

THE MAGAZINE FOR ALL **CLASSIC PORSCHE** ENTHUSIASTS

Classic **PORSCHE**

FROM THE PUBLISHERS OF **911&PORSCHE WORLD**
No.14 November/December 2012

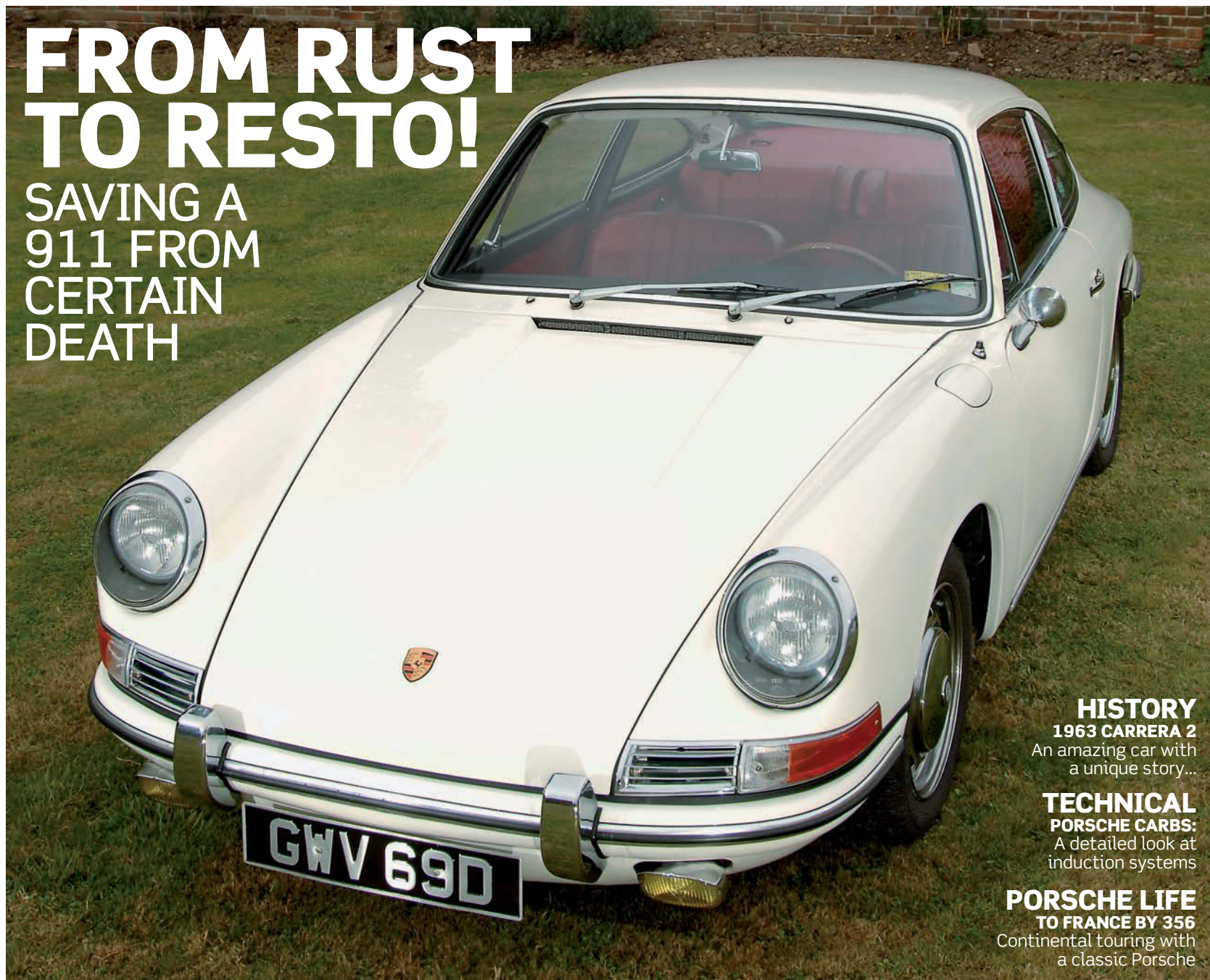
KINGS OF LE MANS Porsche 917 v Ferrari 512



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SAVING A
911 FROM
CERTAIN
DEATH



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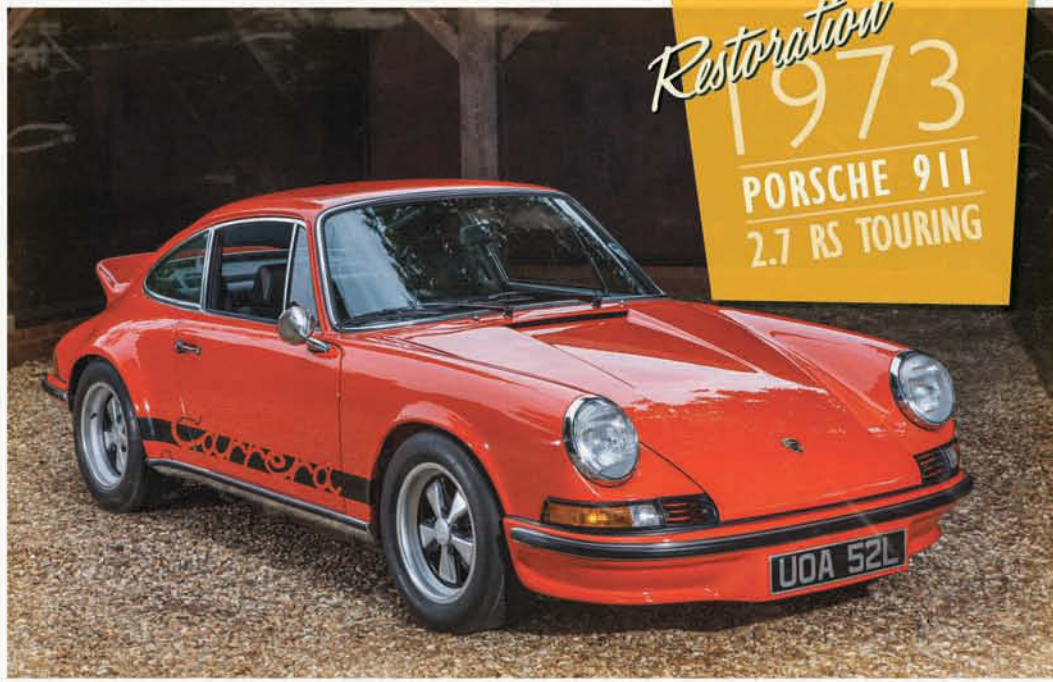
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PORSCHE 911 2.7 RS TOURING 1973

This UK delivered 2.7 RS Touring has recently undergone a concours restoration in our Classic Porsche workshop in Newport Pagnell. A genuine matching-numbers car presented with a comprehensive history and documented restoration file.

To date over 1800 hours have been invested into this RS as well as endless lists of OEM parts, we would estimate the restoration cost to be in excess of £130K. The car has been finished in its original body colour, Tangerine (018). Mechanically the car has undergone a full engine and gearbox rebuild along with the complete refurbishment of the running gear.

Vehicle details

£230,000

Registered	1973
Engine	2687 cc
Chassis No.	9113601314
VRN	UOA 52L
Odometer	42,680
Transmission	915 5 Speed Manual
Colour	Tangerine (018)
Interior	Black
0 - 62	5.8 secs
Top Speed	152 mph
Power	210 bhp
MPG	N/A

ADDITIONAL INFORMATION

Documented concours restoration
Original UK supplied right hand drive
Matching numbers
Known history
Previously owned by Lord Arundel
Featured on page 25 of 'R to RSR' book
Selling Dealer - Henley on Thames

Restoration



Full body restoration



Original colour combination



Complete engine build



Leather interior retrim

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Classic PORSCHE

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WELCOME



One of the things that really excites me in this business is stumbling across great photos. They could be rare and unpublished archive shots or, as in the case of Steffan Jahn's photographs of a Porsche 917 'battling' with a Ferrari 512S, simply breathtaking images, full of action and atmosphere.

I had seen some of Steffan's work on the Internet, and was instantly struck by the power of these carefully staged images. Yes, they are staged for the camera, rather than live race action, but they have such impact that I felt the need to share them with the readership of *Classic Porsche*. I hope you like them – please let me know what you think.

“I’m looking forward to driving my 912/911 mongrel on dry roads...”

So, summer is over – if you could call it summer. Classics at the Castle came and went in a blaze of sunshine and roar of exhausts but, sadly, our own gathering at Windsor Racecourse fell victim to the appalling weather and had to be abandoned. Thanks, though, to the few brave souls who made it along – and special congrats to Mark Wrigley for proving that 356s don't shrink in the rain!

Hopefully next year we'll have better luck with the weather – I sincerely hope so for I'm looking forward to driving my 912/911 mongrel on dry roads. Is it really too much to hope for?

Enjoy the new issue and, as Mark Wrigley always implores me, 'Keep the Faith'. It can't rain for ever...

Keith Seume
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www.classicporschemag.com

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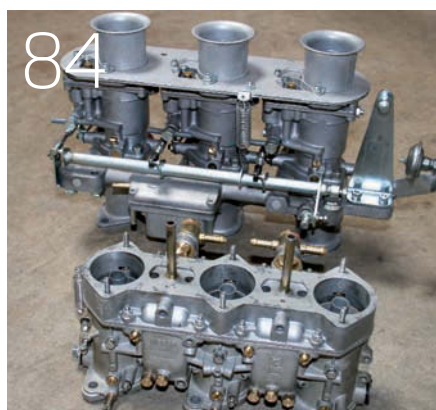
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Just turn to page...

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NEWS & PRODUCTS

The latest news and products from the world of Porsche

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LETTERS

Why not drop *Classic Porsche* a line? We'd love to hear from you!

FROM THE ARCHIVES

When Porsche-designed racing cars first came to England

CLASSIC Q&A

Your tech queries answered

NEXT ISSUE

What's coming up in *Classic Porsche* issue #15 – don't miss it!
 In fact, why not take out a subscription?

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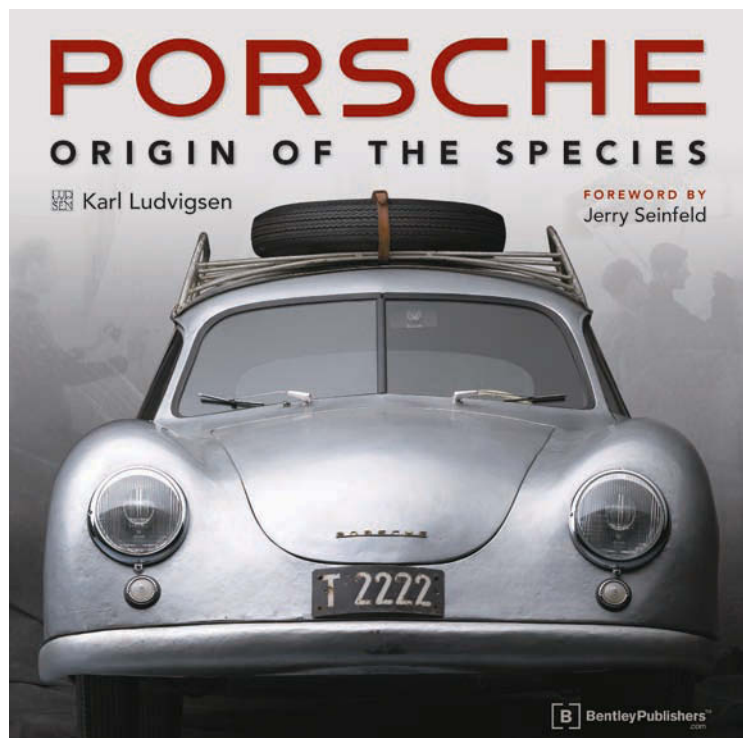
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NEWS & PRODUCTS

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

THE BOOK OF THE YEAR!



Within Jerry Seinfeld's renowned Porsche collection resides an unassuming yet extraordinary piece of Porsche history: Porsche Gmünd coupe 356/2-040. Captured exclusively for this book in a series of evocative portraits by acclaimed automotive photographer Michael Furman, 040's unsullied originality conveys with startling immediacy the combination of artistry, innovation and determination that went into its improbable creation.

This cornerstone of the Seinfeld collection serves as the inspiration for *Porsche – Origin of the Species*, an in-depth exploration by automotive historian Karl Ludvigsen into the specific influences and circumstances that brought forth the first Porsche-badged sports cars.

Have you ever wondered how and when did the people of the Porsche firm find themselves in a sawmill in Gmünd? What was the influence on the 356 of the cars and engines built by Porsche before and during the war? How and why was the first 356 shaped as it was? What was the real relationship between the tube-framed Type 356 roadster and the first 356/2 coupes? Questions like these deserve answers because the resulting DNA is so powerful, so robust, that it still influences the shape and style of Porsches well into the twenty-first century.

Karl Ludvigsen, author of the award-winning *Porsche: Excellence Was Expected* and *Ferdinand Porsche – Genesis of Genius*, tackles these questions and more in *Porsche – Origin of the Species*.

The saga that emerges encompasses mechanical revelations, human drama and the turmoil of world war. This book is quite possibly the best book published this year and we are certain it will appeal to all enthusiasts who are eager to know what events really ignited the spark from which all other Porsches evolved. The book is available from several on-line sources, the cover price being £75. ISBN-13: 978-0-8376-1331-4

For more details of this and their other Porsche titles, log onto the Bentley website at <http://www.bentleypublishers.com/porsche>

Celebrating 40 years of the Carrera RS



On the occasion of the 40th birthday of the legendary Porsche 2.7 Carrera RS, the Porsche Club Carrera RS hosted an international meeting over four days, running from September 13–16th, 2012.

The event attracted over 50 original Carrera RSs, which gathered at the Porsche Museum in Stuttgart on the Thursday for a tour ahead of a drive to the Hotel Sinsheim, where Walter Röhrl was a guest. Friday saw a drive to Castle Langenburg to see the car museum, followed by another scenic drive to the renowned Auto-und Technik Museum at Sinsheim.

Saturday morning gave the participants the opportunity to drive round



the Bosch proving grounds at Boxberg, where driver skills could be put to the test on various tracks, as well as the high-speed oval (see the photo above left). A dinner in the evening was followed by a live band.

