey was a little too dull for his tastes and asked for the coupé to be resprayed in Condor Yellow, a hue which formed part of the 1959–61 range. It certainly brightened up the old girl, and complemented the original burgundy interior perfectly. All rubber seals were

replaced, and all the chromework replated at the same time.

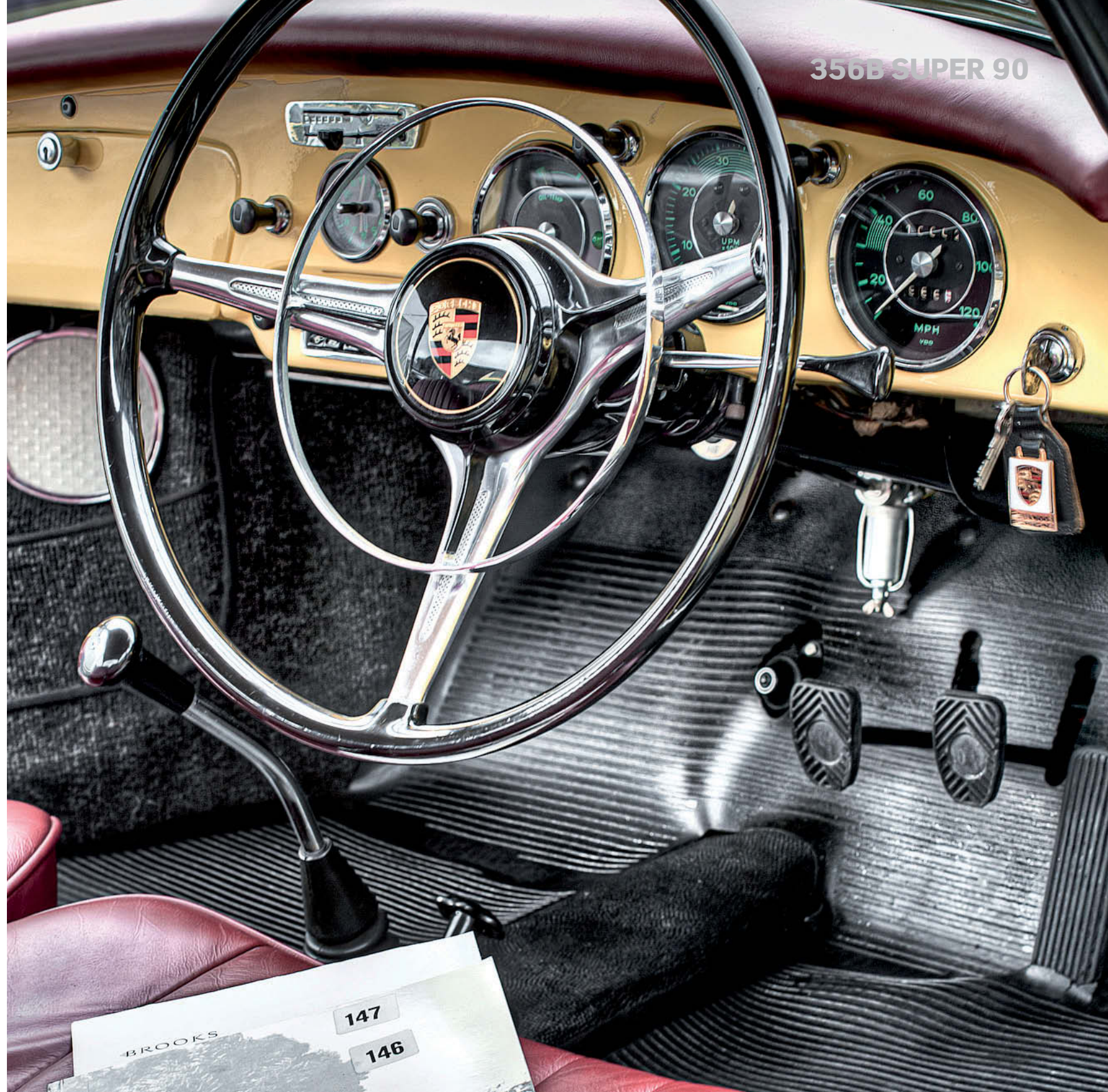
Once reassembled, the car was taken to the late John Lucas, best known for his exploits racing a variety of very rapid 356s over the years (in fact, we hope to bring you a story on his Carrera coupé when its restoration is finally complete). John set up the suspension and steering geometry for the owner, as well as ironing out a few other niggles. As the sales catalogue stated, the work went towards 'making this a car that is equally outstanding for its "go" as for "show".'

Soon after, it was entered in the aforementioned Porsche concours, where it emerged the overall winner. Following its sale at Earls Court, the yellow coupé found its way over to Ireland where it became a star feature in the McCarthy showrooms. Wayne would take the Porsche out for frequent trips around the Ring of Kerry, though, just to make sure it still felt loved!

So, what is chassis number 119651? It's a UK-specification right-hand drive 1962 Porsche 356B Super 90 (even though the sales catalogue referred to it as a 1961 model), which was first registered in the UK on 24th April of that year. The body is the later T6-style, which was carried over to the last of the line 356C models when they

Despite putting on weight (the S90 weighed 2080lbs), the 356B T6 was still an elegant car. With just under 90bhp on tap, it could hit a top speed of 115mph and accelerate from 0-60mph in around 13 seconds





Above and left: Interior trim is largely original and looks superb against the Condor Yellow paintwork. The car is an original UK-supplied example, imported by AFN. It now calls Ireland home, following a successful auction bid in 1993...



Above: Squared-off leading edge to the front boot lid was part of the T6 redesign

Middle left: The 1600cc 356 Super 90 engine actually put out closer to 86bhp, and featured dual Solex 40 PII-4 carburetors on redesigned manifolds

Right: Wayne McCarthy is all smiles once he gets behind the wheel of his Super go, and it's not hard to understand why

Far right: As a right-hand drive model, the car retains the under-bonnet fuel filler cap, unlike left-hand drivers which had an external wing-mounted filler flap



were introduced in 1963. The T6s are easily distinguishable from the earlier T5 models by virtue of their wider, more squared-off, front luggage lid, larger rear windows and, in the case of left-hand drive models, an external fuel filler flap in the right-hand front wing. Right-hand drive models continued to use the older-style fuel tank, with its filler located in the boot space, as shown above.

The Super 90 engine was a 1600cc unit which was also known as the 1600S-90 and had the internal engine code Type 616/7. It was first offered in March 1960 following delays due to a shortage of certain vital components. There were several differences between the Super 90 engine and its predecessors: although the exhaust valve size remained the same at 31mm, the inlets were increased in diameter to 40mm. Valve lift was also increased by 1.2mm to 10.8mm, thanks to a change in the ratio of the rocker arms from 1.17:1 to 1.3:1.

The carburettors were replaced with a pair of Solex 40 PII-4s, which breathed through the same filters as fitted to the outgoing Carrera De Luxe models. There were also stiffer valve springs, to allow the engine to rev without concerns over valve float, and an increase in compression ratio to 9.0:1.

There were several other changes of more engineering significance. The three central main bearings were

increased in diameter from 50mm to 55mm, while the cylinders, formerly with chrome-plated bores, were now aluminium with a more durable finish called Ferral, a flame-sprayed coating developed in conjunction with Mahle. Also of note is the use of integral counterweights on the crankshaft, to make the engine smoother at high rpm.

The new engine was not without its teething problems, as a series of crankshaft failures proved. These were laid at the door of the oil pump, which was increased in volume by extending the gears, necessitating a redesign of the mechanical tachometer drive. However, once this was sorted out, the S-90 engine proved popular. The name was slightly misleading, though, as the true output was closer to 86bhp at 5500rpm, rather than a full 90bhp, while torque was quoted as 89lbft at 4300rpm. The tachometer was red-lined at 5500rpm, but the engine could safely be run at 6000rpm. In fact, Super 90 356s could be considered the next best thing to a contemporary Carrera – they offer plenty of useful performance but with none of the increased purchase and maintenance costs!

Looking at the photos of Wayne's Super 90, it's easy to see why there were several others bidding for it that night. The fact that his father's bid proved successful we could put down to the luck of the Irish – but more likely he and his son knew a good car when they saw one... **CP**

Below: The enlarged rear window and twin-grilles define the later T6 style of bodywork. The design was carried over to the subsequent 356C, which arrived in 1964

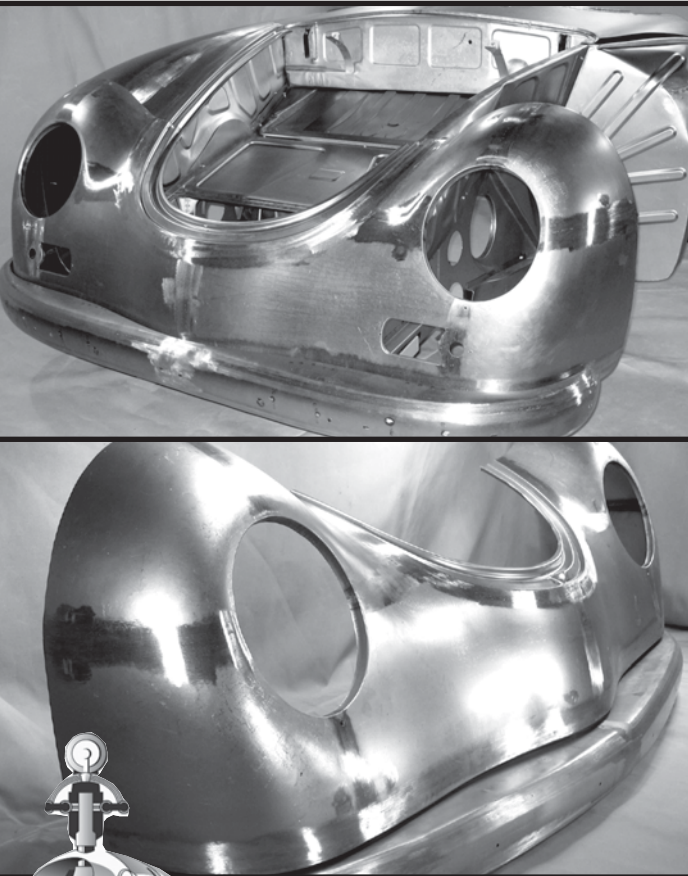



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FOR ALL THINGS PORSCHE



FIRST OF THE FOUR-CAMS

The resurrection of any 550 Spyder is an important occasion, but that of chassis 003 carries special significance: it was the first of Porsche's racing cars to be powered by the legendary four-cam Carrera engine. Today it forms part of TV star Jerry Seinfeld's growing collection...

Words & photos: Delwyn Mallett
Archive photos: Porsche Museum

Premieres are exciting affairs and the first public showing of the freshly-restored 550 Spyder, chassis number 003, at last year's 'Porsche Race Car Classic' was no exception – even though it was held several hundred miles north of Hollywood at the luxurious Quail Lodge resort on the Monterey Peninsula.

It is worth remembering that Porsche was as much a company specializing in designing racing cars as it was in designing road cars. Before the Second World War the company was more famous for its fabulous Auto-Union Grand Prix cars than the as yet unfulfilled state-sponsored Volkswagen project.

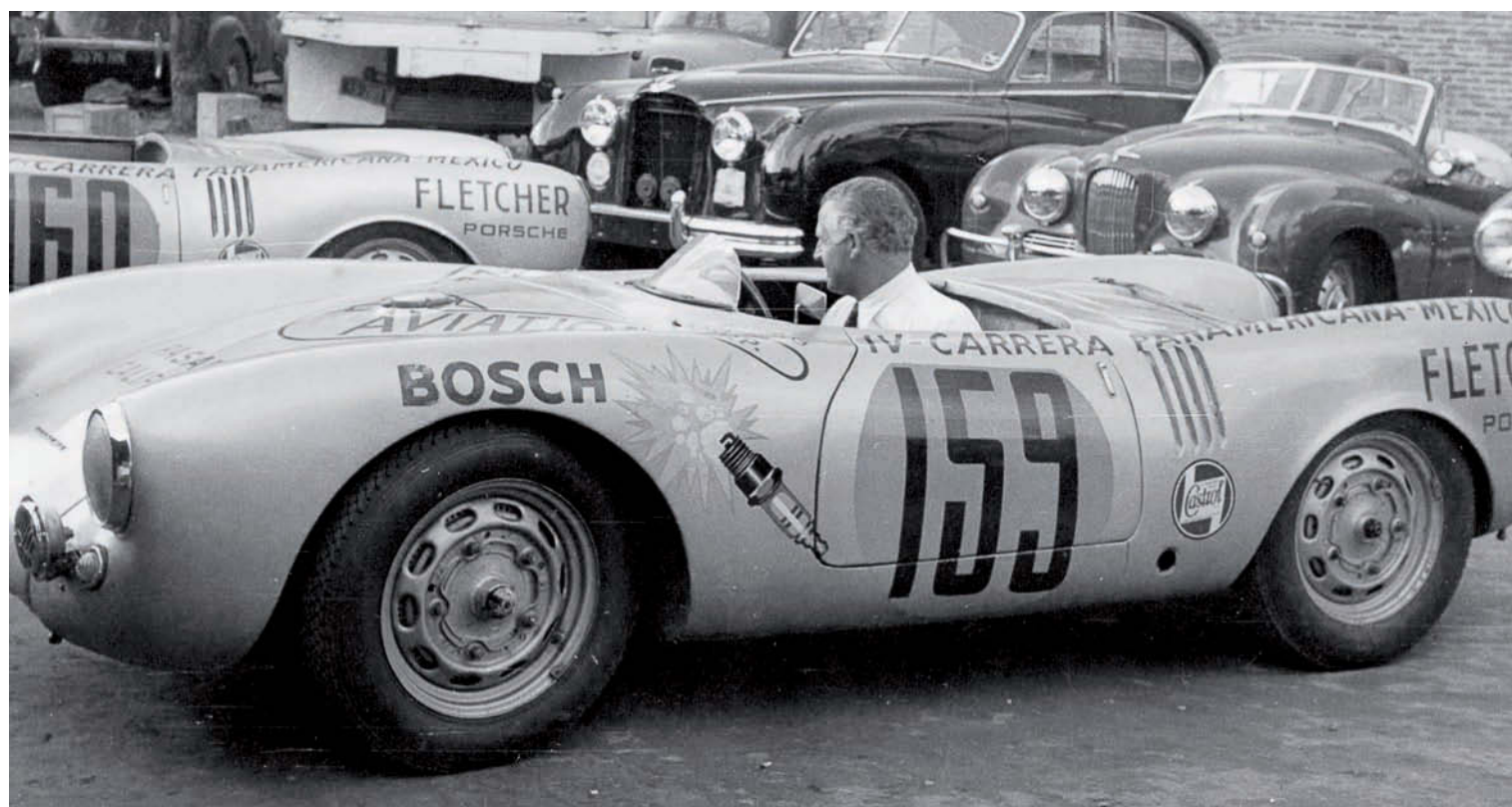
Post-war it was the commission from Italian industrialist Piero Dusio to design a Grand Prix car for his Cisitalia concern that ensured the survival of Porsche. By 1950 Porsche had managed to cobble together 50 cars bearing the family name and were about to take the gamble that there was enough of a market for their little rear-engined sports saloon to risk returning to their Stuttgart factory and tooling up for series production.

Racing was in the DNA of Ferdinand Porsche and his son 'Ferry', and there was little doubt that the new Porsche sports car would enter competition. However, no one knew better than Ferry Porsche that the VW-derived 356 engine had limitations as a racing engine.

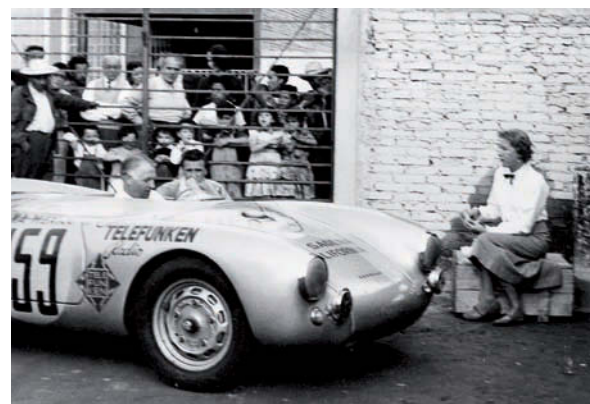
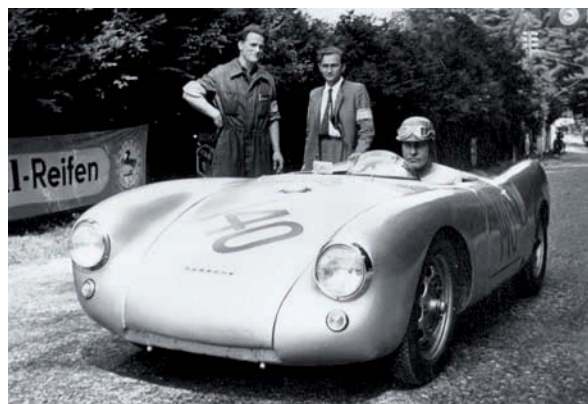
During the war the Porsche engineers had pushed the VW engine to its limits, experimenting with different cylinder heads, alternative valve gear, twin carburetors, and even fitting superchargers. It was equally evident that the 356 had its engine in the wrong place for an out-and-out racer – outboard rather than inboard. Ferry realized that to go racing with a chance of winning they needed a new engine, and a new car too.

Building a 'hot' car from scavenged Volkswagen bits was not an idea unique to Porsche. In the immediate post-war years VW-based 'specials' proliferated on the tracks of Germany and many were built to very high engineering standards. One such car, built by Petermax Müller, saw its owner crowned German Sports Car Champion in 1948 and 1949, and the following year, co-driven by soon-to-be racing manager of Porsche, Huschke von Hanstein, became the first postwar German team to race outside Germany when they competed in Sicily's Targa Florio.

The Müller car retained a rear engine location but more significant with regards to the future direction of Porsche racing cars was the small series of highly successful 'Glöckler' specials. Walter Glöckler owned a successful VW dealership in Frankfurt and decided to build a competition car for the 1950 season. The very first Porsche 356, unlike all of those that followed, had the engine positioned in



Above and far right: Karl Kling with 550-03 prior to the start of the Carrera Panamericana. Hardtop featured on the restored car wasn't used in the event
Right: Hans Stuck Sr at the 1953 Freiburg-Schauinsland hillclimb. This was the first race appearance of the new four-cam engine. Behind the car are mechanic Eberhard Storz and engine designer Dr Ernst Fühmann



front of the rear axles and the Glöckler car followed suit.

The chassis comprised a simple tubular ladder-frame in which the VW transmission and suspension was turned through 180 degrees. This, as in 356/1, had the not entirely satisfactory result of turning the trailing arm suspension into leading arm – a characteristic that would persist into the first 550 Spyder prototypes.

Power for the Glöckler came from an 1100cc Porsche engine and, with Glöckler at the wheel, the VW *Eigenbau* (literally 'homebuilt') took the 1100cc German Sportscar Championship in 1950, knocking Petermax Müller off his pedestal. Porsche was quick to recognize the publicity gained by this quick little car and the benefit to be gained for both parties by cooperating in its development.

The Porsche script soon replaced the VW badge on the bodywork of the subsequent cars, which now ran as Glöckler-Porsches or, as the press was prone to report, simply 'Porsches'.

Porsche had returned to international racing in 1951 with an entry at that year's Le Mans 24 Hours – and a class victory – which they repeated the following year, but it was evident that this initial success could not continue as other manufacturers, particularly in Italy, started to develop lightweight cars. After the 1952 race, Ferry and his chief engineer Karl Rabe started work on two new projects, a purpose-built racing car to replace the ageing

Gmünd coupés, and a new air-cooled engine with the potential to be tuned to a much higher output than that of the increasingly asthmatic 356. The engine design, Porsche project 547, was entrusted to Ernst Fuhmann, a young engineer who had cut his teeth on the extraordinary 12-cylinder Cisitalia GP engine and would incorporate many of its ideas into the new four-cylinder motor.

Of the two projects the car was the easier to realise, the Glöcklers having shown the way, and the first two 550 prototypes, 550-01 and 02, were in essence Porsche's own 'homebuilts'. The chassis frame, like that of the Glöckler, passed under the rear swing-axles and the cross-member at the extreme rear of the car contained the torsion bars. Front suspension was standard Porsche/VW.

The bodies of the two cars were constructed in Frankfurt by Glöckler's coachbuilder, Weidenhausen, curiously with different frontal treatments for each car. Although designed as open roadsters, with the rapidly approaching 1953 Le Mans race in mind, streamlined hardtops were made at the same time.

Both cars were fitted with 1500cc pushrod engines but in the meantime Fuhmann had been busying creating one of the great racing engines of all time, a sensational bevel-gear-driven quad-cam jewel, and chassis 550-03 was designed to accommodate it.

The leading arm rear suspension layout of the first two



Above: Karl Kling's 550-03 undergoes some roadside servicing while Hans Herrmann casually leans against the front wing of his steed, 550-02
Left: Kling enjoys a cigarette at the end of another long day. Mechanics (far left) carry out some emergency welding repairs before a local audience



Far left: Two spare wheels were carried, one located behind the four-cam engine. Access to the Fürhmann-designed motor wasn't easy...

Left: Interior was almost aircraft-like in its simplicity. 'Cramped' is the word that comes to mind...

550s was very much a compromise forced on the factory by time and money constraints, but with chassis 550-03 Porsche took its first major step away from the Glöckler cars. And not only technically but geographically, as the bodies for the next batch of prototypes were built close to Stuttgart by Karosseriebau Weinsburg.

The frame was still of the ladder type but the main beams were made of oval section tubing, tapering subtly as the loads changed and ending, front and rear, in attached jacking points. Significantly, the rear torsion-bar crossmember was moved inboard, allowing a trailing arm setup, as in the 356, albeit with the arms lengthened by six inches to accommodate the mid-mounted engine.

The side rails were now curved to pass above the swing axles and the hooped crossmember, which supported the engine and transmission, was bolted rather than welded in

place, allowing the drivetrain to be quickly dropped out of the car if necessary. The new suspension setup produced a much better handling car, particularly under heavy braking, than its predecessors. (It is worth noting that the chassis rails were changed back to underslung for the production 550s, which necessitated the fully opening one-piece rear end to allow the engine to be removed from above, a feature so characteristic of the 550.)