Sunday began with a drive to the amazing Palace of Ludwigsburg (see above), where a concours took place – the emphasis here was on people having fun, rather than spending the entire day cleaning their cars, so awards were simply made for the best unrestored (with patina...) and best fully restored. The event was a huge success and greatly enjoyed by all! (Photos courtesy Christian Simon)

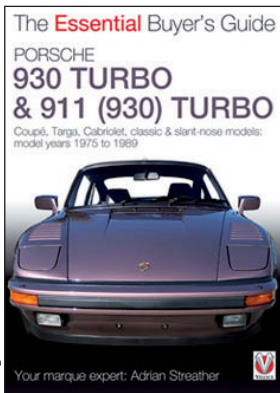
930 BUYER'S GUIDE OUTLAW FILM GOES ON-LINE

There's probably not a single Porsche enthusiast who hasn't wondered what it's like to buy and run a Porsche 930 Turbo. It's the ultimate icon of 1970s and '80s excess – fast, furious, unforgiving and... potentially a money pit if you buy a bad one.

Adrian Streatheer knows a thing or two about buying Porsches and in this book he calls on his years of experience to bring you all the info you need to make sure you don't get caught out when buying your dream Turbo.

The book covers everything from bodywork to mechanicals, with plenty of invaluable advice to guide you through the potential minefield of used car buying. It costs just £9.99, but it could save you a whole lot more!

Try your local bookshop, or buy direct from www.veloce.co.uk



MFI PUMP MANUAL

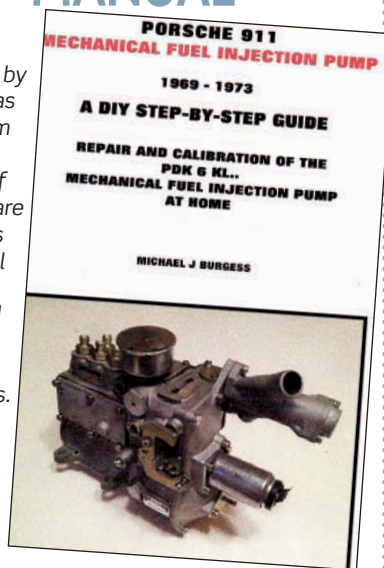
The mechanical fuel-injection system used by Porsche on the 911 was only in production from 1969 until 1973. As a result, even the last of the pumps produced are now nearly forty years old. Over this time fuel deposits inside the pumps have hardened and contaminants in the oil have damaged the bearings and seals.

A mystique has grown up around Porsche's MFI system, many believing the repair and calibration of the pump to be beyond the skills of the ordinary home mechanic. Michael Burgess is not one of those who thinks that's true, so he's written this book to prove it. 'I believe anyone with a reasonable amount of mechanical skill and access to normal servicing tools can repair these pumps and if you are willing to take the time and invest in some simple equipment, you can also do the calibration work at home as well,' says Michael.

Very little information is available on the repair or the calibration of these injection pumps and what information is available is in German and set out in a highly technical manner, having been written for internal use by Bosch technicians. For this reason, Michael's produced a user-friendly step-by-step guide suitable for use by the home DIY mechanic. 'By following this book,' says Michael, 'I am confident you will be able to successfully repair and calibrate your pump, and have the satisfaction as I did of knowing you did it all yourself.'

Priced at £55.00 (plus P&P), this is a must-have for every Porsche mechanic, professional or otherwise.

Further details and extracts of the book can be seen by logging onto www.g11mfi.com

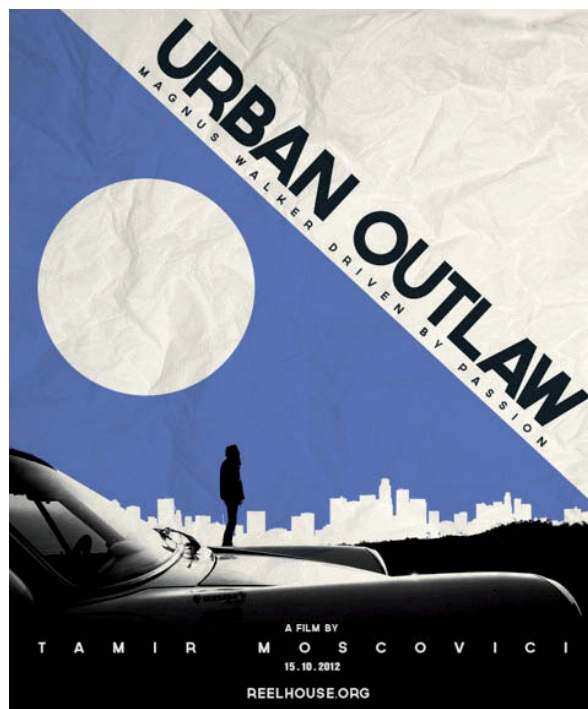


Probably the most talked-about film in recent (Porsche) times is Urban Outlaw, a 30-minute 'short' about Magnus Walker, the ex-pat Porsche fanatic now living in LA. One of his cars appeared on the cover of our last issue, and we featured a profile on Magnus in issue #6.

The stylish film was made by Tamir Moscovici, who has decided, following a successful premier at London's Raindance film festival, to release the film on line. 'We've opted to go with Reelhouse.org, a new platform for film audiences. Knowing that we were going to release the film globally, we wanted a platform that could create a theatrical experience that was intimate. Let's cut out the distributors, studios and marketeers. Let good film connect with an audience, and let that audience connect with the filmmakers!', says Tamir.

We've seen the film and can recommend it to anyone who loves early 911s, outlaws and the SoCal way of life. It's very stylishly shot and Magnus is a very articulate 'host'. Superb!

The film is available to view from October 15th, log onto www.reelhouse.org/mos/urbanoutlaw – and turn up the sound!



Robert Barrie update



Just got word from Robert Barrie, who recently opened his new business for car storage and sales: 'The first three months have absolutely flown by and we are now well underway. We have a number of customers looking for good, no-questions/no-stories Ss and RSs. We can also place early SWB cars, Ts and 356s at a lower price point. It looks slightly more difficult at present to find homes for RS and ST replicas – there may be enough of those around for now. It's also a little harder than we expected to place good race cars, but we are continuing to work on that!'

For more information on car sales and classic storage, visit www.robertbarrielimited.com

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 14 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?

Available now, 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 8655 6400.



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Pipe for hard brake and clutch lines or fuel pipe tends to come in reels. Easy to carry home but trying to straighten it can be a real chore.

Viper Performance has come to the rescue with a small-bore pipe straightening tool. Just put the end of the pipe between the rollers and push it through. The straight pipe comes out the other side. Simple!

This tool may be aimed at the DIY, home mechanic market but it doesn't skimp on quality, durability or capability and it's more than capable of working for its keep in a professional garage.

This tool is capable of straightening: 1/8in, 3/16in, 1/4in, 5/16in, 3/8in, 7/16in, 1/2in, 5/8in and 3/4in



outside diameter tube.

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viper-performance.co.uk

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For UK automotive enquiries and orders contact: Maxted-Page & Prill Limited

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CLASSIC PORSCHE BACK ISSUES



We're now completely sold out of issues #1, #2, #3, #9, #11 and #12 of *Classic Porsche* but we still have limited quantities of #4, #5, #6, #7, #8, #10, and #13, 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.

NEW REPRO 356 ACCESSORIES

Karmann Konnektion have been busy again, with two more products designed for the discerning 356 enthusiast. The first is a superb copy of the hard to find Hazet 772/2 wheel wrench and hubcap puller, which fits all Pre-A, A and B toolkits, and the Hazet VW & Tourist accessory tool cans. This is priced at £95.00 (+VAT).

The second is the map light – the pull type for mounting on the dashboard. It's complete with knob and is ready to fit. This superb reproduction of this rare item is made in KK's in-house engineering shop and fits all Cabriolets 1952-55 from chassis # 10271. The price is £350.00 (+VAT).

www.karmannkonnektion.com 01702 601155



\$5.5 MILLION FOR 917-10 AT MONTEREY



On August 18, 2012, the Porsche 917-10 that captured the 1972 Canadian American Challenge Cup Series Championship sold for a whopping 5.5 million dollars at the Mecum Auto Auction in Monterey, California, writes *Bill Nakasone*.

Although 5.5 million dollars seems like a substantial sum of money for a 40-year-old race car, it is amazing value when one considers the exceptional provenance of this vehicle. The particular car sold was chassis #917-10-003 and it is the very car that dominated the 1972 Can Am Series, accounting for five out of the six victories scored by the Porsche 917-10 that year.

The Porsche 917-10 was developed under the joint cooperation of both Porsche Renn Sport and the Roger Penske Racing Organization. The Penske Organization had three 917-10 chassis throughout the 1972 season; #003, #011, and #005. Chassis #003 was first delivered to the United States from Germany and was initially used as the test vehicle for research and development purposes.

It was put into service as their sole 917-10 in inventory and was piloted by Mark Donohue at

the season opener at Mosport, Canada on June 11, 1972 where it scored a second place finish.

Just a few days later, the Penske Organization received a second 917-10 from Porsche, chassis #011. This car was significant for several reasons. First, the chassis was constructed of magnesium and weighed 130 pounds less than the aluminum chassis #003. Second, it is also the car that Mark Donohue destroyed in a horrific crash that took place at Road Atlanta. Road Atlanta was the second race of the 1972 season and Team Penske was doing some pre-race testing of #011. They were strongly evaluating the viability of making chassis #011 their primary race car and relegating #003 to back-up status.

While travelling down the straight away at Road Atlanta at roughly 170 miles per hour, the rear tail section separated from the car resulting in a series of end over end cartwheels. The car was destroyed and Donohue seriously injured.

Chassis #003 was put back into service and a new driver (George Follmer) was called in to substitute for the injured Mark Donohue. He gave

a brilliant drive and brought home a first place finish at the Road Atlanta race, the second round of the 9 race Can Am series. George Follmer and chassis #003 would take four additional first place finishes at round 4 (Mid-Ohio), round 5 (Elkhart Lake), round 8 (Laguna Seca) and round 9 (Riverside). George would emerge the series champion with 130 points, double the points of second place finisher Denny Hulme.

By the sixth race of the series (Donnybrooke – now called Brainerd International Speedway), Mark Donohue had recovered from his injuries. In anticipation of this, Team Penske had acquired their third 917-10 chassis, #005, and it was entrusted to Donohue to drive. He gained one first place finish at round 7 (Edmonton) in #005. This car is now in the Porsche Museum.

Of the two remaining Penske-prepared Porsche 917-10s left in existence, it is chassis #003 that is the coveted prize. How does one place a value on significant vintage race cars? Like any other form of asset valuation, comparable sales are referenced.

Jerry Seinfeld recently purchased a Porsche 917-30 at the Gooding Auction in Amelia Island that had the outward appearance of the car that won the 1973 Canadian American Challenge Cup Series. Although it was indeed a Porsche 917-30, it was not the chassis in which Donohue and Penske had captured the 1973 Can Am championship.

This car was constructed by Porsche to campaign in the 1974 Can Am season, a series in which Porsche chose to no longer participate. Hence, this particular Porsche 917-30 was never raced and was painted in a Sonoco Blue race livery that it never legitimately had. It sold for 4.4 million dollars.

This makes the sale of Porsche 917-10-003 an absolute bargain at \$5.5 million. This is the real thing. Call this one well bought – an investment-grade car that helped define an era in American racing, and which added another chapter to the legendary status of the 917.

LADENBURG MEMORABILIA AUCTIONS

Automobilia Auktion
Ladenburg will once again be holding a major auction of rare and supremely

desirable memorabilia, much of it of interest to the Porsche collector.

Held on 9/10

November, the lots include an incredible collection of material relating to the great pre-war racing driver, Rudolf Caracciola. Over 150 lots, which include unique memorabilia of the man who won three European championships in 1935, 1937 and 1938, will be put up for auction. The champion's ribbon of the German Grand Prix at Nürburgring in 1931, when Rudolf Caracciola beat Louis Chiron and Achille

Varzi, will be among the offered lots. His racing suit, gloves and cap will certainly cause a sensation, too.

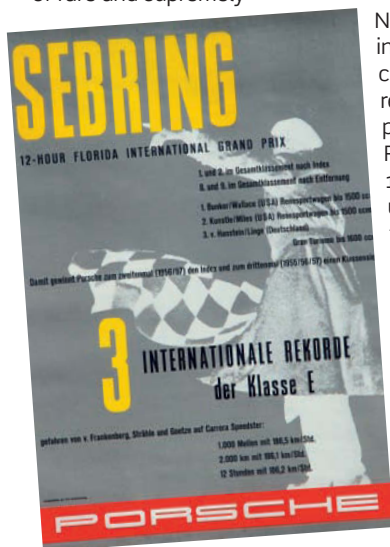
Also worthy of note is an archive of more than 7000 photographs and negatives from the collection of Kurt Wörner (right), much of whose work found its way into *Road & Track* magazine.

Auto-Union fans will love the paperwork relating to Tazio Nuvolari's negotiations with the team, while Porsche fanatics will be most interested in the large collection – over 500 in total – of rare Porsche sales and commemorative racing posters (left).

Another date for your diary is the Strähle Porsche Swap at Schornsdorf on 24

November, where there will be an auction of Porsche parts and accessories.

For more details on this and all future auctions, visit www.autotechnikauktion.de





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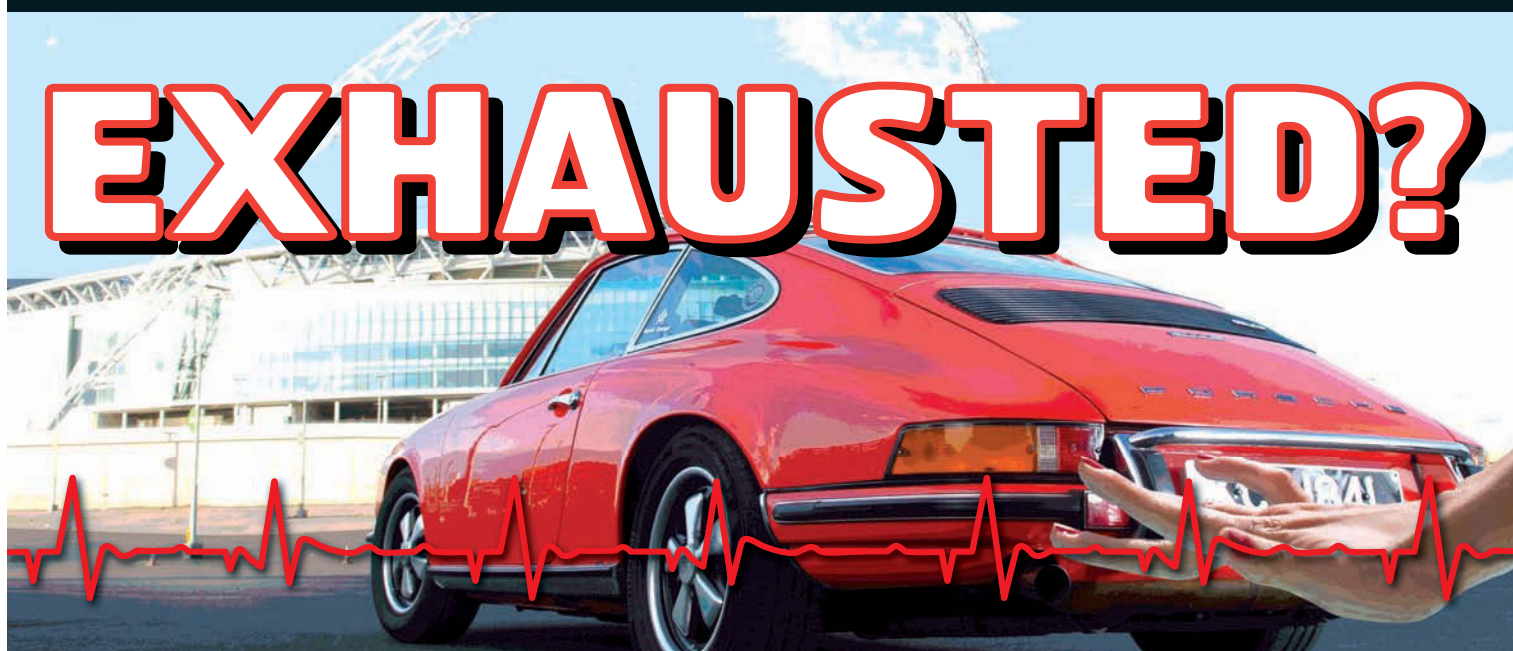
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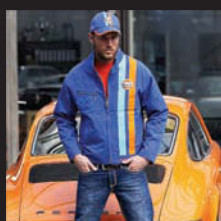
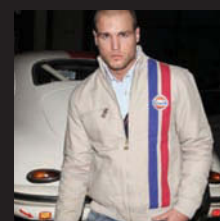
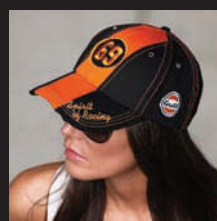
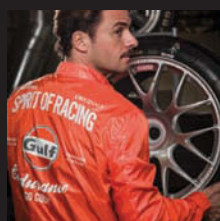
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GUEST WORDS

Steve Winter of marque specialist JAZ looks back at the pre-race frenzy which took place ahead of this year's Le Mans Classic

Why, despite the best laid plans, is motorsport always 'last-minute-dot-com'? Neil Bainbridge of BS Motorsport posted on Twitter commenting on how organised we were getting our engine dyno'd on 1st May ready for our trip to Le Mans. If only life were that simple.

With the 914/6GT engine removed for servicing (shimmed valve clearances on a Carrera 6 motor, remember) and a transmission rebuild to fit a set of Le Mans ratios, we decided to get it tuned and set up at Neil's fantastic setup near Aylesbury. Were the figures disappointing? Most definitely as the engine had only done six or seven test days and Tour Auto in 2011.

The big question was what do we do now? After a lot of jet changing, ignition and cam timing adjustments, and exhaust changes, it was obvious the problems lay inside the motor. So the decision was made to strip it and see what was going on.

Meanwhile, the other big question was gearbox ratios. Having raced at Le Mans Classic twice before, once in a Shelby Mustang and in 2008 with Adam Richardson's 901, I had some idea of what was needed. Le Mans isn't the sort of place where you can go testing every week, so it had to be right straight out of the box (sorry). The gearboxes are very similar in the two cars in basic layout, but the 914 was using a different tyre profile to the 911, as well as having a lower homologated weight and a more powerful engine.

We worked out that the longest flat-out section of

the circuit is from Tetre Rouge to the first chicane, as the entry on to the Mulsanne is fast. We selected a set of ratios we hoped would suit but we needed to sort the engine first and match the lower ratios to the engine's power characteristics.

With the engine stripped we worked out what was needed to get our horsepower up. A crankshaft from Ohio, con-rods from California, pistons from Daventry, porting in Manchester – we had parts coming from all over the world. This was the hard bit.

Getting this co-ordinated was a real challenge as time was running out. Sourcing things like a genuine standard counterbalanced 2.0-litre crankshaft is no easy task. Anyway, it all came together and by the end of June it was ready to assemble. Simon Bowery and I did a 'weekend special' on it and it was back on the dyno on Monday 25th June. After some more jetting changes, we finally boosted power from 190bhp to 215bhp. All that remained was the rest of the car.

Our objective was to finish all the practice sessions and all three races with no issues, and to beat the other 914/6 GTs in our class. We had no idea how it was going to pan out, especially as the car was in the most difficult of plateaus. Our main concern was being lapped by the faster cars.

My ethos has always been, ever since I started in motorsport 30 years ago, that if we have to do any work to a race car at the circuit then we haven't done our job properly in the

workshop, barring accidents of course. Every part was checked, torqued, greased, adjusted and checked again. How many times have you seen cars turn up at events like this, at great expense, only to break first time out?

Quite honestly, we didn't know what to expect. We had no idea what the other 914/6 GTs would be like, let alone how we would fair against the other GT cars. To say we were surprised with our results, let alone be pleased, would be an understatement.

Simon was a Le Mans virgin so was understandably nervous. Geoff Turrall and I were also feeling that way, driving a £300k car in anger for the first time, let alone at such a place as Le Mans. It was decided that as I was the most experienced driver, I should do most of the day qualifying as a high grid position was critical to avoid getting lapped early in the race.

This would allow Simon and Geoff to do all of the night qualifying as they were paired together for the night race anyway, as I was also driving a TVR in Grid 4. We qualified 47th overall out of 70 starters, and the 8th fastest GT car.

We were faster than the nearest 914/6 GT by over 30 seconds, with a time of 5m 28s. We even had a pair of 910s behind us and three 906s next to us on the grid.

I jumped straight from the TVR to the 914 for the first race then handed over to Simon, who drove really well to finish in 35th place. Races two and three saw us move up the grid, getting faster all the time. Geoff set a time of 5m 25s at night, which was remarkable.

The final race was really exciting with me starting and Simon, quite rightly as the owner, taking the flag to finish 31st overall and 6th in GT. In the Index of Performance we finished in 15th position, punching well above our weight.

So was all the hard work worth it? You bet it was. With two practice sessions and three races, we didn't have to lay a spanner on the car for the whole weekend. All we did was refit the gearlever knob, fill it with fuel and bleed the brakes once – and that was only because we wanted something to do. We didn't even have to put oil in it.

So sometimes last-minute-dot-com can work out OK. **CP**

Even Her Majesty the Queen was impressed by the pre-race preparation carried out on Simon Bowery's 914/6GT ahead of Le Mans Classic. Last minute panic mode didn't faze Steve Winter and the team...



DELWYN MALLETT

MALLETT FINALLY ADMITS TO HIS ALUMINIUM FETISH AS HE PREPARES HIS SPEEDSTER FOR THE WORST OF WINTER...



The problem with owning a Speedster anywhere outside California is that they are hydroscopic. Received wisdom has it that nothing at Porsche is achieved by accident.

Ergo, the fact that a 356 Speedster ships water almost as fast as the sinking Titanic can only be as a result of some deliberate calculations on the part of Zuffenhausen's finest. It has been said that Porsche didn't really want to build the Speedster and it was only the persistence of US agent Max Hoffman that forced it through.

I'm sure that as revenge the curve of the Speedster screen was plotted with malicious care to channel rain into the cabin with maximum efficiency, and the roof has as much weather-defeating capability as a badly pitched boy scout's tent in a hurricane.

With Classics at the Castle approaching and facing the prospect of lining up alongside recently restored and 'perfect' Speedsters, and being in possession of a unique, purpose-built, aluminium hardtop, I thought that I'd fit it to make an attention-grabbing statement.

Not quite sure what the statement was intended to communicate, but

something along the lines of 'I know yours is perfect but mine looks really cool with its aluminium lid', sort of thing. That, and it might also deflect some of those irritating comments such as 'When are you going to get it restored?' or 'Nice to see one that isn't restored'. (Mercifully, as it was a Porsche event, there would be none of the really irritating 'Is it a real one?')

Manoeuvring the wobbly aluminium shell from the back of my garage suddenly pitched me back 40-years to my annual Speedster 'Winterising' ritual.

Back in the late sixties and early seventies. I used my Speedster as an everyday car. During the summer it was a soft-top but come autumn, as the temperature dipped, the hardtop went on.

The first owner of my Speedster obviously relished the thought of idyllic wind-in-the-hair summer motoring but then was confronted by the thermal shock of running a windowless and almost heaterless car through an English winter with only a flimsy layer of unlined canvas between him and the elements.

Fortunately for me he decided to have a bespoke hardtop made by Peel's Coachworks, of Kingston-

upon-Thames, complete with sliding side-windows. Peel's was a well-established coachbuilder and they did a good job on the Speedster top – but it still let in water when it rained.

Winterising also necessitated a good supply of rags to try and stem the flow of water around the windscreen, a plastic knee cover to ward off drips and a layer of newspapers on the floor to soak up the considerable amount of water that would be shipped after only the briefest of journeys.

When it got really cold, gloves, scarf and a woolly hat were added to the kit, plus a small scraper for removing ice from the inside of the screen. The almost imperceptible flow of warm air to the screen vents failed to arrive with enough gusto to overcome the speed at which the driver's breath condensed against the cold glass.

Eventually the Speedster retreated into temporary retirement, due to an excess of ferrous oxide in sensitive places, and its hardtop, as a weather-beater, was redundant – but destined to be reincarnated in a second life.

In anticipation of using the top on Speedster number two, which is silver, I stripped off its red paint

with the intention of getting it resprayed – and immediately capitulated to the seductive appeal of bare aluminium. Suddenly, what had been a practical necessity had turned into a cosmetic accessory.

Speedster number two was already rolling on satin-finish Center Line alloy wheels and sporting Carrera alloy bumper trim, and dropping the unpainted roof on completed the 'alu-look'.

Is it now an 'Outlaw'? It seems that with the naked top you either 'get it' or you don't. Mostly, of course, it's a generation thing, the young generally more positive than the old.

I must confess that to most people it remains an artfully sculpted but slightly battered sheet of aluminium in desperate need of a coat of paint. But to those who share my appreciation of aluminium aesthetics and its echoes of anarchic hot-rod style, it has got 'the look' and I'm happy to ignore the opprobrium of the majority to share my pleasure with the few.

Love it or loathe it I'm smitten by the 'alu-look' and I'm now seeking a large aluminum suitcase to bolt to the luggage rack to complete that trans-continental, sophisticated traveller look. Just call me an alu-posser. **CP**

Speedster #1 (red) came with the one-off aluminium roof, which then found its way – naked – onto Speedster #2 (silver). It still leaks water but has a certain cool factor that puts a smile on our man Mallett's face





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RAGS TO RICHES

Starting with a badly-rusted 911 which most people would have stripped for parts, Mick Temple embarked on one of the most ambitious home restorations we've ever see. Read on to discover the story behind the 'Doctor's Car'...

Words & Photos: Keith Seume
Restoration photos: Mick Temple



1966 911 RESTORATION

There's not many of us who haven't dreamed of carrying out a full restoration of an early 911, at home and largely using our own fair hands. But the reality is that such a project often proves too much as closer investigation suggest you might have bitten off more than you can chew. So it's out with the cheque book and away you go...

But Mick Temple is built of sterner stuff. Not for him the easy option of handing everything over to the professionals and then sitting back while his pride and joy is rebuilt by another. Take a look at the 1966 911 you see here – and then take a close look at the 'before' photos shown alongside this feature. Incredible to believe it's the same car, isn't it? But that's only the half of it, for the vast majority of the work was carried out by Mick in his own home garage as a resto project using skills he learned while rebuilding a Morris Minor Traveller, a Series 2 Land Rover and, more recently, a Triumph TR4 and a Morris Minor convertible.

The restoration of the 911 has become something of legend on the DDK-online forum, with a 14-page thread keeping fellow subscribers up to speed on the rebuild's progress. The Porsche became known as 'The Doctor's Car', a reference to the original owner, Dr Willard J Davis of New York State, who sadly passed away in 1977. For the next three decades, the car sat unused and stored in less than perfect conditions, meaning that time and weather took their toll on the exterior. As Mick says, "I'm not sure where it was left because the interior was perfect, but the outside looks like it had been attacked with battery acid!"

The car was originally discovered, imported and then sold to Mick by Tony Outridge (www.zuffeng11.co.uk). The plan was to restore the Doctor's Car using as many of the original parts as possible, rather than taking the sometimes easier route of replacing with new old stock, or modern repros. Seems like Mick has a thing about this, preferring to keep everything as original as possible where feasible, even if it does mean long hours fabricating intricate repair panels instead of picking up the telephone and waving a credit card.

Work began early in 2011 by stripping the car to a bare shell to assess the true state of play. One thing became immediately obvious in that the car had deteriorated in a very different way to one that would have seen regular road use. The interior, for example, was just about perfect, looking amazing in its bright red and black trim. The exterior displayed extensive surface corrosion quite unlike one would normally expect to see – whole panels, such as the engine lid, were covered in deeply-pocked surface corrosion, while other areas escaped relatively untouched.

The engine – the original, according to the Certificate of Authenticity obtained from Porsche – was in a poor state, while the transmission appeared to be in good condition, following a superficial examination. It was, at least, the correct five-speed 902/1 unit for the car.

Work continued stripping the bodyshell, the fuel tank

Comparing the before and after photos makes you appreciate what an amazing job Mick Temple has done in rescuing the Doctor's Car from the grave. Much of the rust was deep and affecting areas normally untouched by corrosion – that's what poor storage conditions do for early 911s!





“I’d have speculated it had been left in the desert if it weren’t for the rotted sections and interior...”