The body also benefited from more considered thought and Erwin Komenda produced one of his most visually pleasing designs for the new Spyder. The frontal treatment was more harmonious than in the previous cars, with the wings and headlamps blending into the body in a more visually pleasing way, and the long forward-tilting nose panel ended neatly above a full-width slot to feed air to the front-mounted oil-cooler.





The rear wings were much more pronounced, sweeping upwards and producing a deep aerodynamic channel over the steeply sloping engine cover with its twin air-grilles. (Richard von Frankenberg, talented Porsche works driver and long term editor of house magazine *Christophorus*, in a long article for the international motor sport magazine *Autocourse* in 1953 referred to the raised wings as 'stabilizing fin(s)', a development that would soon embellish many 1950s sports cars.)

A second set of grilles low in the tail allowed air out of the engine compartment while four shark-like 'gills' to feed air to the engine bay were set into the side of the rear fenders just aft of the doors, adding a little 'meaness' to the car's otherwise unadorned flanks.

Spyder 550-03's first public appearance was at the Nürburgring on 3rd August 1953 where, carrying the number 131T, it completed several practice laps for the sports car race that preceded the German Grand Prix. Although the engine cover remained shut, the 'unusual' sound emanating from the massive *auspuff* alerted the observant to the fact that the Porsche was powered by something rather special.

A week later 003 was in its first competition in the hands of pre-war Auto Union driver Hans Stuck at the Freiburg Hillclimb, where it placed third. Frankenberg also relates that the car, with a pushrod engine fitted, was entered in the Liège-Rome-Liège rally for himself and Helm Glöckler (cousin of Walter) but was eliminated by an accident – perhaps the first of many in its long career.

Works driver Hans Herrmann drove 03 and its sister car 04 in a further series of shakedown tests at the Nürburgring before they were shipped to America en-route to the Carrera Panamericana road-race. First stop in the US was the customary point of entry for all in-bound Porsches in those days – importer Max Hoffman's New York showroom (see *The Wright Stuff*, issue #9). The new 547 engine was not considered sufficiently developed for the punishing Mexican race, so the two cars were fitted with 1500cc motors before shipping to Hoffman.

En route to the Mexican event, the cars' competition careers got off to an ignominious start when they both

failed to finish sprint races at Georgia's Turner Air Force Base due to niggling problems.

On 23 November, in Tuxtla Gutiérrez, 140 miles north of the Guatemala border, 550-03 and 04, sporting their Fletcher Aviation sponsor's livery, lined up alongside chassis numbers 550-01 and 02 (which had been sold after their 1952 Le Mans appearance to Guatemala-domiciled Czech expatriate, Jaroslav Juhan) for the start of the fourth running of *La Carrera*. The 1900-mile race, over eight stages in five-days, streaked up the Pan-American Highway to Ciudad Juárez, just short of the border with Texas and the town of El Paso.

Recognised at the time as probably the toughest race on the calendar, the going proved too tough for the factory-entered Spyderys. Karl Kling, winner of the previous year's race in a Mercedes 300SL, retired 03 with a broken half-shaft during the second stage, and on the same stage, 04 in the hands of Hans Hermann crashed out with a broken steering arm. Fortunately honour was upheld for Porsche by a class victory for 550-02, driven by José Herrarte and Carlos González, after 550-01 had also retired with mechanical problems.

As was Porsche's custom in those days, in the same manner that they had sold 550-01 and 02 after they felt that they had served their purpose, 550-03 was sold to California Porsche distributor and racer John von Neumann. After a repaint in red and refitted with a four-cam engine, von Neumann took to the tracks. Notoriously heavy on brakes, a racing 'incident' prompted von Neumann to cut large – indeed, very large – air ducts into the nose of the car to improve brake cooling.

By 1954 550-03 had re-crossed the continent and was in the hands of New Yorker James Graham, and by 1955 it had passed to another racer who campaigned the car, including the '55 Sebring 12 Hours, fitted once more with a pushrod engine. This important piece of Porsche history was now on the long downward spiral of decline and neglect before the 'White Knight' came to the rescue in 2006 in the form of Porsche connoisseur and collector Jerry Seinfeld.

The previous owner of 35 years, despite accumulating

Cavaglieri Restorations of Sherman Oaks, California, was responsible for the flawless restoration. TV comedian and major-league collector Jerry Seinfeld's latest addition to his growing collection drew a lot of interest at its unveiling at Monterey

many parts to aid a proposed restoration of the semi-derelict car, had finally realised that the task was beyond his means.

The task of bringing 550-03 back to life was entrusted to Cavaglieri Restorations of Sherman Oaks, California. As a choice, this was something of a no-brainer as Cavaglieri not only has an enviable reputation in Porsche restoration but they also restored 550-01, which now lives in the Collier Collection, as well as sister car 550-04.

Seinfeld's brief was to do the best possible restoration, but to also preserve as much of the original car as possible. This proved to be a difficult task as, like most hard-worked racing cars, 550-03 had had more than its fair share of bumps, bashes and not so perfect repairs. It transpired that the body of the car (and that of 04) had been fabricated, unlike later 550s, from an aluminium alloy with a high magnesium content. Nobody knows why, but it may have been as simple as what was in stock when Karrosseriebau Weinsburg tapped out the bodies.

Later, when the 550 went into series production the bodies were built by Wendler, using a different and more malleable alloy. Cavaglieri was quite capable of recreating a new body from scratch, a task that they had undertaken for 550-01, but Brit body specialist Chris Parker, ex-AC Cars and Rolls Royce, persevered with the reluctant-to-weld material, only resorting to cutting out and replacing when

absolutely defeated by the chemistry of the metal.

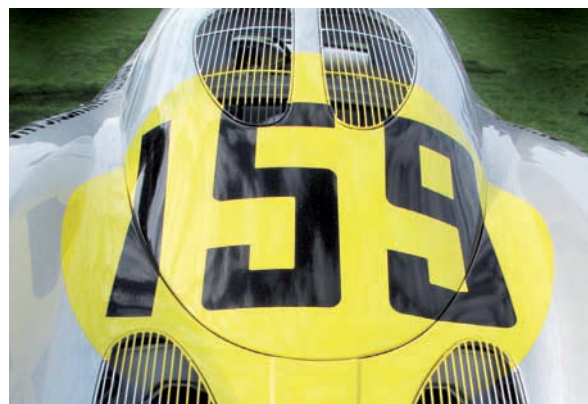
The original four-cam motor fitted to 550-03 parted company with it only weeks after its first trial runs, so a very early 1500cc Carrera engine was obtained and not only rebuilt internally but modified externally to reproduce the unique characteristics of the early prototype engines. This included scratch-building a new fan shrouding and a set of top valve covers without the Porsche lettering cast into later covers. Fins also had to be ground from the bottom covers and a pair of the correct early Solex carburettors was also fitted.

Finally the car was painted in a faithful reproduction of its 1953 Carrera Panamericana 'Fletcher Aviation' livery, including reproductions of the paper scrutineer seals on the engine lid. There is, however, one dramatic deviation from historical accuracy, and that is the coupé top.

It seems that, like cars 001 and 002, a removable streamlined top was originally made for the car and, miraculously, stayed with the car through its peregrinations. There is no evidence that it ever raced with the top in position and purists may object to it now being fitted. All I can say is that the car looks so mouthwateringly gorgeous with it fitted that if I had been lucky enough to have it lying around and had to make the 'to fit, or not to fit' decision, 'to fit' would have won. I'm with you on that one, Jerry. **CP**



Above: Everybody wanted their photograph taken with 550-03... Spyder was dwarfed by contemporary American automobiles. Right: second spare wheel was stored away, along with the long-range fuel tank, under the removable front panel. Hardtop may not have been used in the original event, but it sure looks good!





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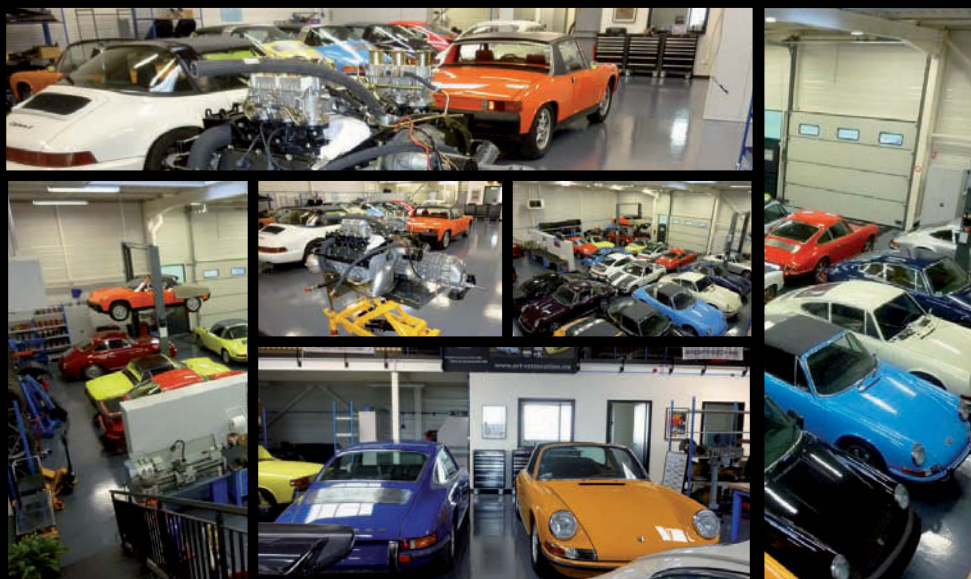
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If you haven't already replaced those rotted or cracked floorboards in your 911/914, you need to. Don't waste your money on another set of wood floorboards that will just rot like your old ones, or plastic ones that will crack with time. Rennline now offers aircraft grade aluminum floor boards that will last forever. These floorboards are very light weight and install in minutes. They're exact replicas of the original floorboards without the need to ever replace them.



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SPEED LEGAL

When Mexico staged the first Carrera Panamericana in 1950 it kick-started the most dangerous – but undeniably exciting – road race on the planet. Johnny Tipler recalls the Pan Am glory days, and drives a 914 in its 2011 re-incarnation

Story by Johnny Tipler

Archive photos courtesy of Porsche Archive/Angélica Fuentes/Veloce Publishing/Kenneth Olausson; modern shots by Johnny Tipler

They don't bat an eyelid as we blast past: the cattle grazing the roadside are not even tethered. And that goes for random goats, mules and horses, too. Forget about the dogs: plenty of them make do with three legs. Not much has changed since the first running of La Carrera Panamericana in 1950. It's five or six days of motoring mayhem.

I drove the race in 2011 in a Porsche 914, co-driven by Sarah Bennett-Baggs, and we got a dose of the 1950s event on the first day's run from Huatulco to Oaxaca on an awesome stretch of road. It wound forever upwards from the humid Pacific coast into 6000ft mountains, with nary a straight, while tropical jungle soon became cactus-strewn wilderness.

The surface is potholed, and there are few barriers on the corners, which are often bordered by a cliff on one side and vertiginous drop on the other. Now, as then, speed is of the essence: the modern Carrera may comprise closed-off speed stages and transit sections, rather than a 3000km blast from one end of Mexico to the other, but there are no regularities – the fastest car wins, as simple as that.

It's an incredible journey through a vibrant country, with spectacular volcanic scenery, brightly-painted buildings, grand colonial city centres and a fiesta around every corner. When Mexico finished building its section of the Panamerican Highway in 1947 (the whole thing runs from Northern Alaska to Southern Argentina), a race was the natural way to celebrate the achievement.



English actress Jacqueline Evans drove in the Pan Am in 1953 and 1954. Married to a Mexican bullfighter, she drove her 356 signwritten in memory of the recently deceased Eva Peron.

Far right: Borgward Spyders of Adolf Brudes and Hans Hugo line up behind Porsches in the 1953 event



La Carrera (literally, The Race) was a series of 3000km flat-out contests from 1950 to 1954, generous prize funds (\$38,610 in 1950) attracting international competitors and the attention of manufacturers eager for publicity in the post-war motoring renaissance.

The inaugural 1950 event ran north to south, starting the Mexican side of the Texas border at Ciudad Juarez and finishing at El Ocotil on the Guatemalan border. The last leg, 170 miles from Tuxtla-Gutierrez, was unpaved. Billed as 'an open test of speed,' La Carrera was open to stock cars (ie, cars from dealer stock) of which more than 50 units had been produced, and a further 500 units were on order. The 132 entries were mainly from Mexico and the US, and most cars hailed from Detroit, with 56 GM products (22 of which were Cadillacs) and 35 Fords (including 16 Lincolns), though a pair of Alfa Romeo Freccia d'Oros, a Jaguar, Hotchkiss, Talbot and a Delahaye upheld European chic.

The Mexican president entered a Cadillac and a Studebaker, and so it was fitting that in 2011 we found ourselves running in consort with an Alfa Romeo Giulietta crewed by the current president's brothers.

Bill Sterling's Cadillac averaged 98mph over the first 220-mile leg, while eventual winner Herschel McGriff lay 7th in his Oldsmobile. On Day 3 from Leon to Mexico City, Tom Deal's Cadillac averaged 93mph, taking the 10,000ft pass in its stride. Crowds lined the route, giving barely an inch to allow the cars into the Zocalo plaza, exactly how it is today; sometimes we struggled to haul ourselves out of the 914 cockpit at day's end, such was the crush of autograph hunters.

Meanwhile, back in 1950, as the race passed through the mountainous stages between Puebla and Oaxaca, the more agile Alfa Romeos came into their own. Despite storms, Felice Bonetto led and Piero Taruffi was 4th on this leg, though Deal's Cadillac was in front overall, consuming petrol at a rate of 7mpg. The final stage, the gravel road from Tuxtla to El Ocotil, allowed 22-year-old Herschel McGriff to deploy his off-road truck-driving expertise to take the outright honours. The Cadillacs of Deal and Al Rogers came in 2nd and 3rd, with Taruffi's Alfa 4th and Bonetto 8th. The President's Cadillac came 25th overall, having rolled twice on the first day. It's what some still do – crash on stage 1, Day 1, as likely as not.

Victory at last! A class win for Porsche in 1955 was reason for celebration. Herbert Linge, Hushke von Hanstein, Jaroslav Juhan, Werner Enz, Fernando Segura and Sigmund Muerlein were all smiles at the finish line





Prince Paul Alfons Fürst von Metternich and Manuel de Teffé drove their 356 hardtop Cabriolet to eighth place overall in the Sport class in the 1952 Pan Am event. Crowds lined much of the route, cheering on the little German sportscar

Taruffi was back in 1951, when the race was run from south to north, as it has been ever since. The prize fund doubled, though the entry was down to 105 cars. Runner up in pre-war Mille Miglia and Targa Florio, Taruffi persuaded Enzo Ferrari to release a pair of his 212 Inters – four-seater GT cars were now eligible, but the distinction between these and the grand tourers that ran in 1950 was marginal: sports cars had been excluded in 1950 as they were about half the weight of the average stock car.

Consequently the American Auto Association boycotted the event, though plenty of NASCAR teams signed up. Alberto Ascari and Luigi Villoresi handled the second Ferrari, while the Lancia factory sent a couple of B20 Aurelia Berlinettas, aluminium bodies sporting lowered roof-lines, crewed by hot shots of the day, Giovanni Bracco and Bonetto.

Fatalities were inevitable, given the speed in topography with unprotected drop-offs, stray animals, tyre and brake inefficiencies and mechanical unreliability. On Day 1, a Packard plunged 600ft down a ravine when its brakes failed, and both driver and navigator were killed. The following day an Alfa 8C 2500SS was pushed into a cliff by a passing Jaguar and its co-pilot died as a result.

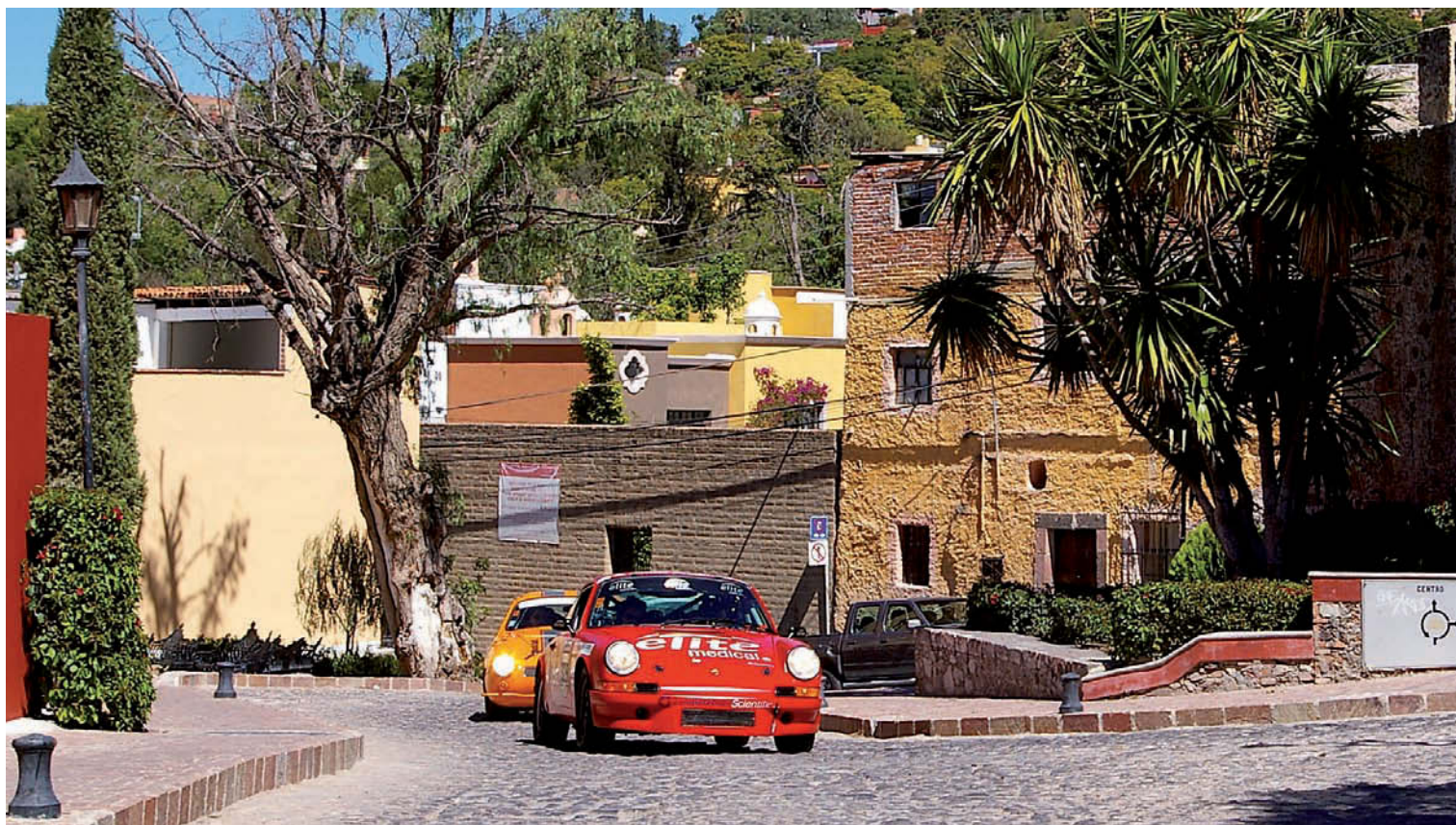
Meanwhile, the Ferraris took advantage of their agility

in the mountains, Ascari proving quicker than Taruffi, though NASCAR drivers Troy Ruttman and Tony Bettenhausen aboard Mercury and Chrysler sedans mounted a challenge as the route reached the northern prairies. Average speeds on some sections bettered 112mph, with the gargantuan V8s capable of a 130mph top whack. Today, with modern drivelines, they reach 170mph on the speed stages, but back in 1951 they weren't quick enough to outpace the Ferrari of Taruffi and Luigi Chinetti, which covered the 1934 miles in 21h 57m 52s, averaging 88.07mph and heading the sister car of Ascari and Villoresi by some 8m 6s.

The North American stock car confederacy was miffed at the European sportscar win, so for 1952 the entry was split between the two classes, Sport and Turismo Standard, with a minimum of 5000 units produced between 1949 and 1952 to qualify for the latter, with mods permitted to the suspension but no engine swap once the race was under way. While rollover bars and seatbelts were recommended, only helmets were mandatory, and convertibles (though, oddly enough, not roadsters) were excluded.

There were 92 starters, including works teams from Chrysler, Lincoln and Oldsmobile, plus Ferrari, Lancia and

Today, as always, the Carrera Panamericana attracts a wide variety of cars, many of them Porsches and VWs. Here a 911 leads a highly-modified Karmann Ghia on a stage at San Miguel de Allende



Mercedes-Benz from Europe. Two Porsches made the marque's Pan Am debut, a 356 Coupé 1500 and a 356 hardtop Cabriolet 1500 belonging to Prince Alfons von Hohenlohe, the Mexican VW concessionaire, crewed by Count Constantin von Berkheim and Herbert Linge, and Prince Paul von Metternich and Manuel de Teffé. Incidentally, this Cabriolet was the first Porsche ever to be fitted with a synchromesh gearbox.

Cars were flagged away from Tuxtla on the first leg to Oaxaca at 7.00am on 19th November 1952, with six hours maximum allowed for Sports and 6h 15m for stock cars. New F1 World Champ Ascari's Ferrari Mexico lasted 93 miles, while Karl Kling's Mercedes gullwing hit a Mexican eagle at 130mph, which broke the windscreen and stunned co-pilot Hans Klenk. Screens were replaced at the next service and 'buzzard bars' fitted over the windshield. Shortly afterwards Herman Lang's Merc hit a dog. Fastest on Day 1 was Jean Behra's 2.3-litre Gordini 17S, ahead of Bracco's Ferrari 250MM.

It's 256 spectacular mountainous miles from Oaxaca to Puebla, with 4h 45m the maximum allowed for Sport, and 5h 15m for Turismo Standard, requiring an average of just 50mph. Behra crashed at 120mph and was lucky to survive, his car jammed between boulders preventing a plunge into the ravine below. Villoresi's Ferrari 340 Mexico led the race retinue into Puebla's plaza, to the acclaim of the milling throng. There's a strong sense of progression about La Carrera, the way the cavalcade rolls on from day to day, through an ever-shifting landscape and with a slightly different colonnaded plaza to park up in at day's end. It's the same now as it was then...