Incredibly, the interior survived in exceptionally good condition – after all, the car had only seen limited use before being taken off the road. Steering wheel is the original and was restored by Mick Temple. Red/black trim makes a very striking colour combination

proving to be scrap as it had rusted through, while the suspension and brakes all appeared to be serviceable, although in need of a full rebuild. Removal of the front wings and bonnet uncovered evidence of further rust in many of the usual places, including the front crossmember and lower corners of the inner wings. As Mick said at the time: ‘The body is a real mix, with some parts rusted through and other equally vulnerable bits looking OK. The floorpan, kidney bowl area and windscreen base all look solid for example, although the base of the A and B posts, and the sills, are badly corroded – but the door bottoms look solid.

‘Also I cannot figure out the paintwork – whole areas of the car have no paint left, yet the exposed metal is not pitted, or wasted to any significant degree. I’d have speculated it had been left in the desert if it weren’t for the rotted sections and the condition of the interior.’

There was clearly only one course of action at this point: send the shell away to be media blasted. This task was carried out by Cleaning Consultants, in West Sussex, and inevitably revealed far more corrosion than was first thought (or hoped). The underbonnet area looked OK, as did the rear seat tubs. The floor looked largely sound from inside the car, too, but turning the shell over on Mick’s home-made rotisserie revealed fairly extensive rust damage along the



underside of the sills and, as suspected, at the base of the A-pillars. All things considered, it could have been a lot worse, but it was clear plenty of work still lay ahead.

Mick's approach to the repairs was, wherever possible, to drill out the factory spot welds and remove only the areas affected by rust. Then, if no replacement section was available, make a repair panel from scratch. The outer sills were, however, replaced with new panels, which needed to be 'backdated' to suit the early 'shell.

Mick worked his way round the bodyshell, being careful to take measurements from reference points to make sure repair sections were fitted accurately. The front suspension support panel was repaired or replaced where necessary, and a new front crossmember (with slam panel) welded in place. Repairs also had to be carried out, using home-crafted panels, to the areas adjacent to the pedals and the underside of the rear torsion bar housing.

All the while Mick was carrying out the (extensive) metal repairs, he also got to grips with stripping, refurbishing and painting the suspension components. His favoured treatment is POR 15's range of products which, he feels, offers great protection against future corrosion and – in the case of the 'chassis black' – results in a finish close to 'factory'.

Mick is somebody that clearly enjoys tackling the

What appear to be chrome-plated wheels are, in fact, the original 4.5J steel rims which have been powder-coated with a chrome-like finish. Tyres are 165x15 Pirelli Cinturato P4s. All the trim on the car is the original, either sent out for rechroming or refurbished by the owner

minutiae of a restoration, including dismantling such things as the leather horn push to replace the foam and to have the trim ring rechromed. He also tackled the refurbishment of the wood-rimmed steering wheel himself, with excellent results. He's not one to be put off by the sheer volume of work needed to restore a rusty 911. To quote: 'It's just like mountaineering – research your route, have a broad, well thought-out plan (and a guide if necessary!), then just deal with the bit in front of you, otherwise you will get overwhelmed by the enormity of what you've taken on.'

It would take an entire magazine (book?) to catalogue all the body restoration carried out by Mark, but suffice to say, the end result came out far better than anyone working from home has a right to expect. So now it was time for paint and here Mick turned to Newdigate Bodyshop where the shell was prepped and shot in the original Light Ivory hue, with the underbonnet and engine bay areas coated in black as per the original finish. Things were looking good!

While the shell was away, Mick continued to strip, refurbish and repaint all the ancillary parts that go to make up a complete car. These included the electrical panel from the engine bay, the twin Bosch horns, the original Webasto petrol heater, heater control valves – you name it, it got the Mick Temple touch.



Mick Temple (top) has good reason to be smiling! Limitations of space only allow us to show a tiny fraction of the work needed to see the 911 back on the road. If you want to see more, check the 14-page restoration thread on the ddk-online.com forum

Once the shell was back home, work began to refit the suspension, steering and brake assemblies, pedals, wiring loom and instruments. Mick was also happy to tackle the headliner installation, with the assistance of fellow DDK-er Garry Hall, while the rest of the interior trim cleaned up a treat – yes, the car really was the Curate's Egg (good in parts), as so many potentially bad areas proved to be perfectly usable... But Mick's work was still far from done, as there was a myriad of details to attend to, including refitting the glass, assembling the door hardware and seals, rebuilding the seat recliners and, perhaps most fiddly of all, rehanging the front wings, complete with new seals.

Meanwhile, the original (and very rusty!) engine had been away for a complete rebuild at one of Tony Outridge's contacts. It was clear that water had made its way into one of the Weber carbs, rendering it beyond economic repair. Further investigation showed that one set of heads wasn't too great, either. Mick bought a set of replacement stock pistons and cylinders from Francis Tuthill, and a new set of

1966 911 RESTORATION



heads from Elevenparts in Switzerland. In place of the well-worn Webers, Mick fitted a set of new PMO carbs, with a pair of SSI heat exchangers and a stainless-steel sport muffler being the finishing touches. On Neil Bainbridge's dyno, the 2.0-litre engine produced a healthy 145bhp at 6700rpm, and 123.3lbft of torque at 5400rpm. That compares to 130bhp and 128lbft quoted by the factory for a stock 2.0-litre.

The Light Ivory 911 is now all done – registered for the road and enjoying the sunshine (well, if we had any). When you look back at those 'before' photographs, it really is a miracle the car could be saved. Most others would have parted it out and probably scrapped the shell, but Tony Outridge, in the first instance, followed by Mick Temple saw through the rust and spotted a 'good'un' within. And if this doesn't inspire you to save an early Porsche, nothing will...**CP**

Mick would like to thank Garry Hall and Tony Outridge for their help and support throughout the project. Thanks, too, to members of the DDK-online forum for advice along the way!



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LIVING THE DREAM

Who hasn't sat at his school desk and sketched out the design for a fantasy sports car? Most of us never get any further than a drawing, but Johannes-Peter Paulussen made his boyhood dream a reality by building his dream car from scratch. The result is the Porsche-powered Beradino!

Words: Keith Seume Photos: Johannes-Peter Paulussen collection and Arturo Rivas for *Motor Klassic*



Think back to your school or college days: how many of you idled away your spare moments between (or maybe during) lessons, sketching out ideas for your dream car? I certainly did, with most of my scribbles resembling Ford GT40s, Porsche 904s and the occasional Lamborghini. Sadly, my dreams never turned into reality and, like so many others, I never did build my ultimate sports car. But I still enjoyed the fantasies...

But for one man, dreams really did come true. In 1961, Johannes-Peter Paulussen, the son of a carpenter from Erkelenz-Boschemich in Germany, was just 17 years old. Like the majority of other teenagers, he did his own fair share of 'designing', sketching out ideas for all manner of exotic cars, many based loosely on the Ferrari's legendary 250GTO or other similar slippery coupés.

Unlike his peers, though, Johannes-Peter was determined to own a car like that one day – but his father brought him down to earth with a bump, pointing out that he'd never be able to afford a car like that, later adding 'If you really want to have such a car, you'll have to build it with your own hands!'. Little did Herr Paulussen know that this is exactly what his son would set out to do.

Turning the clock forward to around 1968, Johannes-Peter began thinking about what his father had said and started to draw out some more detailed plans for his ideal sports car. He resolved that he would, indeed, build it if only to prove to his father that

he could. Fortunately, he had inherited many of his father's technical talents, so he was not unduly put off by the massive task that lay ahead.

He began by making a 1/10th-scale model of the body, which enabled him to make detailed changes to the shape before committing himself to the real thing. Once he was happy with the design, he took a number of profiles of the bodywork at various points along the model, which he then

“If you want such a car, you'll have to build it with your own hands...”

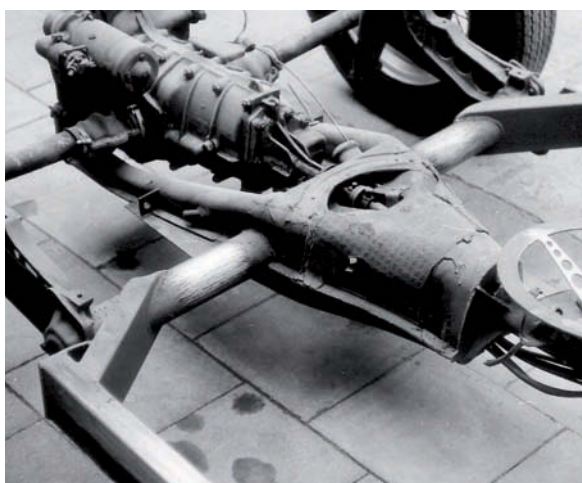
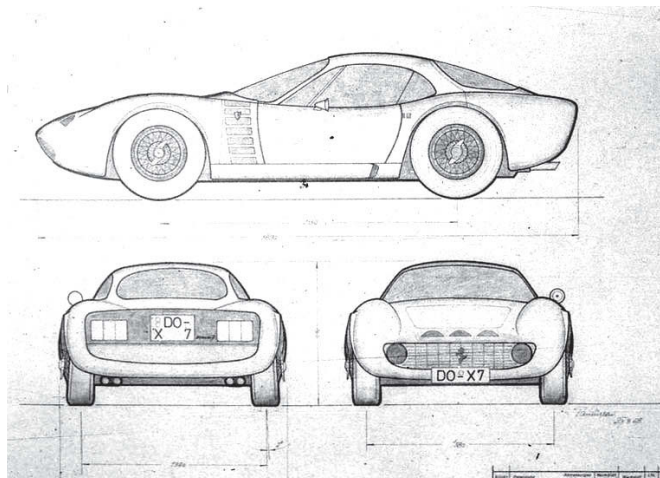
blew up to full-scale. The profile sections were then cut out of wood and joined up to make the basis of a full-sized buck, over which he spread bucket-loads of plaster of Paris. This was carefully shaped prior to taking a mould in glassfibre. Once this was ready (it was no mean task, as you can imagine), a finished bodyshell was then laid up, once more in glassfibre.

The new moulding was in one piece, so doors, window openings and front and rear body sections had to be cut out, with returns added to provide strength where needed.

The only problem was that the windscreen design was unique to the car, so it was necessary to have a one-off 'screen made especially, supplied by Sigla.

From schoolboy fantasy to road-legal reality, the Beradino is a stunning example of one man's determination to see a dream come true. Styling hints at a front-engined layout, but the early-'60s design is powered by a rear-mounted 911 engine





Sketches from 1968 hint at what's to come; J-P adds the finishing touches to a 1/10-scale model of the Beradino; into clay and the beginnings of the full-sized project; rear suspension is based on the VW Beetle - later updated to use VW Transporter transmission; front end is Porsche 356C based; happy J-P looks out from freshly-moulded body; strobe stripes were an early idea. Note BBS wheels used on final version

Now, of course, Johannes-Peter needed a chassis on which to place the body. Although the design was clearly inspired by the front-engined GT cars from Ferrari of the early- to mid-1960s, he chose to build his car with a rear-mounted drivetrain. The chassis contains elements of Porsche, Volkswagen and J-P's own design, with the front suspension, steering and disc brakes being supplied by a Porsche 356C, while the rear consists of the torsion bar assembly from a VW Beetle but with a stronger 1968 VW Transporter transmission and torsion bars.

The engine's a 2.0-litre g11 unit, which produces around 110bhp at 5800rpm. Johannes was tempted to use a more powerful version of the Stuttgart-built flat-six but was advised by the authorities in Germany that any increase in power would jeopardise the legality of the vehicle and make registration something of a problem.

The front and rear suspension units are tied together with a twin-rail chassis, fabricated from 40mm x 100mm box-section steel with a wall thickness of 3mm. It's simple but effective. The wheelbase works out at 2160mm (roughly 60mm less than a SWB g11) and the overall height a slippery 1040mm - that's almost 30cm lower than a g11! It weighs in at a featherweight 1010kg, too.



It took a total of – wait for it – 7000 man hours to build Johannes-Peter's dream, and by the summer of 1974, the car was finished enough to be put on show for the first time at the Aachen Technical College.

In 1975, the Beradino was subjected to the rigorous TÜV inspection. The examining engineer commented on

“It took a total of 7000 man hours to build Johannes-Peter's dream”

how well-constructed the chassis was but requested that J-P build a supporting frame for the rear-mounted engine. That was the only change necessary to satisfy the authorities' demands. It was then registered for the road and issued with its own identity: Beradino Hardtop.

Why Beradino? It seems Johannes-Peter had always been a fan of John Beradino, a former baseball star turned actor – the name sounded suitably exotic, hinting at a

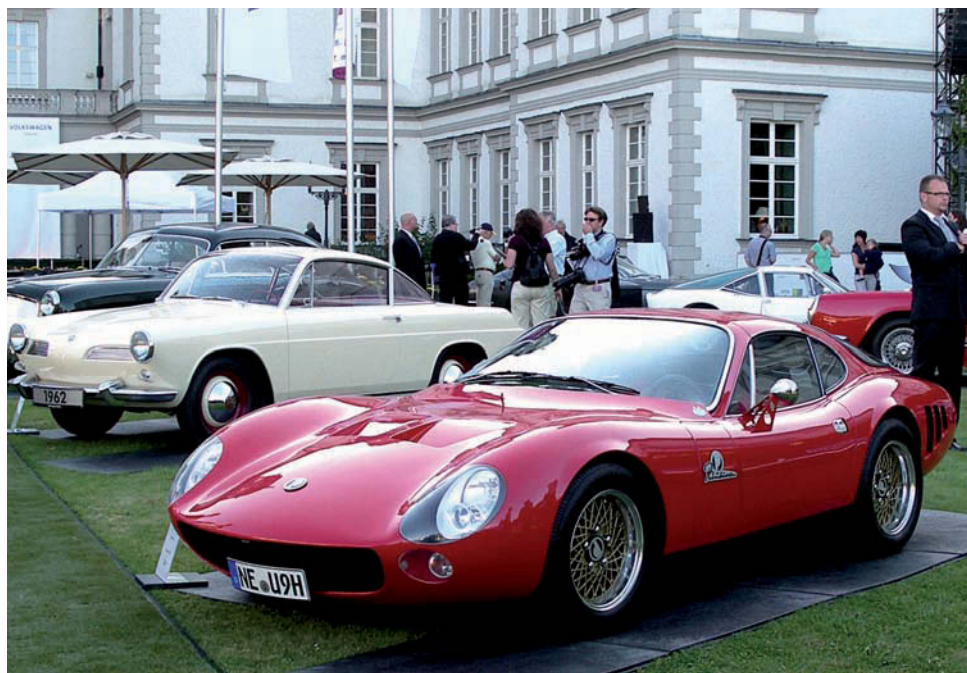
Johannes-Peter and Ursula Paulussen demonstrate how the Beradino can be swapped between three different body styles in a matter of minutes. Photo montage above shows the three possibilities!