As the entourage moved northward from Mexico City to Leon and Durango, Mercedes' forward planning began to pay off: having recce'd the route and made pre-event pace notes, the German team launched its attack on the Italian cars, Kling besting Bracco. With 44 cars still running, the pace quickened on the interminable prairie straights, and the lead 300SL averaged 135.7mph between Chihuahua and Juarez, while Umberto Maglioli's supercharged Lancia B20 made 123mph and Johnny Mantz's Lincoln Capri averaged 115mph. Kling and Klenk were overall winners, with Lang and Erwin Grupp 2nd, Villoresi 3rd, Maglioli 4th and the von Metternich Porsche 8th, while a trio of Lincolns took the Turismo Standard class.

Just as Mercedes' diligence put them in the dollar seats, it's no different today. There are half-a-dozen teams serious enough about winning La Carrera to make a recce ahead of the event, and that's where the winning car and crew comes from. Angélica Fuentes was *copiloto* in the

winning car in 2006 and she believes a recce before every race is essential 'if you really want to win,' she says. 'Even last year's recce is out of date because the route changes here and there, the bumps and surfaces change, and the speeds we are driving the cars nowadays you need to be so confident.'

Along with the F1 World Drivers' Championship, the World Manufacturers' Championship was introduced in 1950, and La Carrera Panamericana joined the series in 1953 alongside the Sebring 12 Hours, Mille Miglia, Le Mans and Spa 24 Hours, Nürburgring 1,000kms and the RAC Tourist Trophy at Dundrod. All arduous events, though La Carrera was in a class of its own, being a road race and, at 2000 miles, lasting five or six days.

Both Turismo Standard and Sport were now split into two classes apiece, divided at 115bhp in the case of the stock cars and 1600cc for sportscars. The field comprised 44 sportscars and 133 stock cars, of which 74 were from Argentina (via a tax loophole), 47 Mexican, 39 US, 9 Italian and 4 German. Porsche dispatched two 550 Spyders, complemented by the two Guatemalan 550 coupés that had recently run at Le Mans.

Lancia played the strongest hand, with hired guns including Juan-Manuel Fangio, Bracco, Bonetto, Taruffi and Eugenio Castellotti. Lancia shipped three D24s and two D23s out of Le Havre, to be trucked 2860 miles from New York to Tuxtla for the race. This year our adventure began at San Francisco where we picked up our g14, coincidentally trailering it 2862 miles via Laredo, Texas, down to Huatulco.

In 1953, the 1500cc (pushrod) works Porsche 550 Spyders were entered by New York agent Max Hoffmann for Karl Kling and Hans Herrmann, and supervised by Huschke von Hanstein, while the Guatemalan 550 coupés (fresh from Le Mans) of Jaroslav Juhan and José Herrarte were joined by countryman Guillermo Suhr's aluminium-bodied European Rally Championship-winning 356. Other 356s were driven by Manfredo Lippman, actress Jacqueline Evans and Fernando Segura.

Von Metternich and de Tuffé on their way to Durango on Day 3 of the 1952 event. Teams drove a total of 601 miles over two stages that day, on pumice road surfaces that wreaked havoc on the tyres





Porsche's principal rivals in Sport Menor class were the Borgward Spyders. Bent on giving its all in F1, Mercedes elected not to attend, so Lancia's main opponents were the Ferraris, crewed by top guns Ascari, Farina, De Portago, Phil Hill, Maglioli and Ginther. Jaguar sent Stirling Moss to do a recce in a Mk VII, but supremo Lofty England vetoed the entry on the grounds that they'd be outdone by the V8 Lincolns on the northern straights. Other members of the F1 fraternity present included Jean Behra and Louis Rosier, while the NASCAR contingent was no less significant, with Oscar Galvez (Fangio's muse), Jim Rathmann and Roger Ward (future Indy 500 winners) on board. La Carrera had become a serious institution.

Four Lancias were fastest on the first leg to Oaxaca, and Bonetto, 50, was a man possessed, easily outpacing the longer wheel-based Ferraris, knocking 15 minutes off the previous year's time and heading Villaresi by two minutes. The crack Lincoln squad arrived in line astern just 30 minutes later. It wasn't all good news: eight fatalities were recorded before Day 1 was over; two crew and six bystanders.

Though Herrmann led Kling to Oaxaca, Juhan's 550 Spyder inherited the Sport Internacional class lead when both works cars went out heading for Puebla, Kling with a broken driveshaft and Herrmann crashing when the steering broke. After Mexico City the Ferrari's 300bhp V12 power began to tell and Maglioli slipped past Fangio's Lancia and began to reel in the slipstreaming duo of Taruffi and Bonetto.

But fate was about to lend a hand. Mexican towns and villages are cursed by 'topes' – speed bumps that need to be negotiated in 1st gear (or 2nd in our 914) – and there are also drainage gulleys that have a similar projectile effect on cars' forward motion. Entering Silão, Villaresi lost control and his Lancia spun into a field, while Bonetto, probably distracted though still travelling at 150mph, failed to brake for a storm drain and the car was pitched into the front of a house. The Italian's head connected with a projecting window box and that was that.

The Porsche versus Borgward battle hotbed up as Hartmann finally managed to take a stage off Juhan between Leon and Durango, benefiting again the following day when minor tyre troubles and refuelling glitches beset the Porsches. On the arrow-straight road from Chihuahua to Juarez, the lone Borgward's engine lapsed onto three cylinders, handing the class win to Juhan's 550 coupé.

Meanwhile master strategist Fangio had been doing the times, without actually winning a stage, and he emerged the outright winner, leading a Lancia one-two-three. However, Mancini's 4th placed Ferrari earned the Scuderia the vital three points to clinch the '53 Manufacturers' title.

What turned out to be the final Carrera of the original series was bereft of European factory entries in the Sport Mayor class since Ferrari had already won the 1954 Championship, though nine privately-entered Ferraris would contest the Pan Am. Works teams supported the smaller capacity classes, including Porsche, with four-cam Carrera-engined 550 Spyders for Herrmann, Juhan and Segura, with an older 550 Spyder for Salvador Lopez-Chavez, owner of the Canada shoe brand. (As an aside, the 914 I drove in this year's event belongs to Bill Hemmer, who raced a 550 Spyder replica presented in Canada Zapatos livery when I first met him in 2007.)

Porsche's rivals in Sport Menor in 1954 were Austin-Healey (one driven by Carroll Shelby), Borgward and OSCA. Alfa Romeo took advantage of the new Turismo Europeo with eleven 1900TI Berlins. Volkswagen sent seven 1200cc Beetles that ran like clockwork all week, slipstreaming inches apart on the straights. For the first time a big commercial sponsor showed up, Coca Cola backing a five-car Buick team.

American stock cars were obliged to conform to FIA regs – just as the modern event leans towards Eurocentric FIA rather than NASCAR regs, even though some entries are glorified NASCAR specials clad in 1950s panels. For Europeans these big bangers are still the most beguiling Pan Am cars and, as well as the perennial works Lincoln Capris, almost every other US manufacturer was represented at some level.

In 2011 our little 914 with its Type 4 VW flat-four was handy enough around the incessant second- and third-gear turns of mountain speed stages like Mil Cumbres ('a thousand corners') above Morelia – and indeed we overtook two other cars – where it handled like a kart and its Michelin Pilot Exalto tyres clung beautifully, but on the faster, more open stages, such as La Bufa above Zacatecas, we were sitting ducks for the heavy metal as it thundered by at 160mph.

A 914 did win our class, Historica A+, placing 21st overall, but we never discovered what alchemy lay under his engine lid... The best-placed Porsche was the 911 of Tomas Rocha and Luis Vazquez in 12th overall, while the

Minilite-shod early 911 creeps into a service area at the end of another long, hot day. Porsches are as popular as ever, fast but not as quick as the mighty V8-powered hot-rods...

TIPLER'S TUMBLEWEED TESTIMONY

My co-driver Sarah Bennett-Baggs (of 911SC 'Pink Panther' and Britcar M3 fame) and I raced Bill Hemmer's Porsche 914 GT/4 for seven days on speed stages. We covered virtually the length of Mexico, with the connivance, nay, encouragement of the Federal police, making it my most exhilarating driving experience ever. Despite mechanical problems, including a lack of first gear for the entire race, we finished without damaging the car; we were allocated start number 95 and we finished 95th out of 107 cars – despite some that were wrecked on Day 1, then being fixed up only to reappear on Day 7, yet incurring minimal penalties and finishing higher than us. It's unfinished business!

Thanks to our sponsors: Adrian Flux Classic Insurance, Michelin Tyres, Motul Oil, Journey Latin America, Duel Motorsport NL, Paul Stephens Porsche, Quicksilver Exhausts, Porscheshop, and Highgate House graphics.

Our man Tipler takes the wheel of the 914 which he co-drove with experienced Porsche racer, Sarah Bennet-Baggs. The duo finished 95th out of 107 cars, despite losing first gear almost immediately



highest-placed 356 came 32nd.

Back on the 1954 trail, quasi-works Ferraris of Maglioli and Phil Hill battled for the lead to Oaxaca, while the Lincoln challenge faded as cars went out with burned pistons, a legacy of inferior fuel; even today we were liberally adding octane booster when filling up.

Bechem's Borgward arrived ahead of Juhan's 550 Spyder, while Herrmann on new Dunlops was delayed by damaged treads. Maglioli won the second leg to Puebla but driving solo meant he had no help changing tyres, allowing Hill/Ginther to retake the lead on the 10,486ft Puerto de Aire pass.

Now, at Mexico City, Louis Chiron's OSCA led the Porsches and the surviving Borgward, but that too was eliminated when driver Bechem, unsighted by spectators, hit an embankment. The Pegaso, following in 16th place, ran into the wreck and caught fire. Driver Palacio broke his collarbone, a soldier was killed and Bechem was dropped off his stretcher in the mêlée. Then two more stock cars piled into the debris. Sadly, it was not an untypical Pan Am incident.

As the landscape opened out, the topography favoured the more powerful cars. Outright victory lay with either Maglioli or Hill in the big Ferrari 375 roadsters, while Herrmann steadily overhauled Juan, whose team mate

Segura handed over to Herbert Linge. By the time the race reached Chihuahua team manager von Hanstein was counselling prudence – the prospect of a Porsche class win and its attendant publicity was too appealing to blow away in a race incident. It went down to the wire, Herrmann and Juhan crossing the Juarez line almost side by side.

Having started one minute later, and with only a 23-second deficit on his rival, Herrmann got the Sport Menor win – and remarkably, was third overall, with Juhan fourth. Ray Crawford's Lincoln won the stock car class, and Sanesi's Alfa 1900 won the European saloon class. The Volkswagens occupied 74th to 81st places having never missed a beat, and the race was great exposure for all the European makers who finished. Porsche had already appropriated the Carrera nametag for its four-cam engine and began to apply it to tuned and racing models thereafter.

No reason not to hold the race again in 1955, or so you'd think, and it was listed on the FIA calendar. But a combination of issues caused the Mexican government to pull the plug, not least the Le Mans disaster. That was it, for 34 years until the revival in 1988. About to celebrate its 25th edition as a classic event, La Carrera Panamericana is still the greatest road race in the world! **CP**

Day 3 and a stop to investigate an oil leak. Car owner Bill Hemmer gets stuck in while Sarah Bennet-Baggs tries to cool off under the blazing Mexican sunshine



LETTERS

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

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IN PRAISE OF THE 912

I was reading the latest *Classic Porsche* on the way to work (I don't drive but catch the ferry) and read that you had bought a 912.

I had lusted after one of these models for many years and finally about six months ago managed to purchase a very nice example locally.

The details of the car are that it's a 1967 model, that sold new in New Zealand (which is in itself very rare). It still has the matching engine (#751908) and chassis (354475). The car's had a change of colour many years ago – it was Bahama Yellow but it's now red.

The options include the original RHD, 'Catacolor' glazing (had to Google this as, despite owning Porsches for nearly 30 years, I had never heard of this option) and exterior thermometer. (*Catacolor glass is a factory-option green-tinted glass – KS*).

I am not sure how many owners it has had, but it seems to be about seven as far as I can ascertain. I purchased the car from an old lady who had owned it for the past 40 years. It runs and drives beautifully – maybe not quite as well as my 1973 Carrera RS, but it's a lovely car

nevertheless, as you can see in the photograph.

Candidly, I am very impressed as to just how well these cars go despite only having four cylinders. When I bought it and drove it back to Auckland, I dropped it off at my local OPC, Continental Car Services, and left it with them for a couple of months. They went through it from stem to stern.

Robert, one of the technicians, took a personal interest in it and set the carbs up beautifully. There was some minor rust in the usual areas, for example, the battery box, which I got fixed, but other than that she's all go!

I hope you have the same enjoyment from your 912. In the meantime, keep up the good work with the magazine. It provides me with much pleasure.

Ian Nott
New Zealand

Keith Seume replies: *I've long been a fan of the 912 and would certainly have kept mine with its four-cylinder motor had it still had one!*

PROJECT HELP

I've just finished reading your article on your latest project in the February

2012 issue of your sister magazine, *g11 & Porsche World* in which you introduce your new car.

It sounds like a really interesting project. I've set off in a similar direction but am starting from a slightly different point. I have a 1965 911 that has been used as a rally/race car in the USA.

Mechanically and structurally it is sound, although fitted with PMO carburettors and non-standard oil cooling. The interior is that of a bare rally car with a whole mixture of gauges and other add-ons.

What I'd like to do is add a bit more of a period feel to the interior of the car, just as you describe in the article on your 912.

I've scanned e-Bay, DDK-online forums, etc, for parts and have acquired the necessary green-on-black gauges, which will need restoring. I know I can get this work done in California, but is there anywhere else you'd recommend? I'm UK-based, by the way.

I'm also interested in any other sources you would recommend for period interior parts (eg, a period wooden dash, switches, steering wheel, seats, etc).

Ian Nott's 1967 912 calls New Zealand home. It may not have the sheer pace of his 1973 Carrera RS, but he loves it just the same

Ultimately I'd like to get the car to FIA HTP standard but currently that remains a long-term aspiration dependent upon funds. For that I'd need a set of Solex carburettors as well. Do you have any recommendations on that particular front?

Good luck with your project – I will read future articles with interest. However, I suspect you will make more rapid progress than me!

Mark Hersee
Via e-mail

Keith Seume replies: *Well, first of all, I wouldn't bet on my progress being any faster! I'd suggest you try Canford Classics, Karmann Konnection or Roger Bray in the first instance – each of them advertise in the magazine and should be able to help. As for the gauges, you might also like to try Julian Reap at Reap Automotive. He's currently doing some gauges for the 912. Good luck and let us know how things go!*

THE WRIGHT STUFF

I just wanted to drop you a line to say how much I enjoyed your recent feature, *The Wright Stuff* about the involvement of Frank Lloyd Wright in the design of Max Hoffman's New York showroom.

I have to tell you that I actually caught my wife reading the feature and, as far as I can recall, this is the first time she has ever read a car magazine!

Michael Layton
New York



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PROJECT 912/6

We figured it was about time we got our hands dirty with our own project car: a low-budget 'hot-rod' 912, with a six-cylinder conversion

Words & Photos: Keith Seume



Sitting at the shipper's in Los Angeles, ready to head across the oceans to London. Our 1966 912 was better than many we've seen – but there's still plenty of work ahead of us...

We had been talking about a Porsche project for a while. Ever since waving goodbye to my previous example of the marque, a 1966 912, about four years ago, I'd been mulling over in my mind what to do next. In the past, I'd back-dated a 1974 2.7 Carrera (in hindsight, probably not a wise decision, given the value of a stock one today!), turning it into a sort of 911R-inspired hot-rod. It was loud, fast and fun. I missed it.

Ideally I wanted to buy an early – and by that, I mean pre-1974 – 911, but the prices are just running away from me right now. Whatever I ended up buying would have to satisfy a very restricted budget, so forget anything like a bare-metal, no expense spared rebuild of a 2.4 'S', or even a

modest 911T in need of some loving care and attention. So-called pre-impact bumper cars are out of many people's league these days, and slipping ever further away...

I did begin to consider a 914 for a change, and began looking at adverts for them on both sides of the Atlantic. My first Porsche was a genuine 914/6, so I couldn't help wondering if I'd be happy, or not, with a 'four'. The alternative, of course, was to do a 'six' conversion. Now that was an idea worth thinking about, except I just had a feeling it would end up too costly.

So, what to do. The solution came out of the blue – an advert appeared on a VW forum for a 1966 912, less engine, which I recognised as being that of a friend in California. As it turns out, it wasn't him selling it, but another Brit who had bought the car, had a change of heart, so never shipped it to the UK. The price was right – not cheap but still far less than I'd have had to pay for an up-and-running 912, and far, far less than a 911 in similar condition.

A request for some more photographs (oh the joys of e-mail and digital cameras!) was met with a selection showing details of panel gaps, the floors, sills and more. There were two gearboxes – a 901 four-speed already in the car, and a spare five-speed. The interior was a mess, but that was of little concern for what I had planned. There were a couple of bonuses, too, like a roll-over bar already installed, and Weltmeister anti-roll bars front and rear.

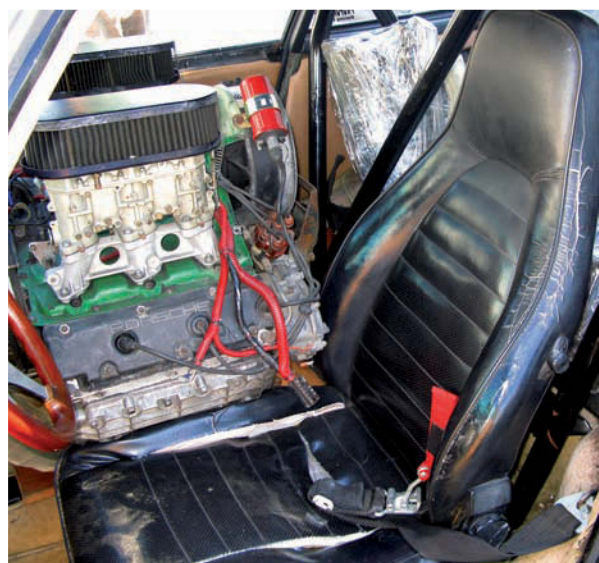
There were a few obvious minuses: the car had a glassfibre bonnet (which may or may not turn out to be a good thing), there was something a little odd about the

We used our trusty Subaru-powered VW Camper to collect the Porsche from Chatham dockyards, on the Thames Estuary. The journey there was in torrential rain, but fortunately the sun came out for the journey home!





Far left: The 912 was typical of many we'd seen for sale in California, with poor paint and missing trim. That wasn't a concern, though. Underneath (left), the car was generally sound, with few obvious signs of corrosion or damage



While in the USA, we collected a 2.2-litre 911E engine, which had been converted to run on a pair of Weber 40IDA 3C carbs. We've been assured the engine is sound (fingers crossed...). To ship the engine back home (far left), we just managed to squeeze it inside the 912!

edge of the floor on the left side, and it appeared to have a few parking dents. The chrome trim around the door windows had either been painted over, or replaced with later black-anodised items, too.

Well, I thought things over for a while and decided that I might as well go for it – after all, there was little solid project material on offer in the UK, where rust can be a major problem. Even with the cost of shipping factored in, it still seemed like a good idea.

Regarding shipping to the UK, I have used a company called Kingstown Shipping several times in the past and have nothing but good to say about the service. A swift

the donor car. It was tempting, but I had my reservations for a variety of reasons. One, it would be a lot of hassle fitting it in the 912 – wiring, for one thing – and two, how would the 901 transmission hold out? Then there was the matter of character. It wasn't really what I was after.

I spent several evenings scouring the Internet until one day an ad appeared on the Early 911S Registry forum for a 1969/70 2.2-litre 911E engine on Webers. It was a running engine and being sold by someone whose name (and car) I knew. An exchange of e-mails and the deal was done. I was assured it's a strong-running motor, so here's hoping. Right now, the budget for a full rebuild is non-existent.

“I spent several evenings scouring the Internet until one day an ad appeared for a 2.2 on Webers...”

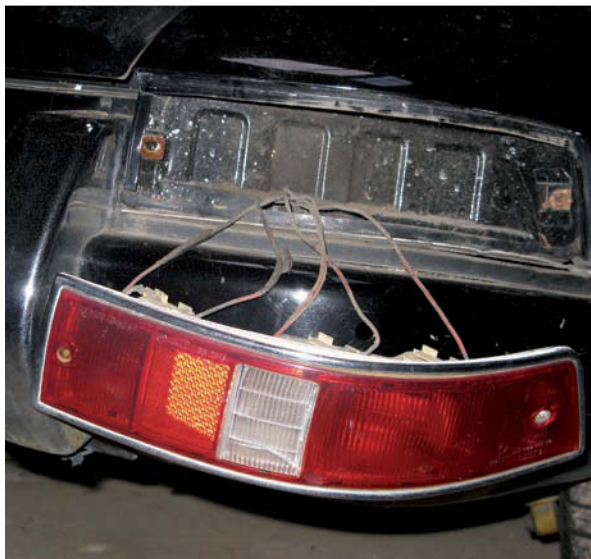
e-mail elicited a quote by return, and money was transferred to the vendor's account. We were on our way – literally as it turned out, for I was due to fly out to California a few weeks later anyway, so I could arrange taking the car to the shipping agents while I was there.

Now what about an engine? Perversely, the car had been running a highly-tuned VW engine in the recent past, so the original 912 motor had long gone. Initially I thought along the lines of finding a 3.0-litre 911SC engine and converting it to run on carbs. Then I saw a supposedly low-mileage 3.2 Carrera engine for sale, running and still sat in

The car was shipped over, with the engine stuffed inside, arriving in the UK just a few days before Christmas 2011. I was able to collect it in January and only then could I take a really good look at what I'd bought. I prepared myself for the worst, and hoped for the best. Somewhere between those two extremes lay the probable truth.

The first investigations were centred on the front wings and easily removable items such as lights, so that I could take a peak behind them. The first great discovery was to find that one of the front wings was a new old stock (well, more probably simply 'new') panel, while the other was

Our big fear was if we were going to have some nasty surprises waiting for us when we started to strip the car down. Fortunately, things got off to a good start, with both front and rear light housings proving to be solid and rust-free



The floor initially looked good, but it was obvious that a replacement had been fitted – and not very expertly. Where it didn't fit, it had been beaten into position! The new floor had only been partially welded in (far right) and the resulting gaps smoothed over with silicon sealant...



totally rust-free and undamaged. The inner wings were rust-free, too, although there is a slight ripple on the right-side one suggesting a minor 'fender-bender' in the past. Close examination of the front crossmember/slam panel confirms this may have been the case, for there was evidence of a repair on one corner.

It was time to get a little more intimate with *El Chucho*. Oh, sorry, yes, I've given 'it' a name: *El Chucho* – the Mongrel. After all, what else can you call a 912 with a 911 engine? And we all know mongrels make great pets...

pedal assembly – in fact, on the right-hand side, one of the suspension mountings is floating in air. Great. The rust has spread to the front edge of the new floor on that side, too, so there's plenty to keep me occupied.

I drew up a wish list of parts I need to get the project under way, which included a number of body pressings. And that's where the guys at Restoration Design in Canada have stepped in to the rescue, sending over the panels I need to fix the rust – oh, that includes the rear parcel shelf, too. I almost forgot that!

“I hope it will demonstrate that you don't need to spend a fortune to have fun with an early Porsche”

As I don't have access to a workshop ramp (lift) in my rented storage, I decided to get stuck into the interior, stripping out the old and ragged tombstone seats and carpets so that I could take a good look at the floor. It looked good, with no obvious sign of rust – at least, not to begin with. What was obvious, though, is that the floor had been replaced in the recent past by someone who a) wasn't too proficient at (or concerned about) welding, and b) didn't worry about making it fit correctly. Silicon sealant could always cover the gaps, right?

Further investigation showed a small amount of rust in the right-side rear seat pan, and a little on the left side. The worst corrosion by far, though, is in the panel behind the

So, as I write this, I'm just awaiting my slot in Ben Lewis's workshop where we can at last get started on the project. I know it won't please all the purists but I hope it will demonstrate that you don't have to spend a fortune to have fun with an early Porsche. I've got a few ideas up my sleeve to make it a little different, so stay with us while we get to grips with *El Chucho*. Ciao! **CP**

CONTACTS

Kingstown Shipping: www.kingstownshipping.co.uk

Restoration Design: www.restoration-design.com

Ben Lewis: www.evilbensblogspot.com

Pelican Parts: www.pelicanparts.com



The inner wings on both sides are very good, and show no obvious signs of damage. Note the car has been fitted with aftermarket anti-roll bars already, along with a strut brace. Scuttle area at the base of the screen pillar is sound, too



Now the not so nice bits... The right-side sill (rocker) had a few bubbles on the top, so we cut into it, fearing the worst. It appears to be perfect inside, but we're going to investigate further to make sure. Front floor and the bulkhead panel behind the pedals are rusty and will need replacement



It's not the most exciting (or clean!) way to spend your weekend, but there's no substitute to getting out the angle grinder with a wire brush attachment and removing all the old rubberised coating inside the car. You can just see to the left the rust hole in the right-side rear seat pan. Parcel shelf will need partial repair, too

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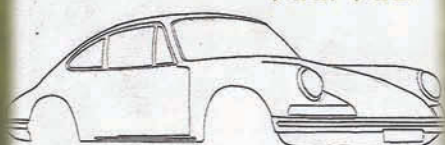


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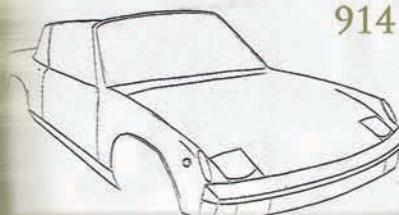


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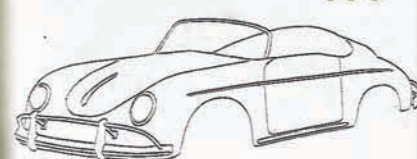
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914



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GET INJECTED!

Have you ever wondered what it must have been like to walk into a Porsche dealer in 1969, write out a cheque and then drive home in a new 911E? Well, this is about as close as it gets...

Words & Photos: Keith Seume







It's very difficult these days to have an accurate idea of what a new Porsche 911 was really like to drive 30 or 40 years ago. Those people who were lucky enough to enjoy such an experience will, most likely, recall the joy they felt at being given the keys to their new toy, but how many of them will have an accurate recollection of life behind the wheel of a zero-mile car?

Today, such an experience is all but impossible to relive. Certainly there are some ultra-low mileage cars around – we featured two 700+ mile survivors in issue #3 – but, in all honesty, driving them today would probably not be a true measure of what a new 911 was really like. Cars that have sat virtually untouched for over 40 years need recommissioning – and that can mean some fairly major work. To the engine? Maybe. Brakes? Certainly. Hoses and

in all design-related matters, and a good eye for a perfect Porsche. Kenny had tracked the car down in the USA, where it had been offered for sale by Fantasy Junction, in Emeryville, California. Sold originally by a dealer in San Francisco, it was the subject of a costly \$7000 service in the USA prior to shipping to the UK.

Chassis number 119220662 is a 1969 2.0-litre 911E – the 'E' stands for *Einspritzung*, German for 'Injection'. And that gives you a clue about what's so special about this model. Prior to August 1968, all 911s came equipped with carburettors – even the hot-rod 911S – first Solexes, then Webers. The Solexes were not great carburettors, renowned for their incurable flatspots and frequently binned in favour of the more reliable Weber 40IDA 3C.

But, using the experience gained on their race

Porsche design in its purest form – no spoilers, no over-wide arches, just restrained elegance. Canary/Lemon Yellow looks good over the Karmann-built bodywork

“Porsche took the bold decision to introduce a new injection system on their new model, the 911E...”

suspension bushes? Most likely. And then the car can start to lose something of its original feel, as parts are removed, refurbished, replaced...

No, in many ways, a far more accurate picture of life four decades ago can be experienced by driving a car that has low mileage – but not too low, if you see what we mean – yet has never had the need to be stripped, repaired or rebuilt. A Porsche like the 25,000-mile 911E before you, perhaps.

The car shown here is, at the time of writing, on sale at Paul Stephens (www.paul-stephens.com), the UK-based marque specialist in Essex. They acquired it from London art dealer Kenny Schlachter, a man with impeccable taste

programme, Porsche took the bold decision to introduce a new injection system on both their range-topping 911S and a new model, the 911E. The latter replaced the former 'Normal' model, and produced some 140bhp, compared to the 170bhp of the 911S. The fuel-injection set-up had been developed by Bosch and was a mechanical system based on tried and proven diesel-engine technology. Bosch had already developed a purely electronic design which had been put to use by Volkswagen on its Type 3 and Type 4 models, but Porsche felt that the system was unsuited for use on a high-performance six-cylinder engine.

So why not simply stay with carburettors? After all, many contemporary race engines relied on them, they



Along with hydropneumatic struts, the 911E featured 14-inch Fuchs wheel. Interior trim is perfect on this example – just like new!



Featured car still wears its relatively rare US-spec bumper guards, or 'nerf bars'. Few you'll see are as straight as this, most having succumbed to parking knocks

were a 'known' quantity – and they were relatively easy to maintain. Paul Hensler, now responsible for engine development at Porsche and a former understudy to Ferdinand Piëch, felt that fuel-injection (henceforth, we'll refer to it as 'MFI' – mechanical fuel injection) offered more even distribution of fuel between the cylinders, and greater control over the exhaust emissions.

Unlike some race systems then in use, Porsche's MFI set-up on the 911E and S models used butterflies rather than slide valves. This was largely because the butterfly design allowed a smoother transition between partial and wide-open throttle, but it was also less prone to sticking thanks to dirt or other contamination.

The injection pump itself – driven by a small toothed belt off the end of the left-side camshaft – was made by Bosch and the same as that used on the 908 race engine. It was a compact design, with its pump plungers (in effect, an individual pump for each cylinder) forming a narrow 'Vee', located in a magnesium housing. Small-bore metal pipes served each cylinder, each feeding an injector nozzle with an opening pressure of 250psi set directly into the inlet ports on the heads.

But there were more changes concerning the 1969 models. Most noteworthy among them was an increase in wheelbase from 2211mm to 2268mm – or just 2.25 inches. It may not sound a lot, but it made a significant difference to the handling of the tail-happy 911.

The stretch in wheelbase was achieved by lengthening

the rear trailing arms, moving the wheels back in relation to the engine and gearbox, both of which remained in the same position as before. The effect of this was to shift a small percentage of the overall weight slightly further forward, helping improve the stability and overall feel of the car. Externally, there were few visual clues to this fairly major revision other than the covers for the torsion bars now sitting further forward in relation to the rear wheel arches than before (in fact, of course, they stayed in the same place – it was the wheel arches that moved back...). More obvious were the slightly flared rear wheel arches, designed to accommodate wider wheels and tyres.

These second generation 911s were referred to as the 'B-programme' models. Other improvements included improvements to the brakes and, on the 911E, the introduction of a revised front suspension system which used hydropneumatic struts, in place of the normal purely hydraulic type. This self-levelling system was made by Boge and was also available as part of a 'comfort' package on the 911S and carburetted 911T.

To further smooth out the ride, 911Es came with 14in-diameter wheels, shod as standard with 185HR14 radial tyres. The hydropneumatic struts were complicated in design, and combined the duties of springs, dampers and anti-roll bars as one. They also maintained the ride height at the front when the car was loaded with luggage.

This suspension system could be ordered for the 911S and T models, too, although unsurprisingly few 911S

Out on the open road, the 911E is a joy to drive, despite having 'only' 140bhp on tap. It felt like driving a new car...





The 911E's two-litre engine produced 140bhp, thanks to Bosch-designed mechanical fuel-injection. A leather-clad wheel and revised instruments were hallmarks of the 911E

owners chose this option. In practice, the system did not work well, and proved costly to replace. Most cars have since been swapped back to the conventional strut design, as is the case with the car shown here.

The remainder of the 911E's 'comfort' specification included aluminium brake calipers at the front, vented discs, deeper carpeting, a different horn, oil level and pressure gauges, and a leather-clad steering wheel.

But what was this new-look 911 like to drive? It soon becomes obvious that the fuel-injected 2.0-litre engine is

how well a car is restored, somehow it never quite matches up to the way the factory did things. The 911E is a willing partner in a game of cat and mouse along the winding country roads close to Paul Stephens' premises, begging you to keep up with other more modern, and frequently far more powerful, sportsters. It sounds glorious and hugs the road well, despite the oversize 70-section tyres that it currently wears. Even the non-servo'd brakes feel reassuring, and the steering full of feedback as only a direct design can be. Only the seats let the side

“The 911E is a willing partner in a game of cat and mouse along the winding country roads...”

a beauty – OK, it's not a peaky, high-revving 'screamer' like the early 911S, nor is it anywhere as torquey as the later 2.4- and 2.7-engined cars. But it is fun. The fuel-injection is in stark contrast to the earlier carburettors, with instantaneous starting, hot or cold, no flat-spots and a nice smooth idle almost from the off. To be honest, it's hard to fault...

Out on the open road, 'our' Canary (or 'Lemon') Yellow car feels tight, shake- and rattle-free like only a factory-built car can be. And this is an important point: no matter

down – they're comfy, certainly, but hold you in place little better than a fireside armchair.

But that's a small price to pay and, after only a few miles, I'm convinced that everyone should be made to experience a 911 as it was meant to be. Let's face it, without a time-machine to hand, there are precious few opportunities to drive what amounts to a 'new' 2.0-litre 911. I'll be very surprised if this particular car hasn't found a new owner by now – if it hasn't, I'll be checking my lottery tickets twice over this weekend. **CP**

It's about as close as you'll get to a new '69 Porsche... The 911E shared chrome sill trims with the 911S. Note how they run over the torsion bar covers



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Carrera

RS

We're going to avoid using the word 'iconic' – it's over-used, and all too often incorrectly used, too. But how else do you describe what could be the greatest road-going Porsche of all time? We're talking about the 1973 Carrera RS...

Words: Keith Seume Photos: Delwyn Mallett

Perhaps we should use the thesaurus a little more often. I mean, how many times can we journalists get away with using the word 'iconic' in the same sentence as 'Carrera RS'? Surely there has to be another word that sums up this masterpiece from the 1973 model line-up? There we go: 'masterpiece'! That's one way to describe the magnificent 2.7-litre RS...

The example you see before you is fresh from a lengthy restoration at the hands of some of the UK's finest experts, the work being overseen by Alan Drayson's Canford Classics, whose work will be familiar to regular readers of *Classic Porsche*. The car – chassis number 911 360 1234 – is owned by an enthusiast in the UK's Midlands, but he's asked that we be discreet about his identity, so we'll just call him 'Mr RS'.

He recalls his interest in Porsches being sparked at an

early age: 'My friends used to live close to John Fitzpatrick when I was growing up, and we used to see all sorts of Porsches on his drive – that, coupled with a white 3.2 911 with white Fuchs and a Martini Turbo that lived close by, probably kick-started my interest in 911s.'

It was only a matter of time before Mr RS bought his own Porsche, in this case a rough 944S2, but eventually he ended up buying a 2.7-litre 911 race car. He drove it every day, and even made the odd foray into the Porsche Club Classic Championship. But money was tight, so the car was sold again. Mr RS takes up the story:

'At this stage, I befriended a Porsche racer/collector who had all sorts of cars and he always maintained that the 2.7 RS was the car I should have. They were worth about £25,000 then... I decided I would get one at some stage, but for now they were too expensive!'

1973 CARRERA RESTORATION



'I maintained a vague interest in RSs and watched as they just got more and more expensive! Finally one of my pals rang me to say there was one in *Porsche Post*, which was within budget but needed work. I wasn't interested in a restoration project, so I forgot about it for a few weeks. My pal kept pestering me, though, and eventually I rang the seller. The car had been sold...'

That, you might think, would be that, but no. 'I kept looking for one that met my criteria – genuine and *cheap* (well, I am from Birmingham!) – but had no luck. In the end, I contacted Autofarm about a replica I had seen for sale. They were very helpful but happened to mention that it was virtually the same price as a real one they used to look after that was up for sale again. It turned out this was the same car that I had just missed out on!'

But the vendor had bad news: somebody else had

expressed interest in the RS already. However, a few days later the seller rang to say the deal had fallen through and Mr RS's was the first name on a list of 46 people to call about the car! It was clearly fate...

The car didn't run too well, so it was taken to Chris Best at Two Plus Two in Brierley Hill, Staffs, where what is described as a 'running mechanical restoration' was carried out, and the car put into daily use – snow and all.

'I took the car to some Porsche meetings and the late David Gillhooley went over it, pointing out various details that were wrong. You have to remember that there was a time when cars like this were kept on the road with little concern for originality. It got to the point, though, where Chris Best banned me from driving it!'

Thoughts then turned to a proper restoration. Some European experts reckoned it would be impossible to get



the car restored correctly in the UK, but Mr RS set out to prove them wrong. 'A trip to John Williams at Chesterton Coachworks left me with the impression that the only way to do it correctly was through a nut and bolt rebuild,' he says. 'Eventually, after much saving and soul searching, I decided to go ahead, with the body going to Chesterton's

example with the chassis number 0968. We'd also recently been working on a few other RSs from the first batch of 500, so it was a unique opportunity to review first-hand the changes Porsche made to the RS series as production numbers increased – from the differences in panels used, through to which areas received a coat of

Black over Light Ivory may be more discreet than some other Carrera RS colour combinations, but it's no less dramatic

“It was a unique opportunity to review the changes made to the RS as production numbers increased...”

and the engine going back to Chris Best, with Nick Fulljames at Redtek doing the machining.'

Alan Drayson of Canford Classics, where we caught up with the car, takes up the tale: 'At the time of undertaking the restoration of RS #1234, we were in the middle of restoring another RS, this time a Signal Yellow RHD

sealer, plus many other unique details.

'This RS came to us straight after its comprehensive body restoration by Chesterton Coachworks. We already have a very good working relationship with the crew at Chesterton and thus knew the bodywork would be to a high standard. There it received new front and rear wings,



The car was originally fitted with 6J and 7J x 15 wheels, but now wears the more popular 7J and 8J x 15 rims. Nürburgring badge hints at future use...



Sport seats by Recaro complete the finely-detailed interior retrim. Salt and pepper carpeting is used throughout

LH front inner wing, floor edges, tank panel, tank support, front and rear slam panel, inner and outer sills, plus a replacement door.

'What arrived at Canford Classics was a 'shell with the wiring loom and steering column still fitted. We went to work fully stripping the 'shell and removing all the remaining original underseal. The areas covered by the original black paint detailing were all documented so they could be accurately replicated at a later date. Once

stripped, the bodyshell was fully media-blasted.'

After many hours of body preparation and trial fitment, the body received a layer of sealer, as per factory specification, followed by a coat of its original colour, Light Ivory (code 1111, paint code 131). This is one of just 160 RSs to be painted this colour.

Continuing with the mechanical restoration, all the bearings and bushes were replaced, and the entire braking system renewed, or rebuilt. Alan Drayson continues: 'We





discovered this RS had been fitted with the incorrect front brake calipers, so we sourced a correct pair of “bull-nose” aluminium calipers and rebuilt these using our own stainless-steel pistons.

‘The exterior of the caliper was also refinished to match that of the original 1973 design. This is done by using a chromate solution to obtain the greenish tinge on the caliper.’ The suspension was also stripped down and completely refurbished – take a look at the photo on the opposite page to see the finished result.

The transmission also underwent a total rebuild: ‘The gearbox was completely stripped, with each steel item being removed for zinc plating,’ says Alan. ‘Many parts were remachined by us and also some NLA internals made on a water-jet cutter. The cases were again cleaned and chromated to obtain the original finish on the magnesium,

before the internals were rebuilt by MB Engineering.’

It was soon time to take a look at the interior, and once again great care was taken to return #1234 to as close to original as possible. The results speak for themselves, as a casual glance at the photos on the preceding page will confirm. ‘We fully re-trimmed the entire interior, including the Recaro sport seats, along with the rear seats and the side and door panels. We also installed a new salt and pepper carpet, and a new headliner.’

Originally the car had been fitted with reproduction Carrera decals, but these were removed and a factory set from Porsche applied. A set of Canford Classics engine bay decals was also added.

After the few miles spent running things in, the car was placed on the rolling road at Bob Watson’s for its engine tune and set up. ‘As with any restoration,’ says Alan, ‘the

Probably the most endearing view of the 1973 Carrera RS – flared rear arches and ducktail spoiler define the ‘RS look’

Original engine was rebuilt by Chris Best at Two Plus Two, with final detailing by Canford Classics. Good as new? No – better!



1973 CARRERA RESTORATION

first miles completed are as important as any other process during the works. It's during this time that potential running faults are found and subsequently rectified. The end results speak for themselves. On completion of the restoration, we met Gary Cook from GDC Automotive, who was very helpful and we'd like to pass on our thanks to him.'

Over to Mr RS: 'By and large, it has been an enjoyable three years. I have had to improve my "anorak" skills and

couldn't afford to pay anything more than the bare minimum for his Carrera! Who knows?

'This actual car is from the third series of 500, and the build and finish did vary during production life of the RS. The variations between the different batches are something we became very aware of during the restoration, and keen to respect.'

Like many such cars of its time, RS #1234 eventually found its way across the Atlantic to the United States,

“It would appear the car was delivered to Verona, Italy, in May 1973 in M472 Touring specification”

make decisions on whether to keep patina or restore, which has been difficult at times. To be honest, in some cases, there is no right or wrong answer about that!

'While the car was away, with the help of a few members of the DDK-online forum, I have tried to investigate the history of chassis number 1234.

'It would appear the car was delivered in Verona, Italy, in May 1973 in M472 "Touring" specification, finished in Light Ivory with a black interior. There don't appear to have been any extras added to the order sheet.

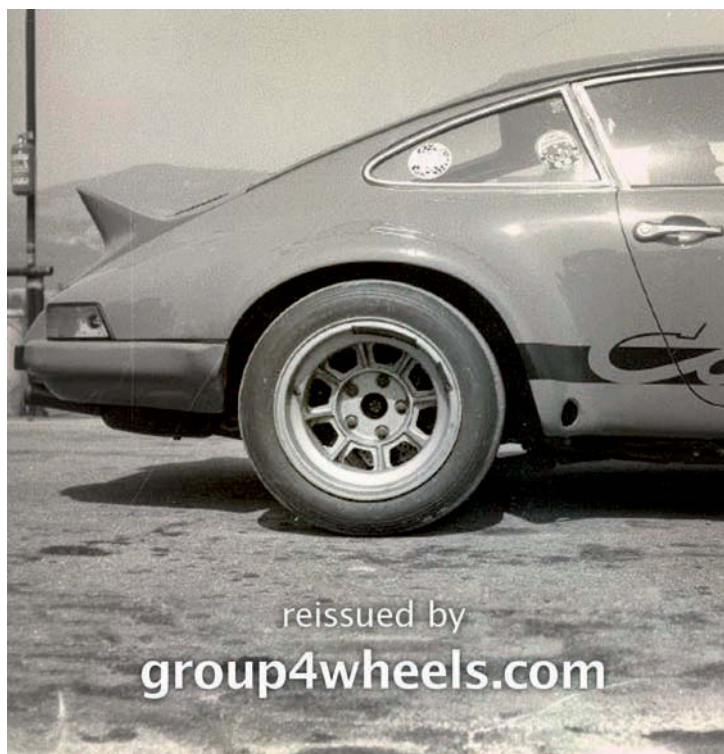
'Because of this lack of extras, I have been told the specification suggests a car that may have been used for competition – or it may have just been a poor Italian who

imported by a dealer who specialised in high-end competition Porsches. He purchased it from Germany where it was owned by a lady (who, it seems, acquired the car on her birthday in 1984) whose husband was friends with a German Porsche dealer. That and a few photos (one of it with a Lancia Stratos) is all Mr RS has been able to trace. 'We have yet to contact the German owner,' he says, 'and failing that it will mean a trip to Verona to see if we can get the first owner's details or registration plate. That's a trip I'd like to do in the car sometime!