Ferrari connection, and so it stuck. How many other cars have been named after Hollywood actors, we wonder!

Now, we've referred to the Beradino as a coupé, and its registration bears the word 'hardtop', but in fact it is possible to run the Beradino in one of three different configurations. Its creator had designed the body so that it had a removable roof section, which allowed the car to run as a fastback coupé (*fliesheck*), a 'notchback' (*stufenheck*) or as a full convertible. Swapping between the different configurations takes just minutes and completely changes the whole character of the Beradino.

From 1975 until 1992, Johannes-Peter drove the car around 10,000 kilometres – not far but, unfortunately, the 911 engine decided that enough was enough and began consuming oil at an unacceptable rate. J-P decided to lay up his creation in his garage and concentrate on more important matters in life – such as work!

From then until 2009, when Johannes-Peter retired from his position as a teacher, the car just slumbered in his garage. Now was the time, he decided, to dust off the Beradino and get it back on the road. The engine was rebuilt but, perhaps more significantly, Johannes-Peter decided to update the original design in a number of areas.



He changed the headlights, for example, to a pair from a 2005 BMW Mini 'One', while the front turn signals are from a Mk6 VW Golf. The door mirrors have changed a number of times, but the current choice is a pair of Talbot 'bullet' mirrors. They are mounted high up to satisfy the stringent TÜV requirements. Further changes were made at the rear, with modern LED-style light clusters and a third brake light being installed. Being so low, it's important to make sure the Beradino can be seen in traffic, says J-P.

The current wheels and tyres are genuine three-piece split-rim BBS rims – 7Jx15 and 8Jx15 – shod with 205/60 and 225/55 Uniroyal radials. The original shocks have been changed, too, for a set of adjustable coil-over dampers.

The interior of the car is interesting as it has a very period feel to it. The one-off seats have been upholstered in black and tan leather, with the centre panels featuring chromed eyelets, giving the trim the feel of a Ford GT40. The wood-faced dashboard features a chunky instrument binnacle with the two main gauges (speedo and tachometer) pirated from an Iso Rivolta. The ancillary instruments – fuel and oil level, oil temperature and pressure, and a clock – came from a Glas 1700GT, which also gave up its fuel tank. The latter was reduced in volume from 65-litres to just 50-litres due to the lack of under-bonnet space available in the nose.

Engine is a 2.0-litre g11 motor rated at just 110bhp to please the TÜV; instruments (top right) are from an Iso Rivolta and a Glas, all mounted in walnut dash panel; Beradino was recently shown at the prestigious Schloss Bensberg Classics event, to great acclaim; Johannes-Peter Paulussen is very proud of his creation...

There are plenty of other fascinating details on the Beradino – did you notice the exterior door handles? They were donated by a Porsche 914. And then there's that incredible-looking engine compartment. A panel mounted over the fully-detailed engine carries a variety of gauges which allow Johannes-Peter to start and tune the engine from the rear. It's a quirky idea, for sure, but that's what we love about the Beradino: it's full of neat little tricks which help make it totally unique.

And unique it certainly is. How many other cars – let alone ones which are Porsche-based – do you know which are the result of a student's sketches being turned into a finished, driveable design?

And now, of course, there's the inevitable question asked by so many; would J-P build another, or go so far as to offer Beradinos for sale? It's something he's seriously considering as the design has generated so much interest. The body lends itself to a front-engined layout, so there are endless possibilities. When we first saw the car at the Eifelrennen, it was love at first sight and judging from the assembled crowds, we weren't alone in our feelings. **CP**

If you'd like to find out more, log onto www.beradino.com. Look out, too, for J-P's book on the car – it's in German, but an English-language version is promised.

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A CLASSIC WEEKEND

Classics at the Castle has quickly established itself as one of the premier Porsche events in Europe. And this year's was the best yet!

Words: and photos: Keith Seume



As if the sight of over 40 1973 Carrera RSs wasn't enough, then there was always the line-up of RSRs to make you weak at the knees. Talking of which, how about this gorgeous Speedster with rare Rudge wheels? It was on display outside Roger Bray's stand

No, your eyes do not deceive you: people really were wearing T-shirts, and the sun really did shine at Classics at the Castle this year. It was clearly a case of the sun shining on the righteous.

This year's event was, without doubt, the best yet – and that wasn't solely down to the weather. The celebration of 40 years of the Carrera RS was one of the highlights of a great weekend, with over 40 cars forming part of a major display of this important car. Keeping them company was a worthy display of RSRs, too. Enough to make you weak at the knees...

Saturday evening saw the gala dinner in honour of Vic Elford, one of the longest-standing Porsche race drivers of all time. The evening was hosted by

former Porsche Cars GB head honcho, Geoff Turrall, who prompted Vic to recount memories of his many and varied experiences at the wheel of cars ranging from 911s to the mighty 917. A display of some of his former steeds gave photographers something to focus on.

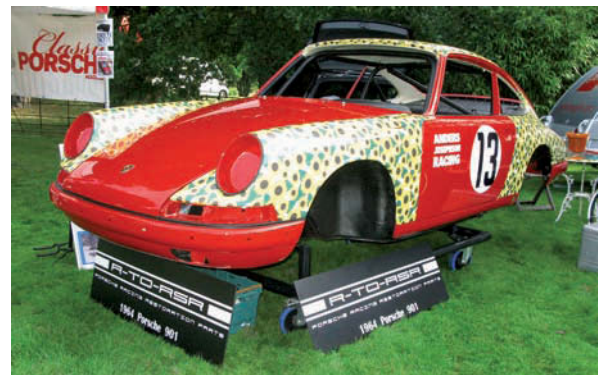
Sunday morning dawned dry and bright, with the air thick with anticipation for a great day. We set up stand early, with columnist Delwyn Mallett and his original and much-used Speedster on hand, along with the ex-ice racing 901 from Devon-based R-to-RSR. This attracted a lot of attention from certain members of the trade, as well as the Porsche Museum itself.

The layout of the show was different – better, we

Vic Elford was the star guest, giving a fascinating talk to the attendees of Saturday night's gala dinner. The evening was ably hosted by Geoff Turrall. Richard Attwood (far right) was reunited with his Le Mans-winning 917 from 1970



Breathtaking display of race cars included the 'Mary Stuart' RSR, so-called because of the design of the rear wing, along with the ex-Elford 911, Paolo Faldini's 934, Le Mans 917 and Vic Elford's Martini 917LH; recently rediscovered 901 from R-to-RSR (bottom right) created a great deal of interest on magazine's stand





Rally-prepped 356, courtesy of Gantspeed; ex-Elford 911 was fresh out of restoration by Jaz – watch for feature soon! Alongside it is Simon Bowery's 914/6GT; Jamiroquai frontman Jay Kay brought his '73 Carrera RS and took part in the parade up the hill (below)



feel – this year, with all the trade stands set around the perimeter of the lower lawn, with both sides of the driveway lined with display cars. On the upper level, adjacent to the castle keep, was the Carrera RS and RSR display.

This was, it has to be said, simply breathtaking and a credit to the hard work on the part of the three organisers (Fred Hampton, Simon Bowery and Jamie Richardson). Hats off to you!

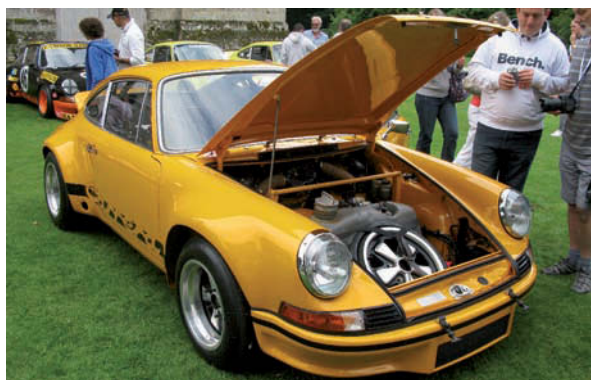
Now it's one thing to see race cars on static display, but it's quite another to hear them fire up and then actually drive – albeit 'slowly' – up the hill

between the crowds. It was an inspired decision on the part of the organisers as it gave many their first ever chance to see cars like the RSRs in action.

We were delighted to see Paolo Faldini's 934 make the trip to the UK for Hedingham, and this was the first time the car had been on UK soil for many years. Its visit also gave former owner John Bell the opportunity to become acquainted, much to his obvious delight.

All in all, Classics at the Castle this September was a superb event, with so much to see, so many people to meet. We really cannot wait until 2013... **CP**

“It gave many their first ever chance to see cars like RSRs in action...”





Most people felt the layout of the event was better this year, with traders on the lower level, adjacent to car display; it was an inspired idea to run the competition cars up the driveway. For many, the opportunity to see (and hear) these cars running was worth the entry fee alone



Awards (left) were given out by Vic Elford, seen here handing signed poster to Alan Drayson of Canford Classics; RSs file down the hill prior to the run back up (right); there was every Porsche for every taste, from Pre-A to RSR...

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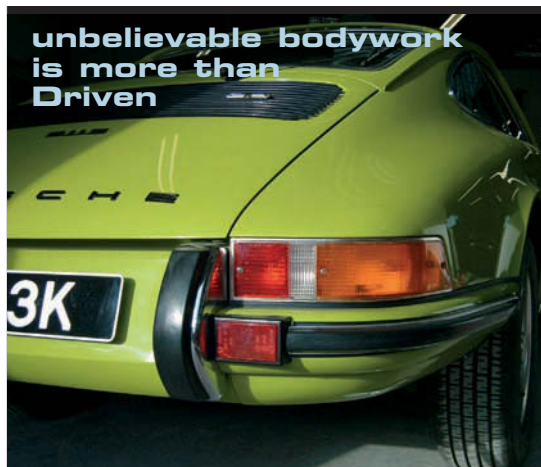


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POST CARDS FROM FRANCE



*Following their successful trip to
356 International earlier this year,
Jeremy and Trish Gibson decided to
head for France in their trusty
356A, in search of good food – and
a quirky classic rally...*

Words & Photos: Jeremy Gibson



wish you were here

The Rallye International de Charente is part of the Angoulême Circuit des Remparts historic car racing weekend. Every year, for the past 39 years, the old streets of this French provincial city have echoed to the roar of motoring exotica, from Bugattis and Alvises (Alvi?) to Porsches and Renault Alpines. It's a hugely atmospheric event, and they race very competitively, with drivers from all over Europe.

But we are entered on the relatively sedate Rallye. Seemingly it's an excuse for some gently uncompetitive touring and, most importantly, a very good lunch accompanied by fine wines.

The 95-mile route has been kept secret for some time, but a couple of days previously it was put on the event website. Over breakfast we see in the local paper that in fact there are several parallel rallies, not just ours, but also a rally for the many motoring clubs, not just from Charente but the rest of Europe, too. And on top of that, with the route in the paper so the spectators know where to stand and watch, it's carte blanche for every classic car in the neighbourhood to get out on the road and join in.

But, as we check-in at Angoulême, it's obvious there are some pretty modern cars in among the older ones. I'd thought the rally was for pre-1970 cars but there are Porsche 993s, 996s and even a 997 – and a modern Aston too. Ah well, here goes.

The official rally competitors are sent off at 30-second intervals. Two men with microphones enthusiastically announce each entrant and there are indeed some great old cars. We follow a Facel Vega up the starting ramp and

Angoulême was packed with visitors for the Circuit des Remparts event, and the locals settled back to enjoy the spectacle as the roads became crowded with classics. Weather was perfect, the local cuisine even better!



Greetings from Angoulême



Circuit race was won by this 911SC, but the pits were filled with interesting race cars. Our 356 decided to spring a fuel leak, but the problem was soon solved by a knowledgeable local specialist

then it's time to enjoy the open road. And it is enjoyable, and the crowds welcoming – and the scenery fantastic. The roadbook also has some picture questions. You have to spot passing landmarks, including a number of wells in village centres. Towards the mid-morning marshalling point, the parallel rallies, and the hangers-on in private cars, predictably all converge to totally block the road ahead, reducing us all to a static queue.

“It is enjoyable, the crowds welcoming – and the scenery fantastic...”

We have no idea if we are meant to overtake, as official rally cars, or wait in line, but we sneak down the outside. No one seems to mind, but as we're forced by oncoming traffic to slip back in, we end up behind a queue of English Morgans, all presumably on the Club's rally – and moving nowhere fast in this wonderful motoring chaos. But, eventually, we go through our checkpoint and head out onto the open road once more.

Ahead is just a beautiful white French Mark 8 Jaguar. And he certainly doesn't want this little old 356 behind to get by. Our rebuilt big-bore 1720cc engine is really loosening up now with a few thousand miles on the clock, and we have a spirited drive along fabulous roads, just the two of us. The Jag's big and powerful, and the roads are tight. We never get by, but it was worth coming for this drive alone.



having a wonderful time!

Lunch is at the Château de Chalais, which is thronged with spectators. And it is a great lunch, and the wine – and the gin cocktails – are flowing. Many, it seemed, were putting their trust in the local *Gendarmes* being motoring enthusiasts.

After lunch, we are on the go again, passing through village after village of waving enthusiasts. Suddenly the good vibe is shattered by a siren. It takes just a little time to realise that the car behind, looming in our mirrors, is an old Citroën police car, which is on the rally itself.

The rest of the afternoon, including another break at a château folly, the Château de la Mercerie at Magnac-Lavalette, set high on a hillside, passes without incident, and as all the cars have begun to spread out, the driving is really enjoyable. With the end in sight we begin to relax. But the calm comes before the storm.

As we re-enter Angoulême, we are corralled by the marshalls into a very busy market area, where the crowd is several deep. The temperature is high, and the engines are overheating in the queue. As we are about to reach the ramp to the finishing line, a spectator knocks on our window. Were we aware that our car is dripping 'essence', forming an ominous, and potentially incendiary patch on the ground? Suddenly it all felt very claustrophobic, and very dangerous. We wait interminably on the finishing ramp as the announcers welcome the car back from the rally. After what seems a lifetime we eventually slip down the ramp and hurriedly check the problem.