'The car is now just having its final debug. It'll be stored for winter and back in everyday duty this year – but I won't be leaving it out on the street each night, though!' **CP**

The series of photos below hint at the high standard of workmanship that has gone into the restoration. New panels included front and rear wings





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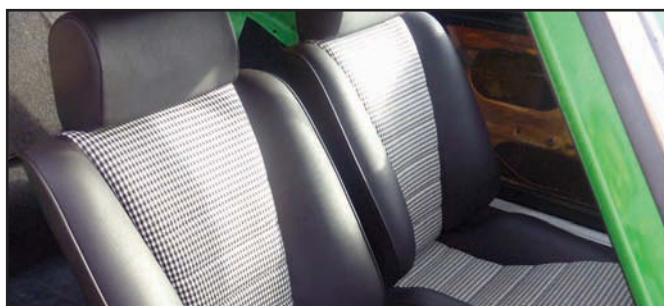
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THE SPECIALISTS' SPECIALIST

UK-based Karmann Konnection supplies parts for pre-1974 Porsches all over the world – and then some! And its founder, Richard King, has some forthright views on the scene, too...

Words: Paul Davies Photos: Michael Ward

Richard King is something of a specialist, even in a world populated almost entirely by specialists. In fact, Ritchie (as everyone calls him) is probably unique. Not only does he specialise in parts for pre-1974 Porsches, but he further specialises in hard-to-get parts, primarily it would seem in the 356 market. Even then he has taken the art of being a specialist to another level.

Service items, wheels, body panels, engine tinwear, exhausts, seats, and more or less anything else you can imagine, they're all on the Karmann Konnection list for early Porsches, and also air-cooled Volkswagens of the same period. But it's the extra hard-to-get items that Ritchie really specialises in: switches, buttons, door handles, ashtray knobs, door mirrors, wiper arms, model name scripts. Steering wheels – original fitting or period aftermarket – are a particular speciality, as are tool kits. 'Anything visual' is the business, says Ritchie.

You get it, I'm sure. Ritchie is into originality to, or so it would seem, an almost fanatical degree. He knows his market and rates himself up with the (his words) 'demented anoraks' who know and care about the

differences between, say, the VDM steering wheel fitted to a 356 T5 and the VDM steering wheel fitted to a T6.

The King philosophy is simple. Owners – not necessarily in the UK, as we shall see – investing in a top quality restoration want everything to be completely correct. In-period if you like. And no detail, however small, should ever be wrong.

He goes to extremes to get his products right. Some items may be salvaged and second-hand, but if necessary they are recreated. In his world, correctness comes first, and over the years he's built up a local network of skilled engineers and craftsmen who will replicate parts. He's also developed his own skills in certain directions; if he's not at his Essex office, he could well be at home in his own workshop, where he carries out steering wheel restoration and production himself.

Except... It seems we don't really go for originality big-time in the UK. Karmann sends some 70 per cent of its products overseas – in particular to the USA and mainland Europe where they take their restoration much more seriously, says King. Sticking his head over the parapet, he

Karmann Konnection can offer the customer anything from a ready-to-roll Porsche (or vintage VW), to a restoration project. 356s and 911s are the favourites, but 914s are making inroads



Seats, from vintage race items to classic repros, wheels, tyres, steering wheels, trim, body panels – you name it, KK can probably supply it for any model of classic Porsche, Carreras included

says there's nobody in the UK who can match the originality and quality of the top US restorers. Big words, but from a man who knows. 'There isn't the depth of knowledge available in England to get a car built to the same level as there is in the USA,' says Ritchie. 'The top end over there is a street ahead of the top end here. We are far behind, and we've got a lot of catching up to do.'

There are several reasons for the gap between the two Porsche-loving nations. The US market is 50 times bigger than the UK, there's 100 times as much money being spent on restorations, and the concours scene is massive, he says. He's passionate about original Porsches that were 'hand built', but disappointed that (his words) no one this side of the Atlantic has the skill to replicate what the factory achieved in the '50s and '60s. Perhaps (my words) he's frustrated there are not enough of those 'demented anoraks' in the UK.

On a lighter note, and back to what Karmann Konnection does so well. Steering wheels, we mentioned, are a big thing. The list is massive. In addition to reproduction or restoration of original Porsche parts, you

can also have repros of the successful aftermarket goodies of the time from old-style goodie merchants like Vic Derrington and Les Leston. Horn rings and buttons have to be just right as well.

Prices? No one ever said Porsche originality came cheap, but here are a few examples from the highly informative KK web site. Steering wheels may range from £550 each to a mouth-watering £1000, but they do make the company's Sebring-style, stainless steel, exhaust system for the 356 look a bargain at just £645. And here's a few more numbers to consider: wiper blades and arms at £500 a pair, aluminium Carrera and Speedster bucket seats at £635 each (£2500 a pair trimmed), a reproduction 356 tool kit and bag from £335, and a 1950-52 period ashtray knob for £85.

Ritchie's journey to the Karmann Konnection premises in Southend on Sea is a familiar one for the old timer car business. Messing about with two wheels and then four in his Essex youth, he was quickly into American-style customising, lowering roofs on English icons such as Morris Minors, and worked in a spray shop (briefly!) before he took

Aluminium Speedster seats are an in-house speciality. Available bare at £760 each, inc VAT, or fully trimmed, they're perfect for your outlaw 356...

Ritchie King is a regular at all the major classic Porsche events, and well known for his ability to track down the rarest parts. And if he can't find them, he'll look at producing perfect repros





a college course in sheet metal work and welding.

With an inclination to give orders rather than take them, he got his own workshop, still customising. Then he spent time in the USA, but although the car scene there amazed him he says he 'still didn't get the VW thing', until he ended up in France 'chopping' a Mercury for someone famous.

'I saw some *Hot VWs* magazines and realised there was life beyond the standard Beetle,' he recalls. Back home he decided he'd rather sell parts than work on cars and opened his own retail shop, selling primarily VW custom and go-faster bits. That was about 30 years ago, but you can see where we're heading.

'One day I thought, when I was a kid my dad had a Porsche 356 – he had a couple actually, one after the other – and I really can't go through my life without owning one.' He began to look for a new car...

Ritchie bought a 356 (he'd already owned a 911, so he wasn't exactly new to the marque) from the USA and began to work on it. Surprise, surprise, he couldn't find many people selling the bits he needed for the car. Which, of course, is when Porsche parts started to be added to the VW stock at Karmann Konnektion. By then it was the early '70s, and Ritchie was spending quite a deal of the year in California, sourcing rust-free VWs and Porsches to import to Europe. For a time he owned a house in North Hollywood, which is pretty cool by any standard.

Karmann has grown over the past two decades – it moved to its present premises in 2000 – and evolved into that niche market company we mentioned earlier.

But Ritchie still imports cars from the USA. Big business at the moment seems to be VW Campers, but there's still a demand for early Porsches. You might be expected to think that, after 20 years or so, the supply of cars – especially the 356 – is drying up, but our man King says that's not the case. The cars are still there and available, he says, but the price is now much higher.

The bargain days of the 356 for £20,000 and the 911 for £10,000 are long gone. 'You can still buy a lovely 356 in California every day of the week, but now you've got to pay the money,' he says.

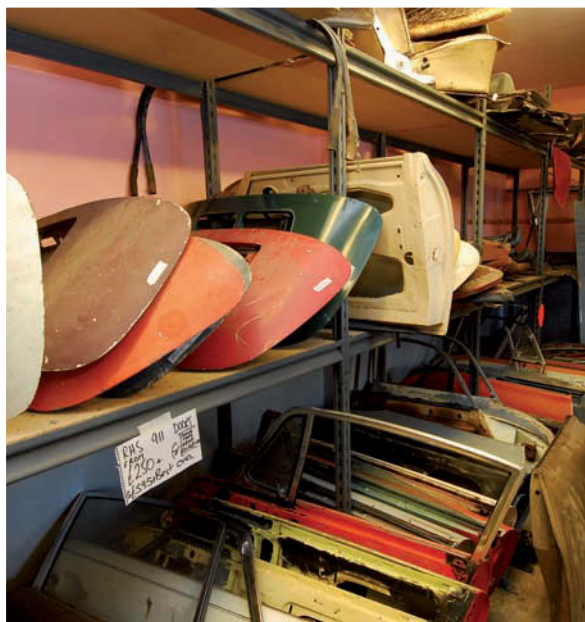
Nowadays, instead of seeking out each car himself, Ritchie relies mainly on his Stateside contacts to find vehicles. Sometimes a car will be imported and offered for general sale, either as a project or restored, but in many instances Karmann Konnektion has details of a buyer who's looking for a particular model.

There are still 'bargains', says King. He considers the Porsche 912 to be undervalued ('after all, it's 90 per cent of a 911') and also rates the 914 as a good investment. In fact, the Karmann 'museum' currently houses a brace of the mid-engine VW-Porsches for Ritchie to get to know, with a view to stocking an extended range of hard-to-find parts for restoration projects. He's already got quite a pile

Karmann Konnektion stocks a wide range of trim parts, including badges for just about every model 356 and pre-'74 911. Check the company website for news on the latest additions to the restoration range

912 Targa undergoing a light restoration ready for sale. The four-cylinder Porsche is, Ritchie believes, currently undervalued. 'After all, it's 90 per cent of a 911', he says! Below is part of the well-stocked parts store





Contacts in the USA keep KK supplied with rust-free doors to help keep older Porsches on the road. Steering wheels, both original and repro, are something of a speciality – or should that be ‘fetish’?

of second hand 914 doors in the stores...

Karmann Konnection doesn't claim to be in the restoration business (how could they, bearing in mind Ritchies' opinions of UK restorers?) but they do carry out basic repair and preparation of customers' cars and those they have imported. In our pictures you'll see a long-wheelbase 912 Targa getting a (competent but not concours, adds Ritchie) Bahama Yellow respray and refit. 'It'll make someone a very good car,' he says.

Next to the workshop is the museum, crammed with cars and memorabilia that King has bought over the years. Some to keep, some to take to pieces, and others to offer for sale. It's not often you see a line of original KdF posters on the wall encouraging pre-WW2 German citizens to start saving for their Volkswagen, or a tartan 356 fitted suitcase hanging from the ceiling. Or a '55 Maicoletta scooter, which amazingly has bits of VW trim.

See our pictures. A 1958 four-cam 356 Carrera GT (had it seven years, but never been on the road) snuggles between a VW Samba camper (33,000 miles, built for the

owner of Devon conversions) and an outrageous Beetle race car with Porsche 912 engine. There's a couple of 912s, interesting 911s of various ages, several 356s (of course), and a brace of 914s (one a 'six', the other an 18,000-mile 'four'), the model Richard King believes will soon follow the appreciating 912. Back home – because there's no room in the museum – there's a '56 Speedster and back-to-back '59 and '60 Roadsters. Oh yes, and wife Angie's '58 Speedster and '58 Coupé.

A visit to the museum gets Richard going on his latest project. Near to the present KK premises he's bought an old dairy, dating from 1860, and plans to move the complete collection there. He'll also install a number of specialists who will occupy workshops around the courtyard to create an 'artisan' village dedicated to vehicle restoration.

The courtyard should be up and running next summer. Perhaps it's Ritchie's first step in a plan to take on the Americans at their own game and redress the originality balance just a bit? **CP**

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READERS' DRIVES

GOT A TALE TO SHARE ABOUT YOUR PORSCHE? THEN SEND US AN E-MAIL AND A PHOTO! STEVE REEVES TELLS THE STORY OF HIS TARGA

This is the story of my 1973 Porsche 911 2.4 T/E Targa, which has covered 49,000 miles from new, lived in three countries and had some interesting owners.

Chassis number 9113110217 rolled off the line in July 1972 and was shipped to Westwood Porsche Audi, Los Angeles, California. Its first owner was Larry Echandy, who was a strawberry farmer and real estate investor.

He ordered a Targa with black interior, special order black coachwork, optional chrome trim, tinted glass, comfort pack, anti-roll bars and 15-inch Fuchs alloys. He had the car's suspension lowered by about 40mm and then gave it the distinctive registration BENINER.

After about one year of ownership, he sold it to a young family friend just 16 years of age: Bruce Penhall. Bruce was already a successful speedway rider (see below), and his love of speed meant it was the perfect car. Bruce has told me that it was one of only two black 911 Targas in Orange County at that time and was the source of a lot of fun. He has also advised me that it is possible to fit five California girls in the 911 at the same time!

Bruce kept BENINER for

five years, before giving in to temptation and buying a Ferrari. He became World Speedway Champion in '81 and '82 before starring in the hit US TV series CHiPs...

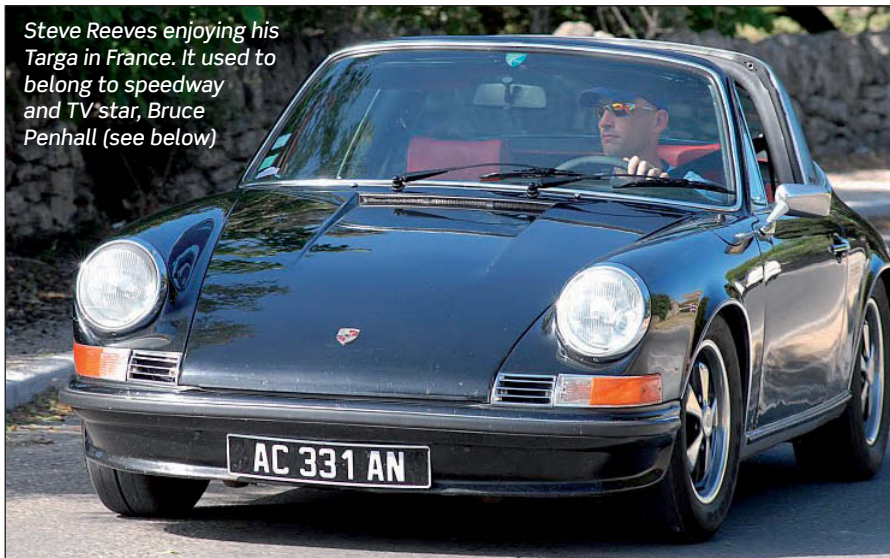
Bruce sold the car to fellow speedway rider, Steve Brereton. Steve put BENINER into storage – it emerged some 18 years later when Martin Hignett, a friend of Bruce's and Steve's (and another speedway rider) convinced him to sell. And so in May 1996, with 13,000 recorded miles, BENINER was shipped to England and duly registered as RFM 192L.

Martin recalls a memorable moment when BENINER had brake failure while transporting the wife of the AC/DC tour manager at Charles De Gaulle airport. Thankfully Martin was able to bring the car to a halt using his foot!

Not long after, he sold RFM 192L, which went on to have four London-based owners. One was Nick Catt, who used RFM 192L as his daily driver in Central London. He recalls fuel consumption in Central London traffic was high; the good news was the faster he drove the better the mileage became!

The photos Nick sent me of the car taken during his ownership show that at

Steve Reeves enjoying his Targa in France. It used to belong to speedway and TV star, Bruce Penhall (see below)



that time it retained its original rubber rear bumper overriders and the twin-pipe exhaust fitted in LA. This has since been replaced by a stainless-steel exhaust and heat exchangers.

In April 2006, the Targa changed hands once more; this time becoming the property of independent session drummer Ash Soan, who continued to exercise RFM 192L in London. Then, purely by chance its next owner, Stephen Meissner, saw the car one day and negotiated a purchase price there and then!

And so RFM 192L moved to Wiltshire. Stephen immediately checked the car into Autofarm to sort out the brakes, tune the injection system and perform a major service. Then the interior was completely retrimmed in red and black leather.

The combination of a German car with black paintwork and red leather interior inspired Stephen to name it 'The Baron'.

In May 2009 he decided to sell the car in order to concentrate on the build of his stunning 356 Outlaw.

I was looking for a solid and presentable early 911

with good history for fair weather use to enjoy with my family. 'The Baron' fitted the bill perfectly; the combination of its black coachwork, sparkling chrome and refurbished red and black leather interior looked stunning. Further, underneath it was, and still is, very solid with none of the structural rust problems that afflict many early 911s.

Add to this that it has 'matching numbers', most of its original tool kit, a huge quantity of invoices and documents to support its mileage, and that it's in great condition, it became obvious that the opportunity to purchase this car should not be missed. Thus, a deal was done and some weeks later I drove the car to my home in Toulouse, France.

For my part, I've had hydraulic timing chain tensioners installed as well as a good alarm system. Unlike Bruce, I don't need to transport five California girls at the same time, but I do need to transport my two young Porsche fans. I've fitted rear seatbelts (supplied by Quickfit SBS) which match the car's interior and do their job well.

I've also replaced missing pieces of trim and damaged air pipes, fixed non-functioning equipment, removed the old non-functioning alarm, installed an original specification Hirschmann antenna, an original Blaupunkt Frankfurt radio (fully restored by König Klassics), and the original steering wheel that was refurbished to an excellent standard by Canford Classics.

So, at 39 years of age, BENINER/RFM 192L/The Baron (whatever name you wish), having lived in three countries, covered 49,000 miles, been in the ownership of speedway riders, a musician and a few others, remains in excellent and largely original condition.

It is still equipped with its original MFI-equipped engine and gearbox, and continues to be a pleasure to own and drive. The Baron continues to receive many admiring glances, and countless 'Elle est très belle, Monsieur' comments when I stop at the *boulangerie*.

I look forward to her continuing to be a part of *la famille Reeves* for many years to come. *Bonne route à tous et à toutes!* CP



MARKET FORCES

SAM COOKE OF MARQUE SPECIALISTS PAUL STEPHENS REVIEWS
RECENT MOVEMENTS IN THE CLASSIC PORSCHE MARKET

Accepted wisdom, even common sense, might suggest that selling a classic Porsche over the grim British winter is not the most sensible or simple thing to do, but dig deeper into the logic and it's not necessarily that clear.

It is, of course, true that driving any classic is miles more enjoyable in the sunshine, so more British and European buyers are out on the hunt for a purchase through the warmer months. But there are also more cars for sale in spring and summer, so the critical balance of supply and demand that drives any market isn't necessarily that different season to season.

Another important factor is that it's not winter everywhere at the same time. These days the market for all levels of classic Porsches is truly worldwide, whether it's right-hand-drive cars going to other territories, such as Australia and Hong Kong, or LHDs moving across the Atlantic, things now happen very much on a global scale.

Then there is the rarity of truly good examples. Whether your desire is for a tidy low mileage Supersport or a factory 906, there just aren't enough really nice cars out there for a buyer to lose focus on their search just because it happens to be a bit chilly outside.

So the message is clear: through the winter, just as much as any other time, good cars sell well.

Recent European auction results seem to bear this out. A very nice looking 60,000 mile 911 3.2 Club Sport made a healthy £51,700 at Silverstone Auctions' November event, and Coys' Essen Motorshow sale in the same month saw a smart, but not 100 per cent accurate, 1964 911 sell to the States within its £135,000 – £155,000 estimate. A 356B Roadster leapt off the same block above its upper estimate to reach £110,000 and a 1961 Super B Cabriolet estimated between £75,000 and £90,000 found a new home.

The same firm's early December auction had a couple of sales that looked to offer good value: a 'useable' RHD 1973 911T Targa made a reasonable £14,750 and a 1953 Pre-A went for £69,000.

Just as we went to press, Bonhams' February Paris sale saw a restored 1967 912 with 65,900 original miles make £28,750, a 'good' American 356B Roadster sell at £97,750 and a 'generally good' Swedish 356C coupé go for £36,800.

A handsome black SWB 1968 911 S failed to sell from a guide of £80,000–£100,000, perhaps somewhat predictably judging from the number of

incorrect details. At that sort of money, they need to be just right.

As a dealer we've fared pretty well in the last couple of months too. Three 2.7 RS replicas of differing standards and correctness all changed hands quickly from asking prices between £25,000 and £80,000. A very tidy black 3.2 Supersport with a rare black and red interior went in a couple of days at an asking price of £32,000, and the phone didn't stop ringing on an above-average white 80,000-mile SC Targa at a little under £15,000.

Two of our RS-Teknik hot rod backdates barely touched the sides just after Christmas, selling for £30,000 and £35,000, and a tidy but colour-changed RHD 1973 2.4E found a new home at just over £40,000.

Further up the market, Essex-based dealer Maxted-Page Ltd successfully found a home for their yellow LHD M472 2.7 Carrera RS, and their 1951 Pre-A 356 sold from its £275,000 asking price, illustrating the vast difference in desirability between these early four-digit chassis number cars and the slightly more common later Pre-As. Top of my wish list would be the



very first production 1966 906 (chassis #101) that they also sold for close to the £700,000 asking price.

The Historic Automobile Group International's P-Index of rare Porsche values actually suggested a 0.61 per cent drop in prices for December 2011, but this follows a 3.05 per cent rise in November and a 4.54 per cent rise in October.

HAGI attributes much of this minor adjustment to a decline in the value of the Euro against the US Dollar and Sterling, rather than a fall off in demand for classic Porsches.

However you look at it, it seems to us that if you've had a classic Porsche tucked up in your garage, you can open the door and roll it out for the spring safe in the knowledge that it's not cost you a thing to have it in there over winter. **CP**

This pair of Paul Stephens RS-Teknik hot rods sold at £30,000 (black) and £35,000 (red) in January



Coys sold this red 1964 911 at Essen in November within its £135,000–£155,000 estimate. Maxted-Page Ltd's 1951 Pre-A found a new owner at £275,000

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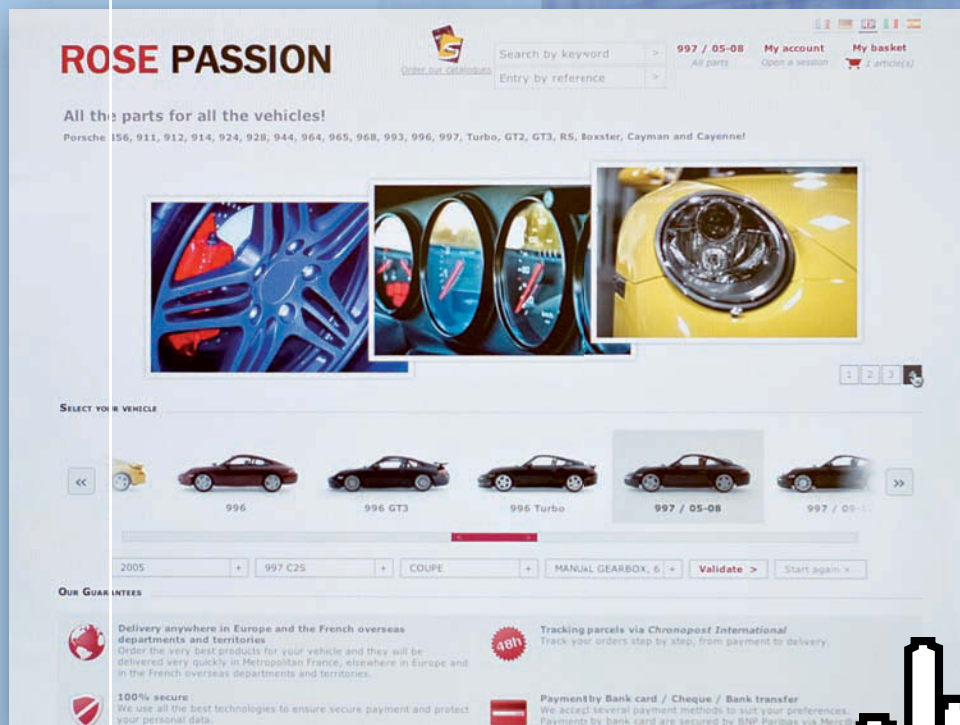
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RETURN TO GLORY

The rebuild of Paolo Faldini's Porsche 934 continues. The engine is fired up at last, and Paolo explains the reasoning behind some recent decisions

Words: Paolo Faldini Photos: Kremer & PF



The first public outing for the 934 was on the Kremer stand at a show in Bremen at the end of January. The car looks sensational!

Below right: Kremer designed this steering wheel spacer on a CAD program – it moves the steering wheel back to a more comfortable position

Well, as you can see from the photograph above, my 934 is almost complete – I say 'almost' because there is still a lot of work to do to make the car race-ready for Le Mans Classic in July.

Ahead of that event, we have to set up the engine on a dyno and, of course, set up all the suspension – along with a hundred other things. But we are getting closer and this month reached a major milestone in the project: the engine was started for the first time in the car.

Eagle-eyed, and 934-savvy, readers will notice that Kremer have installed a test turbo and two wastegates. This is for purely testing purposes: during the early runs on the dyno, apparently it is much easier in this way to

check if everything is okay and, if it isn't, to isolate the problem should there be one. But don't ask me how they do the diagnostics!

The plan is, after proper testing on the dyno and at the track, the correct turbo will be installed (it may possibly still turn out to be the same turbo used at the time for testing, which is a KKK K36). Also, we'll revert to a single wastegate valve in the final configuration, in line with historically correct technical specifications. The way things are going, it's likely this final configuration will be together sometime late in April, that's if the weather allows us to adhere to our proposed test schedule.

STEERING WHEEL

To get to the stage when we could start the engine was one thing, but there were still many other details which needed to be sorted out if I was to be happy with the car. One extremely important thing for me is the steering wheel – after all, it is the only part of my car that I'll see most of the time when I'm driving it!

The steering wheel is still the original from the 1970s, which we had carefully refurbished by a local specialist. But, to achieve a comfortable driving position, I needed to add some spacers to bring the wheel closer to me. Modern spacers that are readily available don't work – you need to replace the steering wheel hub with a modern one, which is very often covered in rubber and not at all in keeping with the rest of the car.

I wanted to retain the original hub, so we had the





spacers designed that follow perfectly the design of the steering wheel – it's mounted between the wheel and the hub, and is held in position by four studs. Kremer did an excellent CAD design job and had a series of spacers manufactured, allowing a variety of positions which will be painted black to match the wheel.

INTERCOOLERS

As you can see from the diagram over the page, which is taken from the original workshop manual and spare parts catalogue, the standard factory system for plumbing in the front-mounted intercooler radiators is this: after the water-

water enters the front right radiator at the bottom and exits from the top.

We felt we could improve on this by following Kremer's own modification to this layout: water exiting the front left radiator now passes through a pipe that is diverted above the oil cooler and enters the front right radiator at the top, to exit from the bottom. With this design the pipework is slightly longer, but it receives better air flow (and the air's cooler, too), and the water always goes from top to bottom inside the radiator (and we know that hot water tends to rise and cold water naturally sinks, so the cooling flow inside the water cooler is improved).

Installing the completed motor in the 934 was a major psychological step forward. As you can see, the engine bay (bottom left) is very full! Note the horizontal cooling fan between the intercoolers. Twin wastegates (above) are being used to set up the engine. After that, a historically-correct single unit will be used

“We felt we could improve on this by following Kremer's own modification to this layout”

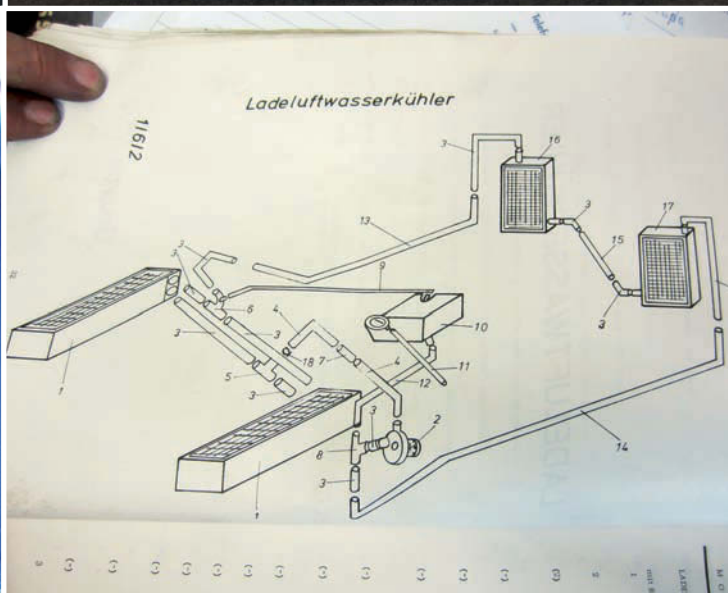
to-air heat exchanging process, hot water from the intercoolers is pumped towards the front left radiator. After this first cooling cycle, water then passes to the front right radiator, via a pipe that passes behind the front-mounted oil cooler. From there, the water returns to the intercoolers mounted on the engine via pipes located on the right side of the body.

Routing the pipework behind the oil cooler has two negative effects: it receives less air flow, as the pipe is shielded by the oil cooler, and the air it does receive is hot, pre-heated by the hot oil in the oil cooler. In addition, the

This may seem like a small technical detail, but it's very important. Considering the low efficiency of the water-to-air intercooler system in long endurance races (they are very efficient at the beginning of the race when everything is cold, but when the water becomes hot, there is no efficient way of cooling it back down), every degree we can keep water cooled down can make a difference. This is probably more to satisfy my concerns than anything else!

REAR BUMPER

You may have noticed that the centre section of the rear



The intercoolers rely on water-to-air cooling, with a pair of front-mounted radiators, one either side of the oil cooler (see top two photos). Kremer favour a modification which re-routes the water pipes, and reverses the flow through the coolers. Water pipe under right-hand rear wing is the return line from the radiators in the nose. Diagram shows original factory layout

bumper now consists of a shiny metal panel complete with air vents. The 934 in its original configuration had the standard 930 rear bumper (because Group 4 regulations prevented any modification to front and rear profiles).

This rear standard bumper caused quite a problem, because of the immense heat generated by the large turbo used on the 934. High temperatures affected performance and reliability – it also took a long time to change the turbo in the pits during the course of an endurance race.

When moving to Group 5, this limitation no longer

REAR WING

Another interesting difference that can be seen in pictures comparing the Kremer K1 and the Porsche 935 is the rear wing. The Group 4 wing (which was the same as that of the 3.0-litre 930) was totally useless to cope with the high output and torque of the 934. Both Porsche and Kremer came to very similar conclusions regarding the aerodynamics of their respective 935 and K1.

Porsche used a wing which had been developed for the American Group 5 version (the 934/5) for the 935, while

“Both Porsche and Kremer came to very similar conclusions regarding the aerodynamics...”

applied. On the Kremer K1, they used to cut the rear bumper to allow more ventilation, and also to make a quickly-removable section that allowed faster and easier access to the turbo (check the photo of the Kremer K1 in the pits during the opposite page).

On the Martini Porsche 935, they used the same solution, with minor changes to the overall shape and location of the cooling holes, which you can see in the photograph opposite, too.

As we will go to Le Mans Classic in 934/5 configuration (which is essentially Group 5 specification), I wanted to preserve the memory of the historic Kremer Group 5 car of 1976 (the K1) by using this design of rear bumper.

Kremer independently developed a very similar bi-plane design, based on the rear wing of the RSR with the addition of an extra wing above. If you look carefully at the K1 picture (the Vaillant-sponsored car opposite), you will see that the bottom section of the wing is a standard RSR design. The Kremer K1 wing was much larger than that of the Porsche 935, so much so that they needed to support it with external braces to make it strong enough not to buckle under load!

So now the car is running, but there is still much to do. By the time the next issue of the magazine is published, we hope to have gone testing for the first time, which will be very interesting. Watch this space! **CP**

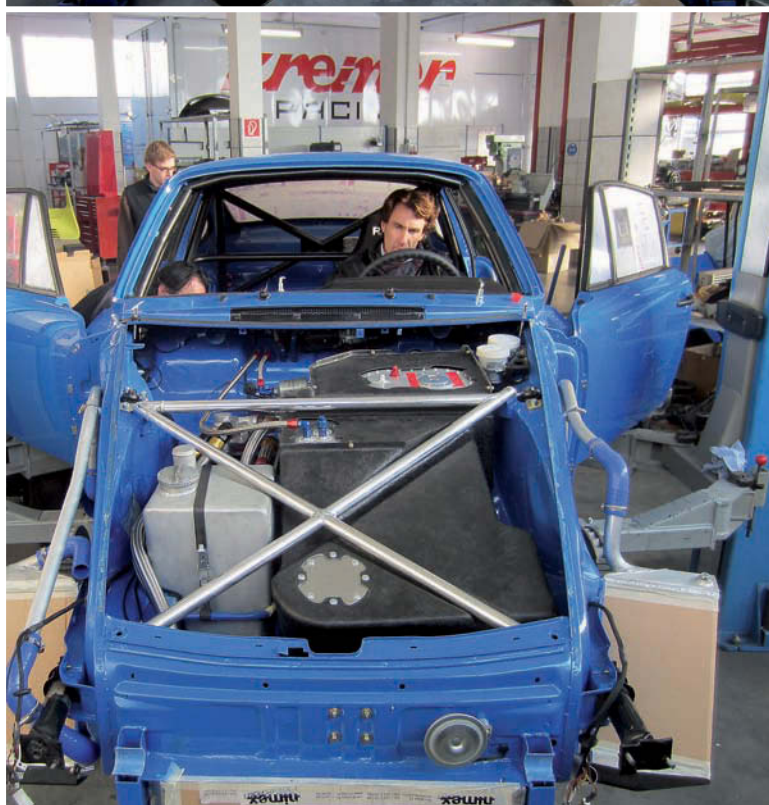


Photo at the top left shows the Group 5 rear wing currently fitted to the car - this is essentially the same as used by the factory team on the first 935 (top right). In period, Kremer came up with this bi-plane design (middle right), which relied on two supports to keep the upper plane from buckling! Lower plane is the original RSR spoiler. The new

rear bumper (middle left) has been modified in line with the Kremer K1 shown above, with a slotted removable section, which helps keep the turbo cool and allows quick access in the pits

Left and above: It lives! Paolo Faldini concentrates on the gauges as the engine is fired up for the first time

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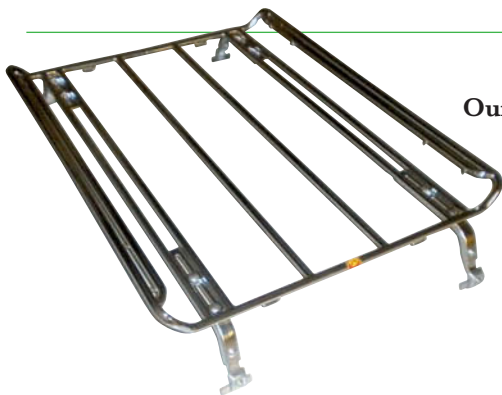
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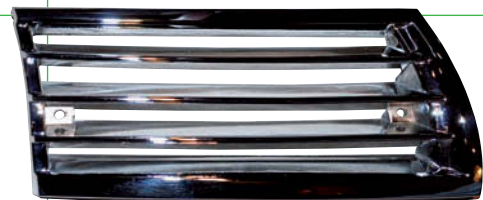
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RENNSPORT RARITY

Just 24 of Porsche's 911R were built, including four prototypes, making it one of the most exclusive variations on the 911 theme ever. *Classic Porsche* recently had access to an original example, which now resides in a Belgian collection

Words by Keith Seume/Britta Bau Photos by Stefan Bau

You can blame – or is it congratulate? – Ferdinand Piëch for the 911R, the same man who a few years later would be instrumental in the emergence of the all-conquering Porsche 917. Once Piëch got an idea in his mind, things tended to happen – and fast – for few were willing to argue against such a forceful member of the Porsche family.

Prior to the arrival of the 911R (short for *Rennen*, or 'race'), Porsche had principally relied on versions of the production 911 for competition purposes. A factory-installed 'kit' was offered to convert a 911L into a rally car: for DM2100, a customer could specify Recaro seats, 15mm anti-roll bars front and rear, Koni dampers, Dunlop SP Sport tyres, a lightweight front bumper, 911S gauges, heavy-duty clutch and uprated engine mountings.

With an engine that featured small-port 911L heads, but fitted with 'S' camshafts, the rally kit-equipped cars

produced in the region of 150bhp.

There was a similar kit offered for the 911T, too, but a similar option for the 911S was dropped. What appealed about developing the 'T' version was that the car could be homologated at some 114lbs lighter than the 'S'. For an extra DM5150 over the cost of a stock 911T, the customer could expect to find a 160bhp 911S engine in the tail, along with vented brake discs and the body/chassis devoid of all undersealant. Because of this, sales staff were cautioned that models with rally equipment were not really suited for regular road use due to the lack of refinement and adequate rust proofing.

Unsuited to regular road use they may have been, but Vic Elford certainly put one such car to good use in the 1968 Monte Carlo Rally, taking an overall win – Porsche's first in this gruelling event.





No-nonsense nature of the 911R is exemplified by the lack of grilles at the front, to allow unrestricted flow of air to oil coolers. Rear view shows lightweight bumper unit, lights and engine lid



But the rally kit-equipped 911s were little more than the *hors d'oeuvres* to the main meal – a 911 built exclusively for competition use, a car that was to be known as the 911R. A series of four prototypes was built in the spring of 1967, the aim being to assess the viability of a lightweight 911 in GT events and rallying. Of the four – known as R1, R2, R3 and R4 – all but one were fitted with glassfibre front wings, the remaining car (R3) with wings formed from aluminium. The main body/chassis structure was of the same gauge as the production cars, but wherever else possible lighter-gauge steel was used in an effort to keep the overall weight to a minimum.

Front and rear bumpers were moulded from glassfibre, as were the bonnet and engine lids, while the doors were skinned in aluminium. The hinges, too, were of aluminium, helping to keep the overall weight of the 911R prototypes far below that of the production 911T. The windscreen may have been made of glass – albeit lightweight 4mm-thick glass – but the side and rear windows were of Plexiglass. The quarter lights were fixed, too – the rear quarter windows featured a row of louvres to aid ventilation to make up for this.

The wheels were the familiar Fuchs design but at the rear, new – and unique to the 911R – forgings were used, which measured seven inches in width. These new wheels had the 'extra' inch added to the inside so that, to the casual observer, they looked like the regular six-inch rims used at the front. The extra width, however, necessitated the use of spacers at the rear, which in turn required a slight flare to be added to the rear wheel arches.

For motivation, the new models relied on a 1991cc

“The engine produced a claimed 210bhp at a screaming 8000rpm. Clearly this was no shopping car...”

(nominally 2.0-litre) engine that was similar to that used in the Carrera 6 (906), designated 901/22. It featured dual-spark ignition, revised valve timing, larger inlet and exhaust ports, 46mm Weber carburettors and aluminium-finned cylinders. This engine produced a claimed 210bhp at a screaming 8000rpm, with peak torque of 153lbft at 6000rpm. Clearly this was no shopping car...

To help keep the high-revving engines cool, oil coolers



were mounted in both front wings, with oil lines fed through the right-hand sill. And, as a precursor to the 1972 model year cars, the 911Rs – prototype and ‘production’ models – featured a dry-sump oil tank mounted ahead of the right-side rear wheel, with a filler cap protruding through the adjacent wing panel. As for the transmission, a five-speed unit was used, uprated with the strengthened input shaft and limited-slip differential unit of the 906.

Porsche lost no time in putting the four prototypes through their paces. One of them, R2, was entered in a 330-mile event at Mugello in Italy in July 1967. Driven by Vic Elford and Gijs van Lennep, the bright red 911R came third behind a brace of Porsche 910s. In that year’s

took care of the handmade body delivered from Bauer.

Weber and Binder initially fitted a type 901/22 (210/220bhp) engine. Engine number 5080004 and gearbox number 9284012, as shown in factory records, were the first to be fitted into chassis number 002. Over the following couple of years, however, a variety of different engines and gearboxes would be mounted to the chassis during its time at the Porsche race department.

Porsche’s records for the 20 911R production vehicles verify that 19 of them were completed with Type 901/22 engines. The individual engine numbers produced in this series ranging from 508 0001 to 508 0022, which indicates that several complete spare motor assemblies were built

Stripped-out dashboard housed just three gauges, including a tachometer red-lined at 8400rpm. Doors were glassfibre mouldings, with a simple pull-strap to raise and lower the window

“They were probably right, for the 911R was rather too uncompromising for regular road use”

Marathon de la Route, the bright orange R3 – fitted with Porsche’s all-new Sportomatic transmission – took overall honours, once again driven by Vic Elford, with the help of Hans Herrmann and Jochen Neerspach. It was an auspicious beginning to a fascinating career.

While the decision had been made to go ahead with the production of 20 ‘customer’ versions – these would be chassis numbers 118 g 9001R–118 g 9020R – there was not the capacity at Zuffenhausen. Instead, Karl Bauer in Stuttgart was contracted to build the bodyshells. The ‘production’ models differed in detail to the prototypes, with bodyshells of normal-gauge steel, but with glassfibre being used for the doors instead of aluminium skins.

Huschke von Hanstein believed that the 911R could be built in sufficient numbers to homologate it for GT competition – that would mean 500 cars built and sold in one year. The idea was turned down as the sales department didn’t think it possible to sell some 40+ cars a month. They were probably right for, unlike the later 1973 Carrera RS, the 911R was rather too uncompromising for regular road use. So, the 911R’s exclusivity was guaranteed.

The subject of our profile is one of the first ‘production’ cars, chassis number 118 g 9002R, which is currently in the hands of a Belgian collector (www.911motorsport.be). Britta Bau takes up the story...

During an internal meeting on 20th June 1967, Porsche race department engineers Spannagel, Weber, Knoll, Binder and Schröder were assigned individual duties, supervising the construction of a 911 race car, among them the example seen here. Spannagel oversaw the suspension and gearbox, Weber and Binder were responsible for engine assembly, while Knoll and Schröder

beyond the 19 examples fitted with 901/22 engines. The remaining production model was prepared as a proper road car, equipped with a 170bhp engine – it was the only 911R to have been completed as such.

According to factory construction records, chassis number 118 g 9002 was supposed to be a ‘non-conforming’ prototype race car similar in design and construction to the additional 19 vehicles, but retained for company use.





Sequentially, it was the second car in the production series, but according to those records it was actually the first one to be completed. Porsche's race department production team requested that assembly should begin no later than 1st September 1967. Chassis 118 g 9002 was, in fact, completed one month ahead of schedule. It was



Close-up of oil cooler intake and the unique 911R front turn signals/marker lights. Front wings were glassfibre. No centre caps meant less weight. Front rims are 6J, rears 7J and unique to 911R

“It was painted Light Ivory (code 6804B) which was later listed as a standard 911 colour in 1969”

painted Light Ivory (code 6804B), which was later listed as a standard 911 colour in 1969.

But the most important period in the life of chassis number 118 g 9002 was yet to come. Shortly after the start of a major effort late in 1967 to set several long-

Porsche would be out of the running. Ferdinand Piëch immediately called a crisis meeting, but it didn't seem there could possibly be enough time to come up with a solution. Peter Falk, Porsche's competition director, finally suggested an adventurous proposal: drive a pair of 911Rs



This view sums up the character of the 911R perfectly: lightweight light units, 'straight-through' muffler, 7J rear wheels and louvred quarter windows... Oh, and lightweight door handles, too!



to Monza, with chassis number 002 serving as back-up, and spare parts carrier for chassis number 001.

Heinz Bäuerli, the company's chief mechanic, and Albert Jünginger would drive 002 to Monza in a breathtaking race against time, with Falk and Paul Hensler following in the actual record-attempt car. The rest is history, with the 911R carving its place in the record books...

In December 1967, chassis number 118 g 9002 was driven by Vic Elford at a Hockenheim press day, before it was then road-registered. The car was then driven, tested and raced extensively over the next two years until it was eventually damaged sometime around November 1969.

Records show that it was sold by Porsche on 29th September 1969 to Dr Mario Daolio in Asmara, Ethiopia. The car was purchased by its new owner minus its engine and gearbox, as well as seats, whereupon Daolio purchased a new Type 901/22 911R engine (number 508 0022) as well as a

911R engine (code 901/22) was a high-revving 2.0-litre based on that of Porsche's Carrera 6. Lightweight mesh intake on the engine lid was another unique touch





Lights were by Hella and installed in lightweight glassfibre housings. Rear bumper was glassfibre, too. Louvred rear quarter windows aided ventilation



911R gearbox. He also bought a set of Scheel racing bucket seats which he duly fitted into the car.

Registered on Asmara number plates, the car was used extensively on the road, but there is evidence that Daolio and his compatriot Nino Ronzoni competed in a variety of events. There exist, for example, pictures showing Ronzoni driving the car at the 'XIIth Circuito di Taulud' in Massaua (Eritrea) on 28th December 1969.

In 1980, Daolio retired and moved with the car back to Italy where the family still lives today. In late 1984, he sold the car to a Japanese Porsche collector, Jun Euda from Tokyo. It was shipped to Japan, where Mr Euda insured and road-registered the car on 9th January 1985.

In September 2006, after 22 years of relative seclusion, chassis number 118 g 9002, along with several other vehicles from Euda's private collection, was sold to the US based Symbolic Motor Car Company in La Jolla, California.

On 16th October 2006, the car

hoses that were showing signs of their age have been replaced by new parts, carefully ensuring they matched the original look.