We call our insurers, Hagerty, in a forlorn hope that they could help us in a far-off foreign city, on a very busy Saturday afternoon, in an unusual old car, with a rather

worrying problem. But, as good as their word, an hour later a young mechanic turns up. He takes a quick look, says it's not serious, and deduces we need a fuel supply washer replacing. He tells us he'll take the car to his garage where he thinks he may have a washer that fits.

Half an hour later we are on the road again, sorted. It turns out he was a Porsche Assistance mechanic, and he knew about the old cars too. Truly brilliant!

And the city races over the weekend were really thrilling as well. The sounds and atmosphere of the Angoulême street circuit are superb, and many of the rally and concours cars are parked on view in the surrounding streets. The accessible paddock is hot, and intimately tight for space, and the racing exhausts blow dust over all the exotic machinery.

The vintage and GT heat winners eventually race together for the final accolades. A Porsche 911SC was the overall winner of the GT category, so it all came good in the end.

Would we do go again? Yes we would, but hopefully next year they'll at least limit the main rally entry to older vehicles, just to make it feel nicely authentic! **CP**

Classics of very kind took part on the rally, with several 'moderns' sneaking in to join in the fun. Citroën police car loomed large in our mirrors!



meeting up with old friends

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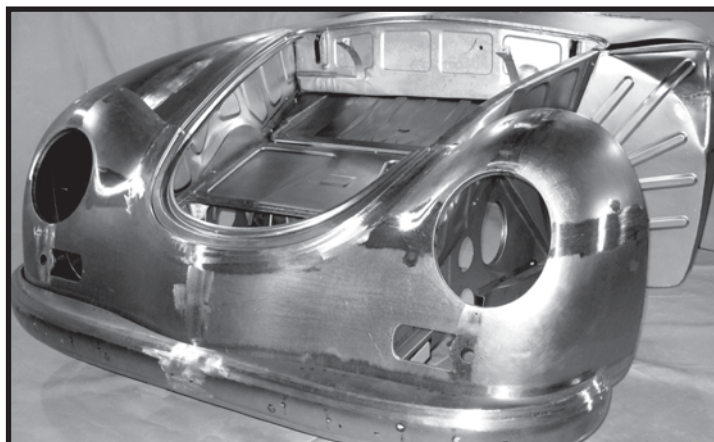
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A question of ENDURANCE

1970 and in the red corner, Ferrari. In the blue corner, Porsche. Deadly rivals on and off the track, creators of two of the greatest racing cars of all time: the 512S and the 917K. Their battles were the stuff of legends...

Words: Keith Seume
Photos: Steffan Jahn



Porsche enthusiasts will argue that there has never been a greater endurance racer than the 917. They're probably right – but Ferrari's *tifosi* will be quick to argue that Maranello's 512S was a worthy rival and, had it not been for a change in class regulations, gone on to be a world-beater. In 1970, though, Porsche and Ferrari went head to head, setting the scene for what many will argue was the greatest ever battle between the two marques.

Porsche had won the 1969 Manufacturer's World Championship, but there was unfinished business remaining: Le Mans. Despite regular class successes at La Sarthe, overall victory had eluded the Stuttgart-based team. This was the year that Porsche had been expected to win but, much to Porsche's chagrin, John Wyer's Ford GT40s took overall victory for the second time in a row. This was not an acceptable situation as far as Porsche was concerned...

Following its domination of the sportscar racing scene, Ford withdrew from competition feeling, probably quite rightly, it had nothing more to prove. Others closer to

Stuttgart will tell you Ford knew that it would only be a matter of time before Porsche threw everything it had behind its race efforts – losing was no longer going to be an option. To take on such an effort would require determination and a near-bottomless purse.

For the 1969 season, the FIA had changed the regulations in the Sport category, allowing vehicles with engines of up to 5.0-litres, compared to the previous 3.0-litre maximum. In addition, the FIA said that only 25 examples needed to be built to meet homologation requirements, rather than the 50 previously required. Of course, nobody expected anyone to actually build 25 cars to match these new rules, certainly not by the start of the season – but nobody told Porsche and it is the stuff of legends that the race department famously lined up 25 new 917s ready for inspection in April that year...

Ferrari's challenger was the 312P – 'P' for 'Prototype', meaning the engine capacity was restricted to just 3.0-litres, using the then-current V12 Formula One engine. The car made its debut at Daytona, where it had something of a

1970: PORSCHE v FERRARI



Two mighty warriors, two very different approaches to the rules: Porsche opted for an all-aluminium spaceframe, Ferrari for a heavier steel-aluminium mix. However, the 917's sleeker lines were not as aerodynamically efficient as the more angular 512...

dream start by grabbing pole position and taking the class win. The arrival of the 917 on the scene, though, made Ferrari have second thoughts about continuing with the 312P. Although the 917 proved to be unstable at speed – a problem ultimately cured following extensive wind-tunnel testing by both Porsche and John Wyer – it inspired Ferrari to build its own all-out sports racer: the 512S.

Work began on a new engine – Type 261 – which was a 5.0-litre 90-degree, quad-cam V12 running Lucas fuel-injection and capable of producing 560bhp. This was mounted in a chassis not dissimilar to that of the 312P, featuring an aluminium spaceframe at the front, attached to a steel frame clad in aluminium panelling, with a rear subframe designed to accept the new, heavier engine. Despite the 5.0-litre engine's greater weight, the 512S still weighed in at under 900kg. But it was still around 100kg more than the short-tailed version of the aluminium-framed 917, and around 70kg more than the long-tail 917LH.

The major advantage the 917 had over the 512S was that





it was the result of a lengthy evolutionary process – so typical of Porsche – while the 512S had only a brief test period before being thrown in at the deep end.

As an interesting aside, whereas Porsche had made a big PR exercise out of showing off 25 'completed' 917s (although it turns out that not all were capable of being driven under their own power...), Ferrari snuck under the FIA radar by making 17 complete cars ready for inspection, with parts available to build another eight.

At the 512's first event, the Daytona 24 hour race in 1970, Mario Andretti put the Ferrari on pole, and finished third overall. It would – might – have finished second but for a suspension failure that meant Andretti was forced to nurse the car home. Worse still, the other four Ferraris all failed to finish, three through accidents, the fourth as a result of gearbox failure. The 'Old Man' (Enzo Ferrari) was less than impressed, his mood not made any lighter by the fact that Porsche 917Ks had finished first and second.

The 512S appeared at every round of the 1970 championship, Andretti gaining a win at Sebring – the rival Porsches suffered mechanical ills – and at Monza, the Ferraris came in second, third and fourth. Behind a Porsche 917K...

And so all eyes were on the final round of the 1970 championship: the Le Mans 24 Hours. No fewer than 13 Ferrari 512S were entered (although only 11 showed up), of which four were factory entries, the remainder being privateers. But unlike Porsche's customers, Ferrari's privateer teams didn't benefit from factory assistance and upgrades, putting them at a distinct disadvantage from the off.

Porsche's efforts to develop the 917LH (*Langheck* – or long-tail) weren't entirely successful. The car was undoubtedly more slippery and potentially had a higher top speed that made it ideal for the long Mulsanne straight, but it was unstable at high speeds. The long-tailed version of the 512S was better in this respect, but weighed some 100kg more than the short-tail Ferrari.

In practice and qualifying, the Ferraris proved to be well suited to La Sarthe, taking six out of the top ten qualifying positions. Not pole, though – that was 'reserved' for Porsche's long-tailed 917, driven by Elford and Ahrens. Things looked promising for Maranello but, come the race, Ferrari's dreams turned to dust.

Despite some early-season disappointments, overall the Ferrari 512S had proved to be reasonably reliable and quite tough. But at Le Mans, it all went wrong.

Nino Vaccarella's 512S sat alongside Elford's 917LH at the head of the field but when Ferry Porsche dropped the flag, the Ferraris were soon overwhelmed by the Porsches. By the end of the first lap, Porsches held the first three positions, with Merzario's and Vaccarella's Ferraris in fourth and fifth.

Both Merzario and Bell, in another Ferrari 512S, suffered punctures within the first few laps, but worse was to come, for Vaccarella over-revved his engine and broke a con-rod after just 30 minutes' racing.

The works Ferrari team – SEFAC – then suffered the indignity of losing one of its cars (the Merzario/Regazzoni entry) when it collided at Indianapolis with the Scuderia Filipinetti cars driven by Parkes/Müller and Bonnier/Wissell on lap 37. Parkes managed to stagger back to the pits, but was forced to retire. Three 512S out in one accident... Then Derek Bell suffered yet another puncture before eventually retiring with a piston failure after just 39 laps. The last remaining works-entered Ferrari, that of Ickx/Schetty, sat in fourth position after four hours of the wettest Le Mans on record.

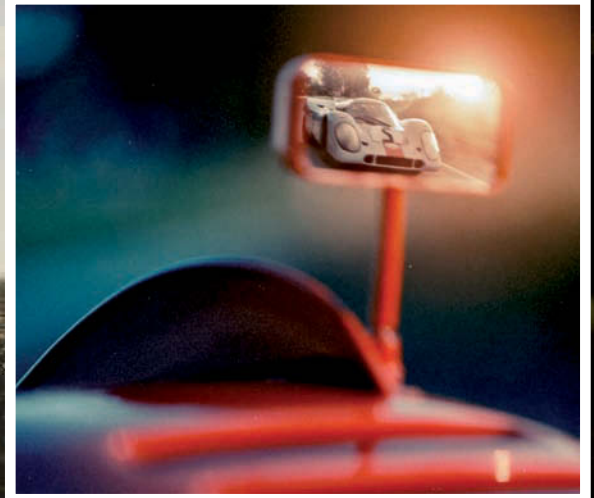
Over the next few hours, the Porsches and sole remaining works Ferrari jostled for positions. By nightfall, a tiring Ickx had dropped back to sixth, but by 11.30pm, the 512S had been coaxed back up to second, some four laps behind the 917 of Siffert/Redman. But tragedy lay around the corner.

At 1.30am, Ickx was following Siffert into the Ford Chicane. Siffert held the racing line and Ickx was forced to brake hard. The Ferrari spun and tagged the Armco before crossing the track and hitting a marshall. Sadly, the luckless official later died from his injuries. Soon after, Siffert's 917 began pouring out oil smoke, forcing an early retirement.

At the midway point, Porsches held the top four positions, with the Porsche-Salzburg entry of Attwood/Herrmann in first place, followed by Larousse/Kauhsen, Elford/Ahrens and Lins/Marko, the latter pair in a 908. In fifth place was the Alfa Romeo of Galli/Stommelen, while the North American Racing Team 512S of Posey/Bucknum tagged along in sixth, some 11 laps down on the leading Porsche.

The 1970 season was undoubtedly one of the greatest in Porsche's history, despite Ferrari's best efforts, the 917 proved all-conquering. Maranello's engineers went away and came back with the 512M – but the 917 still reigned supreme...

1970: PORSCHE v FERRARI





This is fairly much how things sat until lap 225 when the Elford/Ahrens 917 broke an inlet valve. The Alfa Romeo of Galli/Stommelen was disqualified for getting a push start three laps earlier, and there were now three Ferraris in the top six – a pair of 512Ss in fourth and fifth, and an older 312P in sixth. The latter, another NART entry, soldiered on until lunchtime on Sunday when it spent what seemed like an age in the pits, returning to the race sounding very sick.

At the flag, the 917K of Attwood/Herrmann gave Porsche its first overall victory at Le Mans, with the similar 4.5-litre car of Larousse/Kauhsen in second place. Third was the game 908-2 Spyder of Lins/Marko. The first Ferrari home was the NART-entered 512S of Posey/Bucknum, which was followed to the flag by the Ecurie Francochamps 512S of de Fierland/Walker. Twenty laps behind was the Sonauto-entered 914/6 GT of Ballot-Lena/Chasseuil, which finished in sixth overall – a remarkable achievement by any standards.

The 1970 Le Mans was a triumph for Porsche and something of an embarrassment for Ferrari, whichever way you look at it. Certainly Ferraris did finish in fourth and fifth places, but that doesn't make great PR copy when your major rival grabbed the first three spots. In addition to the overall victory, Porsche also won the 5.0-litre sports car category with the 917, the 3.0-litre Prototype class and the Index of

1970: PORSCHE v FERRARI



In 1971, Porsche won no fewer than eight of the 11 championship rounds, leaving Ferrari once again trailing in their wake. Even the much improved 512M was no match for the 917 and Ferrari left it to privateers to campaign the new car, concentrating instead on the Prototype 3.0-litre programme

Performance with the 908-2, the Index of Thermal Efficiency with a 917 and the Special GT class with the little 914/6 GT.

It is interesting to note that the winning car was a short-tail 917K, with the theoretically better-suited for Le Mans 917LH in second. It was a case of hats off to John Wyer's team for developing the 917K into the successful vehicle it proved to be, so it was a sad irony that not one of Wyer's own team cars finished the event.

First to go was the Rodriguez/Kinnunen 917, which sheared the drive to its cooling fan on lap 22. This was followed 27 laps later by the 917 of Hobbs/Hailwood, which became a victim of the worsening weather conditions and wiped itself out against the Armco. The third and final JW entry – the 917 of Siffert/Redman – lasted until lap 156, when the engine smoked its way into oblivion.

So, it wasn't an easy time for Porsche: five 917s retired out of nine starters. But for Ferrari, it was one to forget, with no fewer than nine out of eleven 512Ss failing to finish.

Porsche returned to La Sarthe in 1971 with seven 917s – it would be the last time they appeared at Le Mans as they were outlawed by a change in regulations, which excluded the big up to 5.0-litre cars. But of course, the 917 went out in style, taking both first and second overall – ahead of two new 512M ('Modificato') Ferraris, naturally... **CP**



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MARTINI INFO

I just read the last issue of *Classic Porsche* with the usual pleasure, and thanks for mentioning me in the Nürburgring article about Paolo Faldini's recent 934 racing exploits!

I also noticed what appears to be another of my old race cars on page 33, in the excellent article 'The Quest for Knowledge' written by my old friend Fred Hampton.

The Martini-liveried RS/RSR in the picture was, in fact, mine some years before buying Paolo's 934. I bought it in Germany in the late 1980s from Willi Holzenthal, and I raced it with some success. See in the attached photo myself

and the Martini RS/RSR car with the famous (and also old time friend) Porsche author John Starkey in the paddock at Monza. John is with his old red RSR and his wife, and the photo is (if I remember correctly) from 1987 or 88.