All original parts that were removed from the vehicle were retained and stored in separate boxes. The oil and fuel lines were thoroughly cleaned, checked and tested under pressure to ensure they didn't leak. The brake lines were checked and new brake pads fitted – while the originals are stored away, of course... Major work had to be done on the electrical circuit, though.

There are of necessity a few non-original parts, but great efforts have been made to replace them with an exact match, so that at first sight you won't notice any difference to the original. For example, the Fuchs wheels have been replaced by the correct 911R type, with the corresponding date stamp. The taillights have been replaced by the equivalent Hella lights (originally sourced



“It was put on the scales. Including full road-legal trim, the vehicle weighed 820kg...”

cleared US Customs and arrived at Symbolic's service and restoration

centre. It was then carefully inspected and put on the scales.

Including full road-legal trim, the vehicle weighed 820 kg.

The mileage upon arrival was recorded as 32,969km.

Unlike many similar historic race cars, this 911R has been preserved almost exactly as it was on the day it became privately road-registered in December 1969.

Over the past 38 years, it has only had scheduled periodic service and maintenance, and has never undergone any major restoration at any time.

In February 2007, chassis number 002 eventually became part of the current owner's collection. The car was given a thorough check-over before being put back into action again. All parts like bushings, rubbers and

from an NSU...), and the only part that still needs to be found right now is the correct style of Momo Monza steering wheel.

During the summer of 2007, the rare 901/22 engine was removed from the car. The original crankcase was then stored in an oil-filled barrel to prevent the magnesium from deteriorating due to humidity in the atmosphere. Having found a new old stock replacement aluminium 2.0-litre crankcase, the engine was completely rebuilt. As the top of the engine is entirely correct, visually it differs not a bit from the original unit. Benchmark tests on the dynamometer revealed that the new engine produces a maximum of 216bhp, compared to the 210bhp of the original 1967 dual-plug motor.

Chassis number 118 g 9002 had its first airing at the Abbeville race track in Northern France on 15th/16th April 2008. Gijs van Lennep, well-known Dutch racing driver and double Le Mans winner, was invited to drive the car around the circuit. We have no doubt van Lennep enjoyed his drive, for chassis number 118 g 9002 is, in many ways, the spiritual 'brother' to the car (R2) he and Vic Elford drove in the 1967 Mugello race, where Porsche took the class victory – the first of many for the 911R. **CP**



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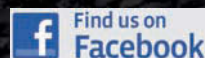
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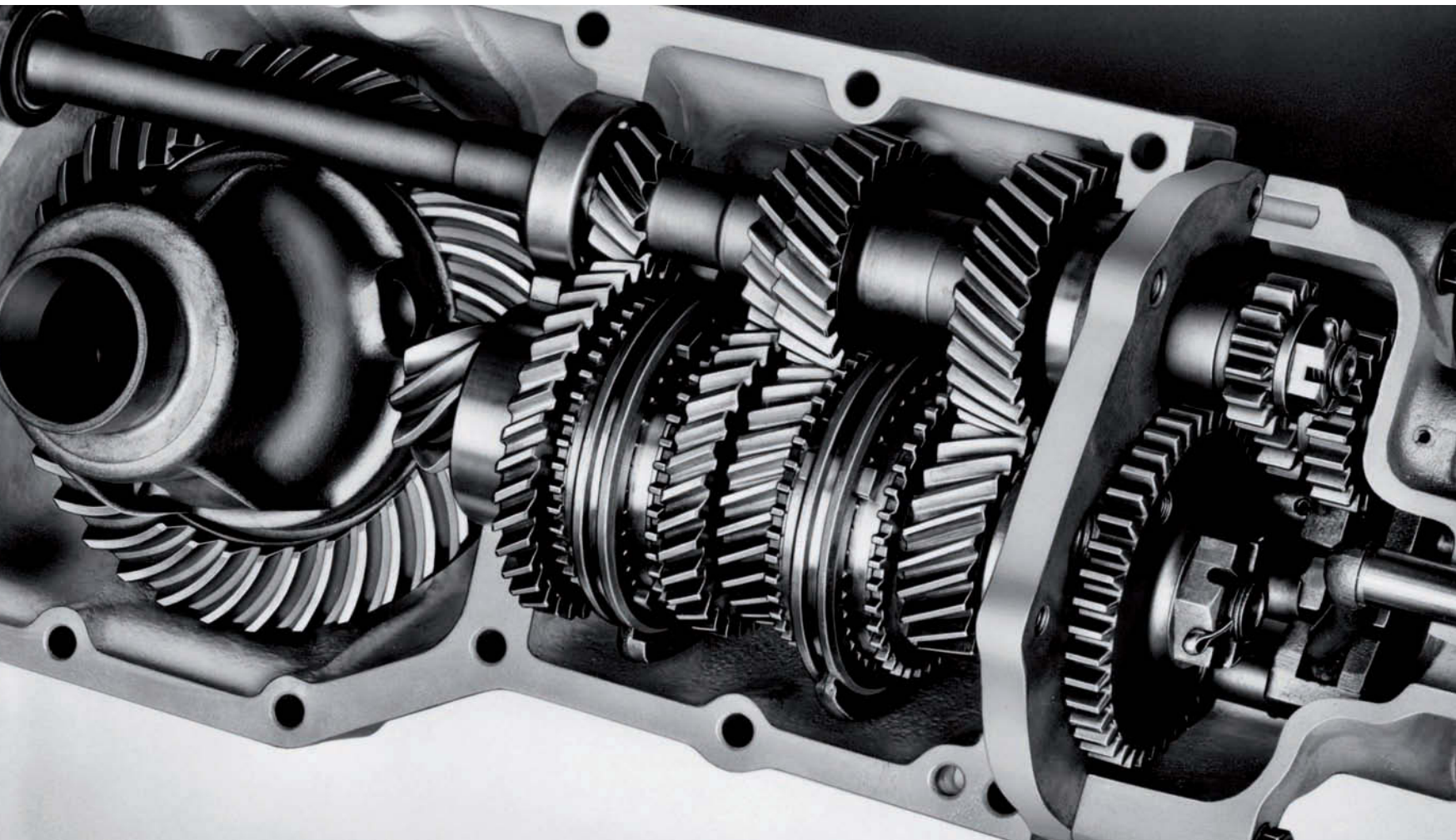
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SPECIALISTS IN PORSCHE

SWAPPING COGS

Classic Porsche traces the history and development of Porsche gearboxes, from the first 356 right to the end of the air-cooled era...

Words: Paul Davies

Pictures: Andy Prill, Porsche AG and the author



The story of Porsche, then and today, is one of constant development. Where the cars from Stuttgart are concerned, nothing is new – just a logical progression from what came before. It follows, therefore, that the starting point for Porsche gearboxes will be the same as the engine: the original Volkswagen, designed pre-1939 by the team led by Ferdinand Porsche.

Remember that Porsche senior was born in 1875, and an innovative engineer and designer from the opening years of the 20th century, employed by automotive pioneers Lohner, Austro-Daimler, Daimler-Benz and Steyr, before he set up, in 1930, his own consultancy. By then he was primarily a 'concept man', directing talented engineers, led by his chief designer, Karl Rabe, to carry through his ideas to the drawing board and the workshop.

The history and politics of the 'People's Car' are well known. The catalyst was Adolf Hitler, the concept was Ferdinand's, with the practical design of the air-cooled engine in the hands of Dr Xaver Reimspiess and the gearbox in those of Karl Fröhlich. But, while the Professor had proposed a 'sporting Volkswagen' prior to 1939, it was left to his son – Ferdinand again, but called Ferry – to carry

through the concept immediately post-war, his father being 'unavailable' in a French prison at this time.

Ferry Porsche's first 356, made at the famous sawmill in Gmünd, Austria, where the company had decamped from Stuttgart due to the close attentions of the US Air Force to that city, was (putting it crudely) little more than a re-bodied, two-seat, VW sports car. Only the engine was in the centre of the chassis, with the gearbox behind.

The 356 that would see production – first at Gmünd, then Stuttgart – turned the power plant around to the position we know and have grown to love. What Porsche lost in handling (we had to wait until the 914 of 1969 to see the mid-engine layout again on a production road-going Porsche) it gained in practicality. In the ensuing half-century or so, having the engine behind the transmission has come in for some criticism, but it's still with us today.

Technically, the VW/Porsche layout means that what we're talking about is – in whole – the transaxle, with both gearbox and the final drive contained within the same unit. The focus of this feature, however, is the gearbox itself. The prototype 356 and the production cars that immediately followed were equipped with, pure and simple, a VW four-speed 'crash' gearbox, that is, with no

Late-model 519 transmission with Porsche synchros shows the input shaft (top) and output shaft (lower) with straight-cut reverse gears outside the gearbox

Right: 901 transmission for early 911, also 912 and 914. Alloy casing of 1964 was changed to magnesium for '69. Four or five speeds were available



Far right: Variants of the 901 were used in mid-engine competition cars. This 904 transmission has the selector rod passing through the differential casing to the rear gearbox



synchronmesh, contained in a two-piece, split longitudinally, magnesium casing.

In its production rear engine, configuration, the 356 transmission is bolted to the engine, and attached to the body of the car at the nose by a flexible mount, or mounts. At the rear the 'box is held by a yoke, or hoop, which is bolted to the bellhousing. The engine has no mounts of its own, and is suspended on the gearbox.

The earliest transmission was (and still is) a challenge. With the need to double de-clutch in an effort to achieve some sort of equilibrium between the gears and effect a smooth-ish transition from one ratio to another, it was not the easiest to operate. 'Running-in' was needed before a (nearly) noise-less change could be effected. So, it's no wonder that Porsche sought to introduce synchronmesh to the box as soon as it could.

Synchronmesh goes back a long way – in fact to Cadillac in 1928 – and by the time the 356 was in production was fairly well developed, particularly by Borg Warner with their patented baulk-ring design. But the people at Porsche were not prepared to pay royalties for the right to use someone else's idea, and so they set to work something out for themselves. This was the first time, but by no means the last, that the company was to engineer its way around royalties: disc brakes (Girling) and engine counter-

balance shafts (Mitsubishi) are other well known examples.

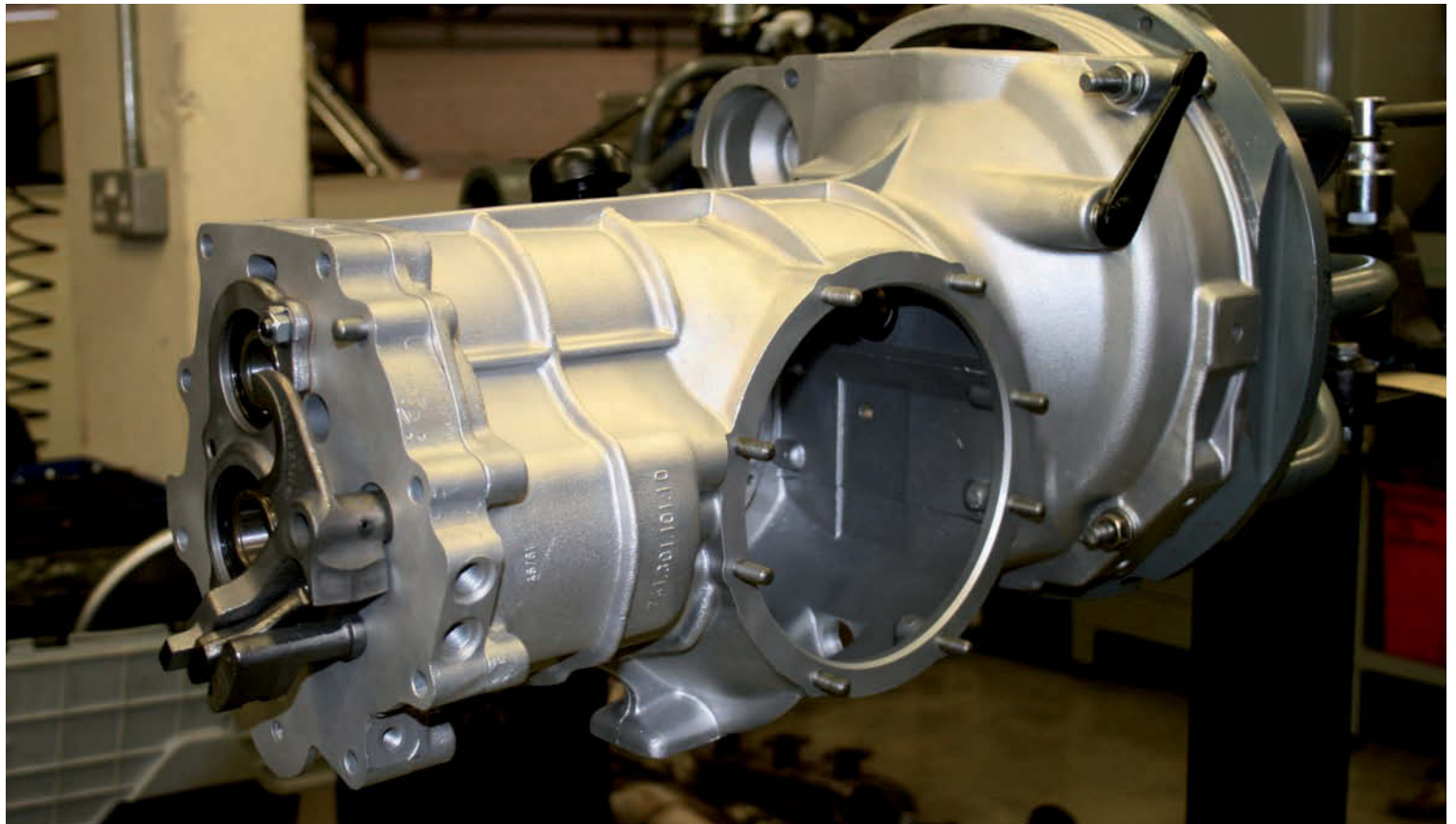
It's not the intention of this article to delve too deeply into the technicalities of how a gearbox and synchronmesh works – we aim to make your reading entertaining! – but take a look at the cutaway drawing on page 88 and hopefully all will be clear.

Porsche were already well on the way to having their own synchronmesh. All they had to do was further develop the system designed for the Cisitalia Grand Prix car of 1947 – the contract that had raised the necessary cash to ransom Prof. Porsche from his French incarceration after the Second World War. In fact, in a roundabout way, Borg Warner unwittingly did Porsche a favour; Porsche's 'alternative' ring synchro was patented, and proved to be a big earner for the company in ensuing years.

Synchronmesh first appeared on the 356 with the Pre-A 356 model of 1952. Given the Type Number 519, the transmission, manufactured by Getrag, was the same VW casing used on the earliest cars, but with Porsche synchro on 2nd, 3rd, and 4th, gears. With no synchro on 1st (very common in those days) there was still room to fit all the necessary cogs, including reverse, within the original magnesium casing.

That 'box didn't last long, and July '52 saw the introduction of a revised version with synchro on all

One piece 'tunnel' aluminium casing as seen on 741 transmission, showing selector rods and differential side-plate removed





Far left: three-piece 915 transmission for the 911, foreground, with four-speed Turbo version behind. 930 unit has larger clutch and stronger differential housing

Left: 915 transmission fitted to RSR models has a take-off from the end casing to circulate lubricant through a separate, external, oil cooler system

forward gears, all within the casing. A sandwich plate was bolted between the gearbox and the end cover to allow sufficient space for reverse gear to be housed outside of the gearbox itself.

But as development of the 356 continued, and success in motorsport came along, engine power increased and the two-piece VW 'box became stretched. What was adequate for 1100cc and 40bhp struggled to contain 1.5-litres and 60bhp. With the introduction of the 356A in 1955 came the Type 644 transmission, with a new single-piece aluminium casing and the gear set accessed through the end cover.

This so-called 'tunnel casing' design was to become well known to racing car manufacturers, who were beginning to place the gearbox behind a centrally-mounted engine in sports racing and monoposto cars. Ratios could be changed in, literally, minutes in the pit lane by taking off the end cover, removing the complete gear set and replacing it with another. Hewland's much-used transmission has its origins here.

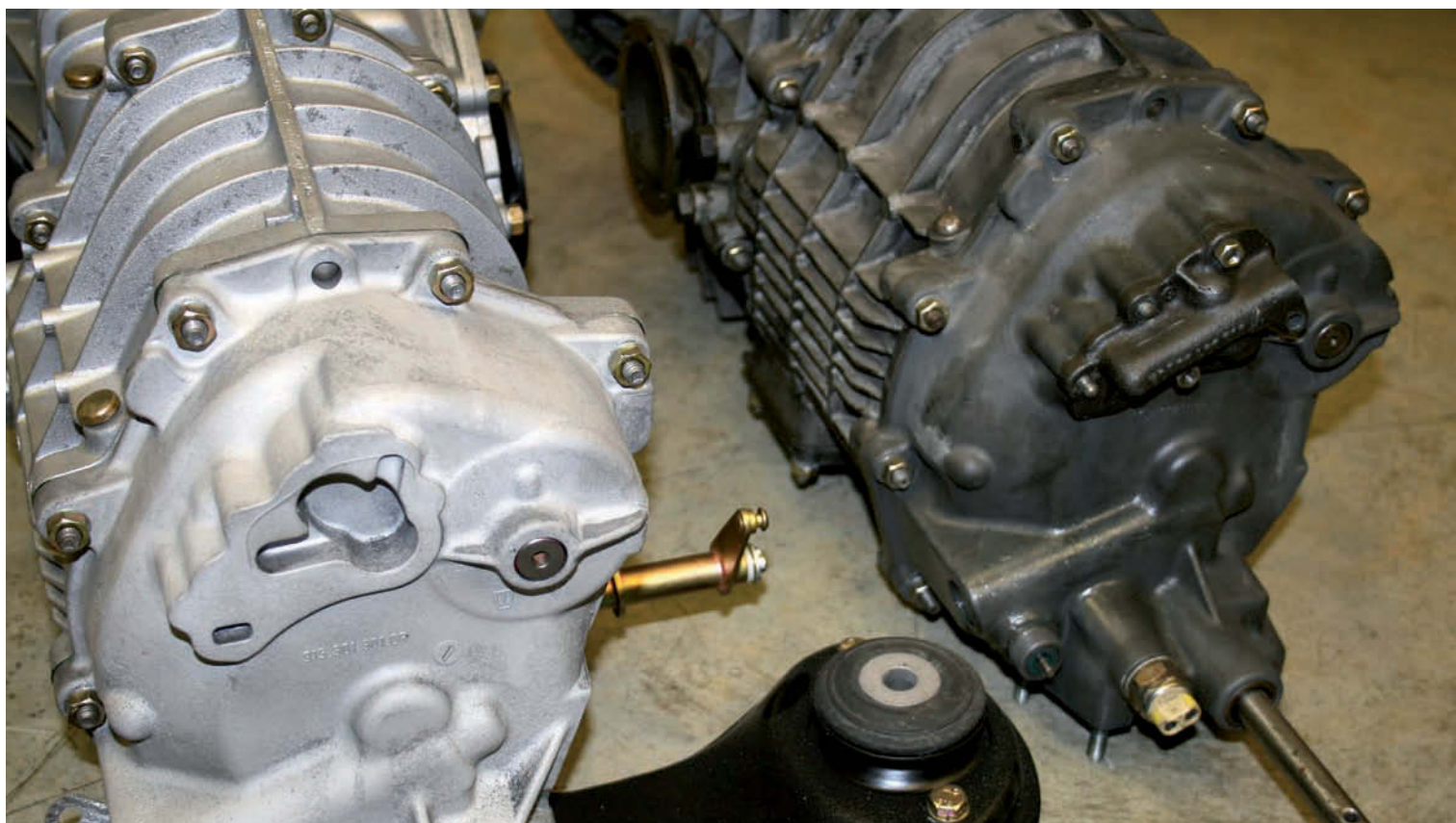
Development continued at Porsche. The Type 716

transmission of 1958 was a 644 with improved synchromesh and revised mountings. In 1959, with the introduction of the 356B, came yet another transmission, the 741 which in various versions would last the first Porsche sports car right through to the end of production in 1964.

The configuration of gearbox mounts altered through the life of the 356. Whilst a 'hoop' (of several shapes) always fixed the bellhousing (engine) end of the transmission to the chassis, the method of mounting the front of the 'box to the torsion tube (we're now under the back seat, if you are worried about the geography of things) varied. Original VW and 519 transmissions had a single front mount; the 644 had two – after that it gets more complicated.

The short-lived 716 'box had two mounts the same as the 644, but when the first 741 box appeared Porsche returned to a single mount configuration. This, in turn, did not survive long. Torque from ever increasing power outputs proved too much for the single mount; the twisting effect of the complete power unit and

Early 915 (left), development of 915 (right) shows end casing with feed to an internal pump which circulates lubricant through a spray bar to cool gears



PORSCHE GEARBOXES

YEAR	TYPE NO	CAR	SPEEDS	NOTES
MODEL: 356				
1948	VW	No 1	4	Two-piece magnesium casing, behind mid engine, no synchro
1949	VW	356 (Gmund)	4	Two-piece magnesium casing, ahead of rear engine, no synchro
1952	519	356 (Pre A)	4	Two-piece VW magnesium casing, Porsche synchro on 2-3-4
1952 (July)	519	356 (Pre A)	4	Synchro 1-2-3-4, sandwich plate at rear for reverse gear
1955	644	356A (T1)	4	One-piece aluminium casing with removable end. Synchro 1-2-3-4
1958	716	356A (T2)	4	Development of 644 with revised mountings, improved synchro
1959	741/1	356B	4	New design 'bault ring' synchro, reverse selector fork, selector rods
1962	741/2	356B	4	Revised forward mounting
1963	741	356C	4	Continuation. Developments carry numbers 741/A, /C
MODEL: 911				
1964	901	911	4/5 option	One-piece alloy casing, 'dog leg' change on 5-speed 'boxes
1965	902	912	4/5 option	901 'box for 4-cyl car. Also on some 911 models
1969	911	911 2.2-litre	4/5 option	901 'box for larger capacity engine. Magnesium casing
1969	914	914	5	Version of 901 'box for mid engine 914 and 914/6 cars
1971	915	911 2.4-litre	4/5 option	Stronger 'box with 3-piece casing, revised shift pattern with 5th on leg.
				Continues through 911 models with changes to 1987
1975	923	912E	5	'901' 'box for later four-cylinder cars
1975	915/44	Carrera 3	5	Version for 3.0-litre car, alloy casing. 915/49 is 4-speed
1975	930/30	Turbo	4	Version of 915 'box for Turbos. 930/34 is for 3.3-litre
1979	915	911SC	5	Four-speed option no longer available
1984	915	Carrera 3.2	5	Oil cooler added
1986/87	950	Carrera 3.2	5	New stronger G50 'box with Borg Warner cone synchro. Hydraulic clutch for first time on a 911. Continues through 964 and 993
1989	G50/50	Turbo	5	Stronger box with revised ratios for Turbo
1989	G64	Carrera 4 (964)	5	Version of G50 for four-wheel-drive models
1994	G50/21	Carrera 2/4 (993)	6	Six-speed 'box for 993 models (G50/20 USA). Six-speed Turbo is G64/51

- Year shown is start of production. Model year is usually the year following
- Most type numbers carry a suffix (eg: 901/10) to signify developments
- Porsche always listed four- and five-speed options for early (pre-'79) 911 but most cars have five-speed
- Sportomatic semi-automatic transmission is not included in this table

transmission affected handling as well as making gear selection less than Porsche-perfect. And so the dual mount system first employed with the 644 transmission returned for the remainder of the 356's life.