In the other photo is me at the wheel in another race at Monza. That car started life as a normal RS 2.7 in 1973 but then it was modified by the factory in 1974 with a wide body in the RSR style, and was fitted in the early '80s with a SC/RS engine bought from the factory (at the time there were copies of both invoices from the factory

concerning the body modification and the acquisition of the engine).

The car was extremely nice to drive and the full 3.0-litre SC/RS engine with mechanical Kugelfischer injection was not very powerful, but with a lot of torque. I won some races with it then sold it on to an Italian collector.

Maybe the new owner of the car, if he reads this, will be interested in knowing this little part of the past racing history of his car!

Mauro Borella
Italy

Keith Seume replies:
Thanks for the added information, Mauro!

Mauro Borella (right) with John Starkey and his wife. The Martini RS/RSR (shown below in action at Monza) is the car seen on page 33 of the last issue

FIRST CLASS

Congratulations to Fred Hampton and *Classic Porsche* for putting together such a collection on the accumulation of the early knowledge of the RS and RSR Carrera Porsche.

Collecting the words and the information on these cars is almost as difficult as collecting the cars themselves and, as Fred points out, there are still myths and misnomers to this day.

Keep up this style of work. I'm sure that more than this one reader relishes such contributions to the history of Porsche.

Alex Ford
Via E-mail

Keith Seume replies:

Thanks for the kind words. We have had many messages as a result of that feature!

FIRST CLASSIC

Regarding the query from the reader in the Classic Q&A section (March/April 2012) with the bouncing tacho in his 911E.

The problem lies with a failing voltage regulator attached to the alternator – it's usually an intermittent fault and, as such, hard to diagnose.

To confirm this, either swap the voltage regulator (a £60 part) or simply drive for 10 miles with a voltmeter plugged into the cigar lighter socket, and watch for voltage 'spikes' – often up to 17 volts. Normally the meter reads a steady 13.5 to 14V.

Dr Paul Leslie
Via E-mail



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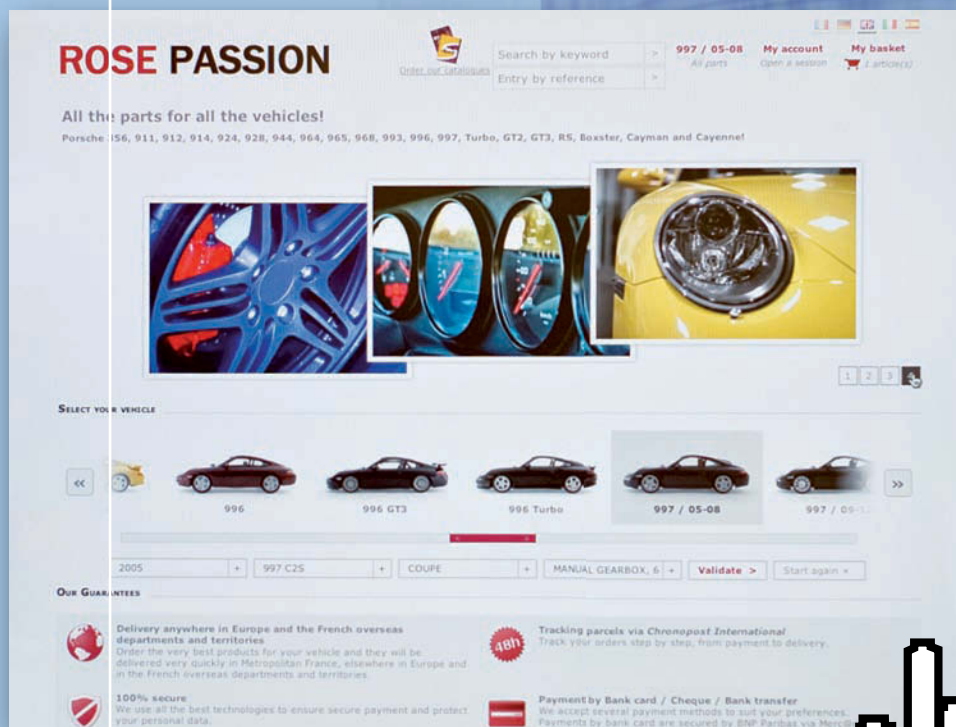
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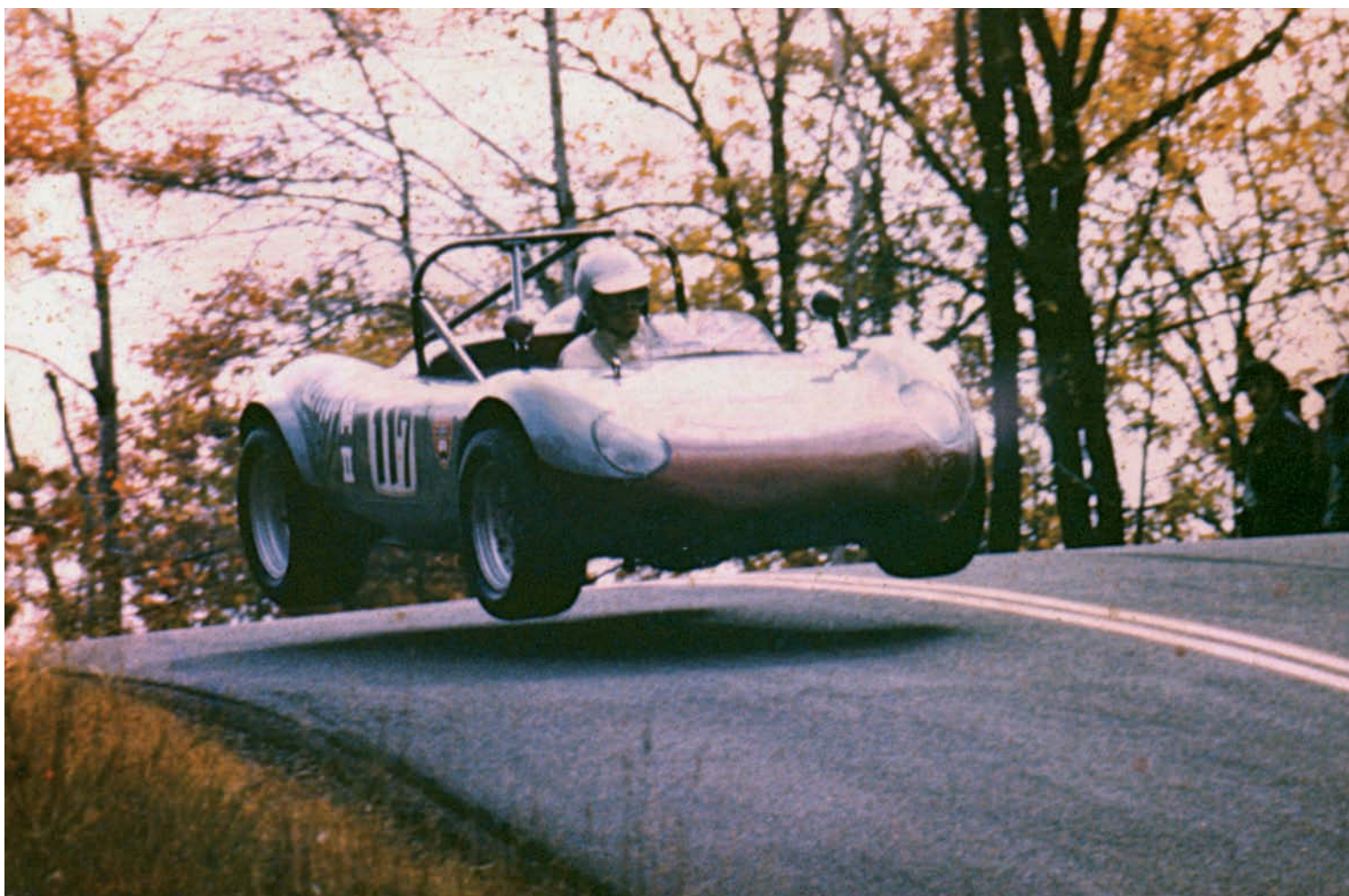


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SURVIVOR

In the hands of just one owner since 1969, this RSK is a real survivor. Sold originally to Ricardo Rodriguez, who raced it in Cuba in 1959, it has seen years of competitive use, principally on the hillclimb scene in Pennsylvania

Words: Ron Seiber Photos: RS and Tom Beil collection

We lift the car cover off and stand back, admiring its colour, its shape, its being. Totally in the moment, Tom Beil, the owner, states: 'I love the way this car looks – I've always loved it.' This is the first time I've ever been this close to one. I, too, am instantly smitten.

The RSK was the next sports racer for Porsche after the ill-fated and short-lived Type 645. Smaller and lighter than the 550 series from 1953, the RSK was the original Type 718, weighed only 1270 pounds in race-ready form, and used variations of the four-cam Type 547 engine (1500, 1600, and 1700cc) with great success from 1957 to 1962. Like many of its race brethren, RSKs competed successfully in a variety of race events over many seasons.

The RSK served as the first of an evolutionary bridge to the next level of racers, the 900 series that began with the 904 and 906. The 718 witnessed many changes for Porsche racers, among them the historic switch from torsion bar front suspension to wishbone, as well as a move away from a

swing-axle rear to coil-sprung A-arms. The last iteration of the venerable 718 line was the W-RS Spyder of 1962 that sported the Type 771 two-litre flat-eight engine. The grandest of them all, *Grossmütter*, was driven to many victories on European hills by Edgar Barth until his death in 1963 from stomach cancer.

Beil speaks about how he got started in hillclimb competitions. 'I've lived all my life in Reading. My first exposure to hillclimbing was watching a 1956 Studebaker Hawk with a Paxton supercharger smoke its tyres up Duryea Hill.' Beil explains that Duryea Hill is named after the famous Duryea brothers, American automobile pioneers; their first car was made in 1893. 'Duryea would use this hill to test their cars on grades,' explains Beil. The hill consists of long undulating straights with tight switchback turns, some of which are hidden until you are right on top of them. A perfect hillclimb, as Beil describes it.

'I was into sports cars and my first was an MG-TD. They were popular in the 1960s and they were plentiful. I was 16

and I bought one at a dealership for \$800. The dealer had two: one in black and the other in red. I chose the black one because it had louvers.

'In the 1960s I was in college and raced a 1959 Saab Model 93 two-stroke. The motor weighed 50 pounds and had seven moving parts. I loved that car!

'We would ice race it at Lake Wallenpaupack in the Pocono mountains. I got into hillclimbing because in those days Saab paid contingency money for placing first or second at hill events. In 1968 I spent \$600 to race for my second season and won \$800. For a young man like me, that was a very successful year!

'I kept running into this guy who owned a 1959 RSK on the hills. It never ran right – he couldn't tune it. I offered to buy it several times, but he never wanted to sell.'

Bob Holbert, a famous Porsche driver and owner of

one. Most importantly, you could win with one. I wanted a piece of that!

'One night in 1969 the owner called and said in a very clipped voice: "I'm ready to sell the RSK. This is how it's going to be." He told me what it was going to cost, no negotiating, buy right now or no deal. I could tell he was frustrated over something.

'I went to his garage with a pocketful of money. I bought it then and there for \$3800 cash, and for \$1000 more I got a spare engine and a trailer. I was ecstatic!

The RSK came with a 1700cc Type 547/5 engine with Mahle pistons and cylinders, producing 170bhp at 7800rpm, as well as a similar spare. 'On my first drive in it I blew the engine on Topton Hill because the valves were hitting the tops of the pistons. So I had some work cut out for me.

'Bruce Jennings, who raced the King Carrera Speedster,

“It never ran right – he couldn't tune it. I offered to buy it several times, but he never wanted to sell...”

Holbert Garages in Warrington, Pennsylvania, made his RSK notorious at tracks and on the hills, and Holbert's driving had inspired Beil to compete in an RSK.

Holbert's was one of four RSKs that raced on the Pennsylvania hills, according to Ron Mann, Pennsylvania Hillclimb Association historian. Recently we sat at the bar at his home and watched 8mm film clips of old hillclimbs. Sure enough, captured on amateur film in semi-faded Ektachrome glory, RSKs rollicking on the hills of Pennsylvania. Amazing!

'I liked Porsches,' continues Beil. 'Buying a used Porsche back then was about as cheap as getting a British car, after you got Brit cars ready for racing. Porsches were fast out of the box. They were durable and you could repair them. There was no local Porsche support, but I thought I could maintain

advised me to up the compression to 12:1 by using lower domed pistons so they could get closer to the valves. I then recessed my valves by 1.5mm per factory practice. With the roller crank, you didn't have as much rod stretch as with a plain-bearing crank, so you could set clearances real close.'

Beil modified the heads and set the valve timing for the 1700cc engine using a dial indicator on the dirt floor of his parents' barn. It took him over forty hours to get the clearances right, as many who are familiar with timing these monsters will testify.

Beil's RSK had the improved suspension that no longer had tubes with the 'K' profile. Still, its handling was less than ideal. 'The 718's handling at that time was not particularly good, but it went like hell in a straight line!' said Beil.

Tom Beil flying his RSK over the crest: 'I hillclimbed the RSK from 1969 to 1980 and earned over 100 trophies', he says. Today the car rests more peacefully in his home garage – but is still driven regularly by his son Jordie





'The rear suspension was terrible – a real hack job, like the 356. The pivot point was under the transmission, so you would get negative camber each time you accelerated.' Beil put different coil-springs in the rear and kept experimenting until he got the right size.

'The original wheels were magnesium rims with steel centres, 4.5x16 inches, and they were designed for skinny Dunlop tyres because they would slide.' When Beil purchased the car in 1969, he noticed that improved adhesion from new tyre compounds would crack the wheels at the vent holes from too much stress.

'Back then people would throw sets of these wheels at me for a couple of hundred bucks because they were problematic. You couldn't give them away!' Beil switched to running eight-inch-wide Goodyear slicks on Chassis

way to maintain the paint on the car, because at the end of the season, all the road rash was on the nose. You just had to repaint that small area, instead of respraying and blending silver paint all over the hood and body.' The flared wheel wells have since been remade to original.

We take the engine lid off and the underside is coated with 50 years of patina, accumulated road and engine grime. Under the louvred side covers, the wheel arches are pocked with rock impressions. No beauty queen underneath this dress.