Porsche power, of course, took a big leap forward in 1964 when the six-cylinder 911 made its debut. A new car, with a new engine, meant a new transmission was essential. Enter the Type 901 gearbox with single-piece aluminium casing with Porsche synchromesh, and either four speeds or five.

The five-speed 'box, with 2nd, 3rd, 4th and 5th gears in 'H' pattern and first on its own, opposite reverse, became known as the 'dog-leg' gearbox. Much of the literature of the day gives the four-speed unit as standard equipment and the five-speeder as the option, but it seems most European buyers opted for five, with the majority of four-speed cars going to the USA.

The 901 transmission became standard fitment through Porsche 911 models of the era, as well as for both the four-cylinder (VW) and six-cylinder (Porsche) versions of the 914 mid-engine production car, and also the four-

cylinder 912. Special versions of the transmission were produced for the 904, 906, and 909 (hillclimb), competition cars, taking advantage of a big selection of available motor sport ratios. With the production of the 2.2-litre 911 in 1969, the 901 casing material switched to magnesium.

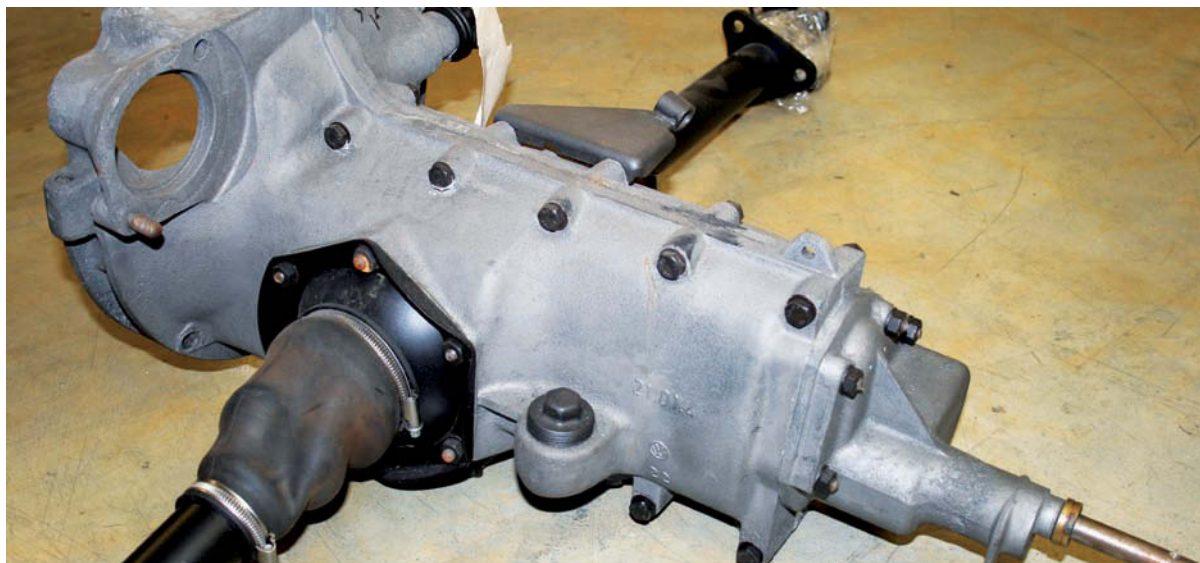
At this time motor sport development was forging ahead, and by 1969 the introduction of the three-litre, eight-cylinder, 908 race car with 300bhp meant a stronger transmission was a dire necessity. This came in the guise of the five-speed 916 unit, which three years later would become standard fitment to the 2.4-litre 911 as the 915 (confusing, isn't it?). The one-piece casing of the 901 was replaced by a three-piece unit, allowing the gearbox section and end cover to be detached from the section housing the differential.

The introduction of the 915 'box meant drivers had to learn another gear pattern, the five-speed version having first to fourth cogs in 'H' pattern, and fifth to the right of the gate opposite to reverse. Again, the production car was available with four or five speeds, but the 3.0-litre Turbo of 1975 was only available with a revised, tougher,

Bottom left: original 356 utilised VW transmission with non-synchro 'crash' gears and reverse gear all contained within the main casing

Center: G50 was the final transmission for the air-cooled 911 line, with Borg Warner cone synchro instead of Porsche ring system

Speedster with 644 transmission: front (right) has two flexible mounts to the torsion tube, and (left) a hoop (yolk on early cars) bolting the bell-housing to the body. The 356 engine 'hangs' on the transmission and has no further mounts



four-speed unit which carried the same type number as the car itself, 930. The 'box was also to find a home in the ultimate production based Porsche racer, the 935.

The 915 gearbox was to continue, ever updated as required, through the three-litre 911SC series (introduced in 1979, when the four-speed option was finally dropped) and also the first three years of its replacement, the

The G50 transmission is in fact larger than the previous 915, and so a new – curved – torsion tube had to be fitted to provide clearance. (When the 964 came along this particular problem was eliminated, because engineering the new chassis for four-wheel-drive meant that coil spring, instead of torsion bar, suspension was used.) It is possible to fit the G50 transmission to earlier Carreras, but

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“The Carrera 3.2 was updated, with the replacement of the 915 by the Getrag-manufactured G50 unit...”

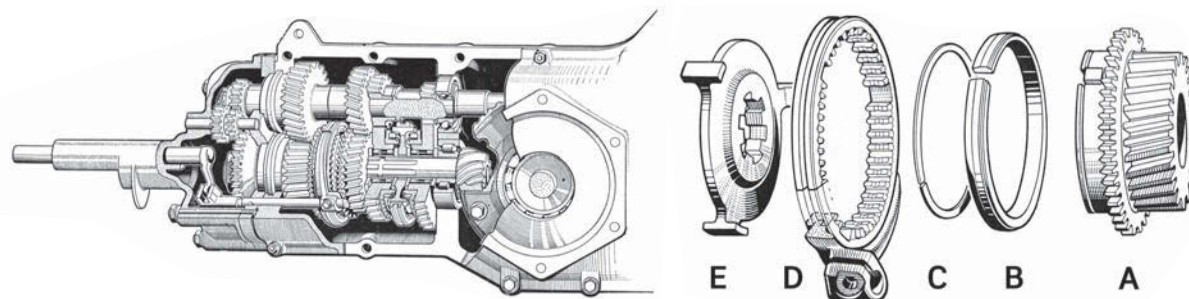
Carrera 3.2. RS and RSR developments of the period retained versions of the 915 'box, with particular attention to reducing running temperatures by various means of oil cooling, which filtered through to quantity production.

In the '87 model year, the Carrera 3.2 was updated, with the replacement of the 915 transmission by the Getrag-manufactured G50 unit, which initially carried the type number 950 but was then re-named G50. For the first time, Porsche did not fit its own, patented, synchromesh, but went for Borg Warner's cone-type on all gears, including reverse, in an all-new magnesium casing. At the same time, Porsche introduced hydraulic actuation for the clutch instead of a cable previously used on all 911s.

this tube has to be changed, along with the bellhousing and clutch operating system.

Getrag's G50 'box proved to be more than capable of handling the additional power of later versions of the 911, and would go right through – with modifications – to the end of the air-cooled era. Four wheel drive was accommodated with a power take-off at the nose supplying drive to the front wheels (as in the original 953 Paris-Dakar-winning cars of 1984), and further development added sixth gear for the 993 model in 1994. 993 Carrera 4 models featured a revised all-wheel-drive system incorporating a viscous coupling to the front wheels. Like all things Porsche, development never stops! **CP**

PORSCHE 519 TRANSMISSION



From July 1952, the 519 transmission had synchromesh on all four helical-cut, forward gears. There is a sandwich plate between the gearbox housing and the end cover to accommodate the reverse gear sprockets, which are straight-cut. The gears, or correctly termed sprockets, on the output shaft (bottom in diagram) to the crown wheel and pinion are in constant mesh with the sprockets on the input shaft

(top) which takes power from the engine through the clutch. Sprockets on each shaft have to be engaged to achieve a selected ratio.

Between each pair of sprockets on the output shaft is an internally toothed selector. When a ratio is selected, by the selector fork, operated by rods connected to the gear stick, the selector – carrying inside it a spider which slides on splines on the shaft – moves against

the chosen sprocket. Dogs, straight-cut teeth, on the selector engage with the selector ring and the sprocket is locked to the shaft via the spider to complete the drive. Synchromesh is a device to equalise the speeds of the rotating output shaft and the sprocket as engagement takes place. In the Porsche design, the sprocket (A) carries a split synchro ring (B) held in place by a circlip (C). Inside the ring

(not seen in diagram) is a two-part clutch mechanism. When the selector (D) and spider (E) are moved into contact with the sprocket, the selector first compresses the synchro ring and the internal mechanism to match the speed of the sprocket to the shaft.

The mechanism is compact and was considered by Porsche to allow a quicker gear change than other systems of the time.



Sprocket (left) shows outer synchro ring and internal mechanism that tightens on the ring to adjust speed up or down to match shaft. Sprocket (right) is with retaining circlip in place

Fork is moving selector over the synchro ring. The dog teeth on the sprocket engage with the inner teeth on the selector and sprocket is locked to the shaft by the spider which slides on the splines

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FOUR CYLINDERS OF **FUN!**

Frequently misunderstood and often overlooked, the four-cylinder 912 was far more than a poor man's Porsche. Indeed, some preferred it to a 911...

Words: Keith Seume Photos: Porsche Archive

The idea of producing a 'four-cylinder 911' was first mooted back around 1960. At the time, the new six-cylinder sports car, then known as the 901, was under development, with a complex engine – Type 745 – the favoured powerplant. The Type 745 was a pushrod design, but with dual camshafts, mounted above and below the crankshaft. One cam opened the inlet valves, the other the exhaust valves.

The original idea was to lop two cylinders off this engine and use it to power an entry-level version of the 901. The new engine – Type 801 – would be available as either a 1.6- or 1.8-litre unit. However, the Type 745 engine was shelved, along with it the spin-off Type 802.

Instead, Porsche decided to fall back on the final development of the 356-series engines, opting to install an upgraded 356C Super engine in the new coupé. It was a huge success, with sales of the 912 oustripping those of the 911 in the first years of production. Later, in 1976, Porsche would try it all over again with the ultimately short-lived 912E, this time, though, with a VW motor... **CP**





Opposite top: Busy (and colourful) 912 production line at W Karmann GmbH in Osnabrück. Is yours there? Opposite bottom: The 912E was a late arrival in 1976,

acting as a stop-gap between the outgoing 914 and the soon to be released 924. It remained in production for just one year. Left: Colourful advertising

poster emphasised the 912's place in the Porsche family. Top and above: Early pre-production 912s - note the colour-coded dashboard of the example shown above

CLASSIC Q&A

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STRIPPING BARE

I read with interest your last issue where a reader was asking about bare-metalling his old Porsche project. The question (and your answer) struck a chord with me as I have just been carrying out the same work on a similar car.

My problem has been one of how to remove the underseal from the inner wings, and also what to do about the sticky residue left inside the car after I removed the carpets.

I have tried using a wire brush but that doesn't work at all – it simply skates over the surface. Do you have any suggestions about how to get this off?

Also, what do you recommend using to paint the floor inside the car? I am not after a concours finish, but simply something that will last.

Paul Miller
Via E-mail

CP: We have been experiencing the same problems as you on our 'new' Porsche 912 project car.

We tried the wire brush treatment to no avail, too, and resorted to a 'twisted

wire' brush attachment for an angle-grinder. This does a pretty good job of attacking the black residue we found under the carpets and rear seats of the 912, but doesn't cope very well with any thicker layer of underseal. All that tends to happen is the underseal gets hot and sticky, clogging up the wire brush attachment.

There are several 'anti-clog' rust removing attachments available on the Internet, but we've not had any first hand experience with them, as yet.

The most effective way we have found to remove the thicker sealant inside the car, and the thinner layer of factory underseal on the inner wings, is to use a hot-air gun to soften the sealant and then simply use a scraper and plenty of old fashioned hard work.

It's not a fun job but it is worth doing. It is the only way you'll find out what's lying underneath...

Regarding what to paint the floor with, assuming you're not going so far as to carry out a full strip and repaint, then a product like POR15 would do the job perfectly. Take a look at the

range of products from Frost Automotive – there's bound to be something in their on-line catalogue that will fit the bill. Log onto their website: www.frost.co.uk

914 CLUTCH PROBLEM

I own a 1970 Porsche 914 with which I am very pleased. The car was purchased in the United States and shipped over about two years ago by the previous owner.

On the whole, the car runs excellently, but recently I have noticed that the clutch pedal feels rather strange. There is a lot of slack at the pedal and it feels a little 'dead' – also, the clutch doesn't appear to be disengaging fully, with a resultant crunching of gears every now and then.

Do you have any idea what may be the cause of this problem?

John Wilson
Via E-mail

CP: There are several possible reasons for the problem you've outlined. In the first instance, we would take a look at the clutch

cable itself – it may be stretched and frayed, resulting in a build-up of slack and a rather lifeless feel to the pedal. Eventually it will break...

Another thing to check is the condition of the pulley alongside the gearbox – the cable is routed round this pulley to reverse the direction of operation to take into account the mid-engine layout. It is not unknown for this pulley to become dislodged or even broken.

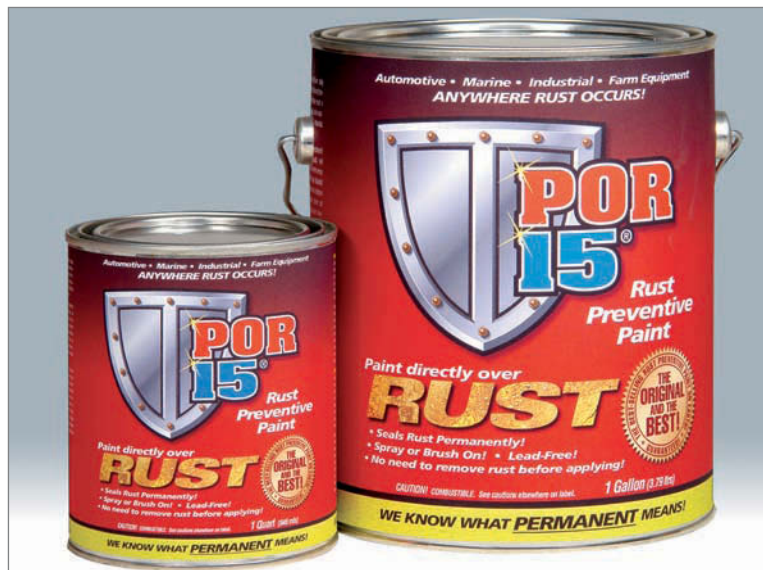
The other possibility is that the clutch pressure plate has started to fail – if the diaphragm has broken, then the clutch will disengage unevenly, giving rise to the symptoms you describe.

So, in order: first of all check that pulley by the gearbox. If that's OK, remove the cable and take a good look. If all is well, then it looks like you'll have no option but to remove the engine to examine the clutch itself.

BOUNCING TACHO

The needle of the tachometer in my Porsche 912E has begun to bounce a lot – by that I mean it is occasionally slow to

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respond and then suddenly flicks up to the correct rpm, and then it sticks again, before bouncing around all over the place. I know it's not critical to the running of the car, but it's driving me crazy!

At first, I thought it might be a poor connection somewhere but that's not the case, it seems, as I have had an auto-electrician check everything for me. Any help would be much appreciated.

Kevin Moffett
Via E-mail

CP: Our first thoughts, like you, would have been an electrical connection, but a chance conversation with Julian Reap, of Reap Automotive Design, who specialises in rebuilding Porsche instruments, suggests that the problem might lie elsewhere.

Apparently, it is quite common with early gauges for the grease used by the factory when assembling the speedometer and tachometer to dry out, causing the needles to stick, and then suddenly free themselves. This gives rise to the infamous 'tach bounce' which so many older Porsches suffer from.

If this is the problem, then there is no option but to strip the instrument down and clean it thoroughly before applying a little new lightweight grease.

This may be a job best left to the experts, so give Reap Automotive Design a call on 020 8863 2305. Julian should be able to take the bounce out of your gauges!

STEERING WHEEL

I'm not sure if this is the sort of thing you can help me with, but I've drawn a complete blank everywhere else.

I was recently given a beautiful Nardi steering wheel by a friend who used to have it fitted to his Alfa Romeo. It is a lovely looking wheel with a varnished wood rim.

My problem is that I cannot readily find a hub to allow me to fit this to my Porsche 911T. I currently have a Momo wheel fitted, but it is too modern for my tastes. Looking on the Internet, I can find no end of people selling Momo hubs for Porsches, but no supply of Nardi hubs.

Do you have any idea where I might get one?

Peter Martelli
Via E-mail

CP: Nardi still makes a hub to fit one of their wheels on a Porsche, but we are unaware of a ready source in the UK.

However, you can buy fairly easily (through eBay) an adaptor which will allow you to fit a Nardi steering wheel to a Momo hub. The bolt patterns are very similar, but the Nardi mounting screws are rotated a few degrees compared to the Momo.

These adaptors don't cost a lot of money - certainly far less than buying a new Nardi steering wheel hub - so that may be the simplest solution, particularly as you already have a Momo. You can also use the Momo horn button, by the way.

DAMP REAR SEAT

My 1978 911SC has recently been suffering from misted windows first thing in the morning. To begin with, I put this down to stupidity on my part when I left the driver's window open one night, and it rained.

I put the car in the garage the next day and used a fan heater to dry out the carpet - it wasn't actually very wet, but thought this must be the cause of the misted windows a few days later.

However, while vacuuming out the interior at the weekend, I noticed the back seat squab on the left side is very damp. It is far wetter than the carpet was, but I can't think how water could have got in.

Colin Sands
Via E-mail

CP: You don't say whether your SC has a sunroof fitted or not. If it does, then our first suggestion would be to look carefully at the fit of the roof and the condition of the seals.

If this all seems OK, then the most likely source of the water is a leaking rear window seal. Look for signs of water ingress in the corners of the rear window - distorted trim on the parcel shelf is a frequent symptom.

You really do need to investigate this further as the water will eventually lead to rust in the rear seat pans (if it hasn't already).

You need to remove the rear seat bases and the carpeting around them to have a look at the condition of the metal beneath.

If it has rusted, you may be lucky and just effect a local repair, but the chances are you may end up needing a whole new repair panel.

356 OIL LEAK

A few months ago, I bought a 1962 Porsche 356B which had been owned by the same gentleman for over 20 years. He had covered in excess of 100,000 miles in that time. Needless to say, I love the car, not only for its character and looks, but for its history.

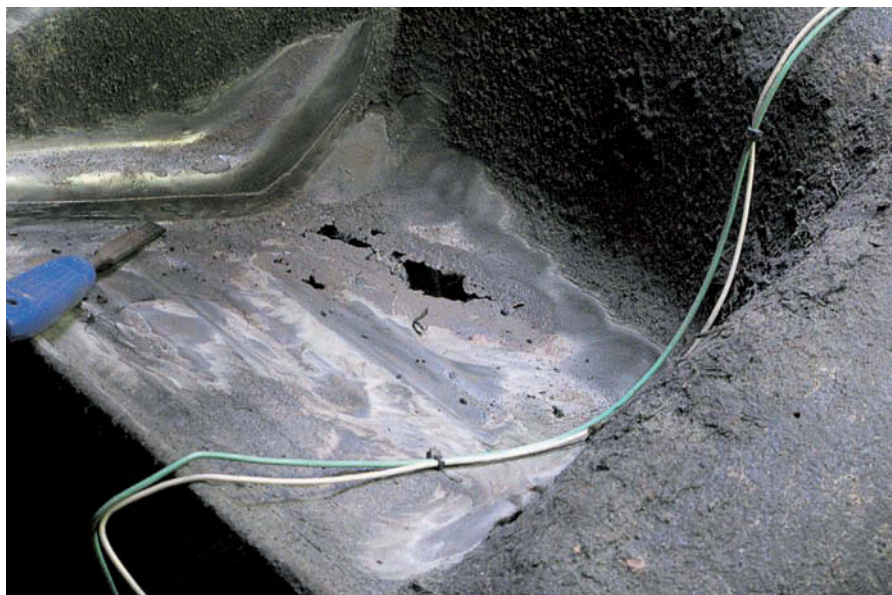
The problem is, there is a persistent oil leak from the engine - not so much a direct drip from a joint, but a general oiliness which I can't pinpoint. Do you have any suggestions where I might start looking?

Michael Hammond
Birmingham

CP: It is naturally a little difficult to diagnose a problem like this from afar, but if you've already checked the obvious, such as leaking valve covers, pushrod tubes, and the like, then we'd be looking at a leaking oil cooler, or even a cracked crankcase close to the base of the cooler. You'll need to remove the fan-housing to check, and this may be easier once you've removed the engine.

A bouncing tachometer needle may be due to old grease having gone hard. The answer is to have the gauge stripped, cleaned and regreased...

This is what happens if you ignore damp rear seats in a 911 - water entering via a leaking rear window seal has puddled in the seat pan, rusting it through





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PLUS: Penske 917 story; Project 912 – part 2; Eric Studer – Mr 356!; Porsche 934 takes to the track

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