Beil unclips the boot cover and holds it up. 'You can see the factory primer under the dirt.' A thin olive green coats the metal, still visible after 50 years. 'The factory painted on a thin primer for customer cars – the factory jobs didn't have it.' RSK 718-021 was first sold to the Rodriguez family in Mexico. Raced by 17-year-old Ricardo Rodriguez at the 1959 Cuban

Modern aluminium racing rims replaced fragile originals, which tended to crack due to heavy loads imposed by the use of grippy slicks. Roll-over bar was required by rules but did little for the aesthetics

“Other than racing repairs and a new paintjob, 718-021 has never been restored...”

Engineering wheels and stored his mags. 'These cars were a whole lot faster with slicks on them.'

'Other than racing repairs and a new paint job, 718-021 has never been restored. It came to me as a beat-up tank. It had five layers of paint on it, which I carefully removed with a Bernzomatic torch. Behind the driver's door was a metal patch with 105 rivets in it. The nose was punched in, like on all of these cars.

'I fixed all of that, enlarged the wheel wells for the slicks, then had it sprayed in Porsche metallic silver and trimmed the nose in burgundy. The nose treatment was a very efficient

Grand Prix, this car had dirt with provenance to spare.

We peer into the driver's cockpit – the dash, the seat, the rivets holding the tub together. 'I'm 6'2" but I fit right into this fine. People always ask me why my ignition key is bent over. The reason is that I kept hitting it while driving and the engine would cut off. So I bent it.' I look over at the two silver pots under the dash and in front of the passenger door that serve as the fuel pumps. Beal looks at them, then at me. 'Never been rebuilt. Cleaned the scum out once – the screens looked fine, so I put them back in.' I shut the passenger door; it gives that definitive Porsche 'click' that speaks quality and precision.



Scalloped design on nose proved practical as it took the brunt of stone chips and was easily resprayed. Four-cam motor is one of two Beil got with the car. Dashboard close-up reveals original key bent to avoid accidental knee contact!

'The Plexiglas windscreen was something I made using Sandy Sadtler's factory screen as a pattern. Sandy drove RSK 718-022; at one point he also owned and raced Jean Behra's F2 car that is now in the Miles Collier Museum.

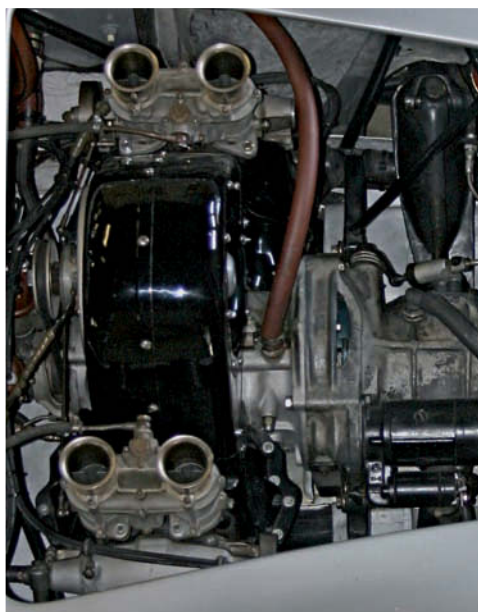
'We cut the piece of Plexiglas to the same shape as on Sandy's car. Then we formed it using a heat gun until we got it to fit.' I look at the windscreen. It fits perfectly, just like it came from the factory.

'As soon as I put the spare engine in it, I was racing the

RSK on hills all over Pennsylvania. All sorts of people raced back then – the cars were cheap and the hills were fun.

'The Strauss brothers hauled heavy equipment for their construction business. On the weekends they hauled their two AC Cobras on their bulldozer flatbed to compete on the hills.' Sure enough, earlier I had seen these guys on film at Ron Mann's place.

'One time at Topton, Jack Strauss drove off the course at the end of a long straight. He went through the hay bales,





through the brick wall of a dentist's office, and ended up in the waiting room with no one injured except the Cobra. What a riot! Hal Keck was a Shelby ex-works race driver, a Korean War veteran, who owned and drove a green Cobra 427 with a snake painted on its flank. Whenever his car was running it literally shook the ground. He was king of the hill whenever he showed up.

'I hillclimbed the RSK from 1969 to 1980 and earned over 100 trophies. I was always shooting for FTD (fastest time of the day). I still hold the record for FTD at Fleetwood. That hill is now closed due to development.

'People always wondered why I was so fast. I had upped the compression a bit, set the valve timing right, and set up my transaxle to be a 'short box' and always shifted into the fat part of the power curve. I maintained my engine – but I never had to rebuild it.

'One year they protested me – they said I was running fuel. I had been using Castrol oil in my car. It's made from the castor bean and would stink like alcohol when it got hot.

'I remember driving behind those alcohol midgets. They ran them so rich that your eyes would tear up. They had solid axles – no differentials – so they had to slide them to get them to turn the corners.'

Beil recalls his one and only shunt while at Lime Rock. 'I was competing for the lead in 'Sports Racing Under 2-litres.' We were three wide on the straight, driving over our heads, and the 'red mist' overcame my better judgement.

'I dived inside to pass and my competitor moved in on me. I got brushed and drifted off the track and into the guardrail backwards. I remember hitting something. Then I was floating upward. "Hey, this is like flying." I thought as I blacked out. I woke up to find emergency crew cutting my windscreen to put a collar on me. I was pissed that they cut my windscreen!

'I had hit a pothole, spun it when the front tyre had caught the fender, then hit the guardrail backwards at over 100mph. The nose was damaged, as well as the right front fender and the left rear. Up to this point it had been raced continuously for 30 years.

Side by side, chassis numbers 718-021 (left) and 718-022. The latter belonged to Sandy Sadtler, who at one point also owned the ex-Behra car now in the Collier collection

“To provoke my competitors, I would bring a 'mystery bottle' in a bag and pour it into my gas tank...”

'Mark Donohue had told me at a race meeting: "If you can't cheat, you can't win." So, to provoke my competitors I would bring a 'mystery bottle' in a bag and pour it into my gas tank when someone was watching me. It was nothing but dry gas, but boy, did it get them going!

'In 1980 I switched to vintage racing at tracks in the north-eastern United States: Watkins Glen, Lime Rock, Summit Point, the Philadelphia and Pittsburgh Grand Prix street races, and at airport tracks. I raced the car in vintage for about twenty years. I competed at the Lime Rock Fortieth Anniversary event in 1989. During the Formula Libre race Indy 500 winner Rodger Ward raced a Ken Brenn-prepared midget. Although Stirling Moss and John Fitch also started, Ward beat everyone in that midget – he was that fast.

'It spent two years at Sadtler's race shop and my place, getting repaired. Since that time my son Jordie has taken it out at least once a year. A Beil has been racing this car for over 30 years!'

I ask him about his favourite track and hill. Beil does not hesitate. 'Summit Point is a wonderful track, similar to Lime Rock but with fewer elevation changes. I could get the RSK up to 130mph in fifth at 8000rpm and the front end would start to float. Competitors would tell me that the car was weaving all over the track, but I was holding the wheel steady. I wouldn't want to do 150 in it!

'My favourite hill has always been Duryea. It's fast with floating bumps. It has long straights with tight switchbacks. Let's go take a ride up Duryea,' he volunteers.



Using fat slicks on wider aluminium rims necessitated cutting the bodywork and, at the rear, adding some crude flares. The car has since been put back to original

We ascend the hill on a cold and barren Pennsylvania morning in Reading. No one is out yet, thank goodness. 'You'll like this next corner,' Beil chuckles at me as we barrel up the road toward the summit. We are going at well over breakneck and I am getting nervous, as all I see is a towering stone wall ahead and no corner in sight.

I am counting individual stones now as we approach the wall. 'I can still imagine the corner worker, hearing me coming but unable to see me. I upshifted as I approached the last part before the corner, which made the exhaust go 'POW!'

says Beil. 'When he saw me pop up into view at the last minute he dropped his broom and ran for his life!'

Beil, relaxed as a puppy and barely holding the wheel, laughs at this memory while I sit, agape at the approaching wall, mumbling 'Oh sh*t!' to myself. Just then the switchback miraculously appears to the right and somehow we turn on up to the finish line.

'Oh, yeah,' Beil says to me, still chuckling, 'We call that the 'Oh sh*t!' corner, in case you were wondering.' Sweating, I am simply beside myself with that fact. **CP**



Not many people can boast of owning (and racing) an RSK for as many years as Tom Beil. The car still wears its patina with pride - and long may that be the case...



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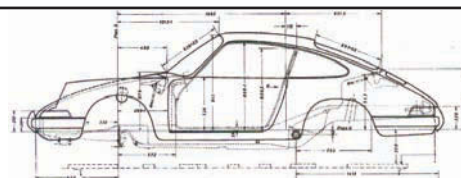
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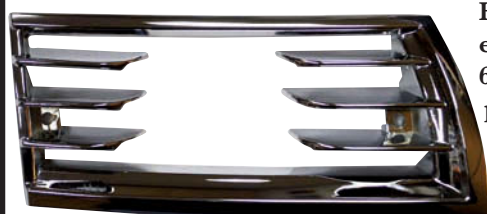
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IN PURSUIT OF PERFECTION

Arguably the best 356 ever built, and certainly the most accomplished, the two-litre Carrera 2 is a true classic in every sense. And the example shown here is rather special, having been the personal transport of racing legend John Surtees for two decades.

Words & Photos: Keith Seume



The very word 'Carrera' makes the hairs stand up on the back of your neck. It suggests performance without compromise, race breeding, a heritage that stretches back to the mid-1950s. A Porsche to dream of. A Porsche to desire. Perfection.

It was in August 1961 that Porsche announced details of their revised 356B model, identified from its forebears by the designation 'T-6'. Production began a month later, the purpose of the new model being to give the now ageing 356 a new lease of life – remember, by then, the 901 project was well under way, its launch just three years off. The 356 was starting to look old, but there was no question of carrying out a major revision. A facelift would have to do – but such was the extent of this facelift that many traditionalists choked on the steins of lager.

The T-6 body was instantly recognisable from any angle, the front luggage lid being wider and more square in design than that of the outgoing T-5 design, while the engine lid featured twin intake grilles as standard across the range. Glass area was increased, too, giving the coupé a more modern, spacious look.

The front lid concealed a variety of changes, the battery being moved to the right-hand side to allow space for a petrol heater, which was to be offered as an option, while the fuel tank was designed to be lower in profile, taking up far less valuable luggage space. This was covered by a moulded plastic mat, with the filler being relocated to the right-side front wing, tucked away under a spring-loaded flap. Not on right-hand drive models, though, for the steering column got in the way – owners of RHD cars continued to fill their petrol tanks from inside the luggage bay.

These changes, improvements – call them what you will – were carried out in conjunction with some relatively minor

“It was referred to as the ‘Roadstar’ of the Zuffenhausen production...”

mechanical upgrades, all of which helped broaden the model's appeal. The 'new' 356B was a refined machine, equally suited to long cross-continent drives as it was for day to day use. The perfect all-rounder, you might say.

But sitting alongside the 1600 push-rod motored T-6s was a new hot-rod – a car of which Porsche was so proud that, according to Karl Ludvigsen, it was referred to as 'the "Roadstar" of the Zuffenhausen production'. The 'Roadstar' was, of course, the new Carrera...

Powered by a two-litre, four-cam engine, the new model was referred to as the 'Carrera 2', in recognition of the cylinder capacity, rather than, as might be supposed, a suggestion of it being a 'Mark 2' Carrera.

The Carrera 2 went into production in April 1962, the intention being to produce just 100 examples to satisfy the requirements for homologation into the Grand Touring (GT) racing classes. In fact, that target was achieved after just three months, and the Carrera 2 continued in production until a total of 436 examples had been built, 310 of which were based on the 356B.

The new two-litre engine – actually 1966cc – featured a longer-stroke crankshaft, up from 66mm to 74mm. This meant that the cylinders had to be longer than previously, with longer head studs and driveshafts to the overhead camshafts. The Carrera 2 engine, designated Type 587, also benefited from an increase in bore, rising from 90 to 92mm.





Skirt on the rear valance hides the bulky silencer needed to muffle the noise generated by the four-cam at full throttle. A sports exhaust was available, boosting power to 139bhp and torque to 135lbft – the greater output also meant more noise. Simply glorious!

The valve sizes were unchanged, at 48mm inlet and 41mm exhaust but, while the basic shape of the combustion chambers remained the same, the bore into which the top of each cylinder located was increased in diameter.

The crankcase remained essentially identical to that of the smaller 1600 four-cam, with the same 60mm plain bearings which had first been used in 1960. But what is of particular interest is that the big-end journals on the plain-bearing crankshaft were reduced in diameter to 52mm from the 55mm of the 1600cc engines. This was the same diameter used by the earlier roller-bearing crankshafts, which had been discarded largely on grounds of cost.

The reason for this move was to allow the long-stroke Type 587 crankshaft to fit in the existing crankcase without significant modification. The case did need to be machined at the top to allow for the greater crank throw, but that was about it. Clearly the cost implications of remanufacturing a crankcase far outweighed those of redesigning the crankshaft and a set of con-rods.

The decision to increase cylinder capacity necessitated upgrades to the oiling system. The pump was increased in size, with both scavenge and pressure gears being greater in both length and diameter (the Carrera 2 engine was, as were its predecessors, a dry-sump design). Front-mounted oil coolers were fed more cooling air by the simple expedient of

removing the mesh grilles from the intakes in the nose.

Externally, the new engine looked noticeably different. There was still the familiar 'vee-drive' twin distributor ignition system, and the trademark Carrera cooling fan, but other revisions changed the look of the engine from above and below. Induction was, again, via a pair of Solex 40 PII-4 dual-choke carburettors, but they were fitted with a pair of huge rectangular mesh filters which dominate the engine bay.

The familiar ovaloid Carrera valve covers were replaced, too, with larger more angular castings, which encompassed the small flywheels mounted on the ends of the camshafts. The extra space within the covers allowed better access for setting valve clearances, too.

These, along with a multitude of other detail improvements, meant that the four-cam motor had finally adopted the air of a reliable, sophisticated engine which could be used by owners without concern for longevity and expensive maintenance. The Type 587 engine produced 130bhp at 6200rpm, and a healthy 119lbft of torque at 4600rpm. These figures might still suggest the Carrera 2 needed to be driven with plenty of revs but, in reality, that was no longer the case.

Out on the open road, it is possible to pull from relatively low rpm in fourth (top) gear, with none of the fears for what damage you might be doing to a fragile roller-bearing



“The wide torque spread of the two-litre engine is probably its most outstanding feature...”



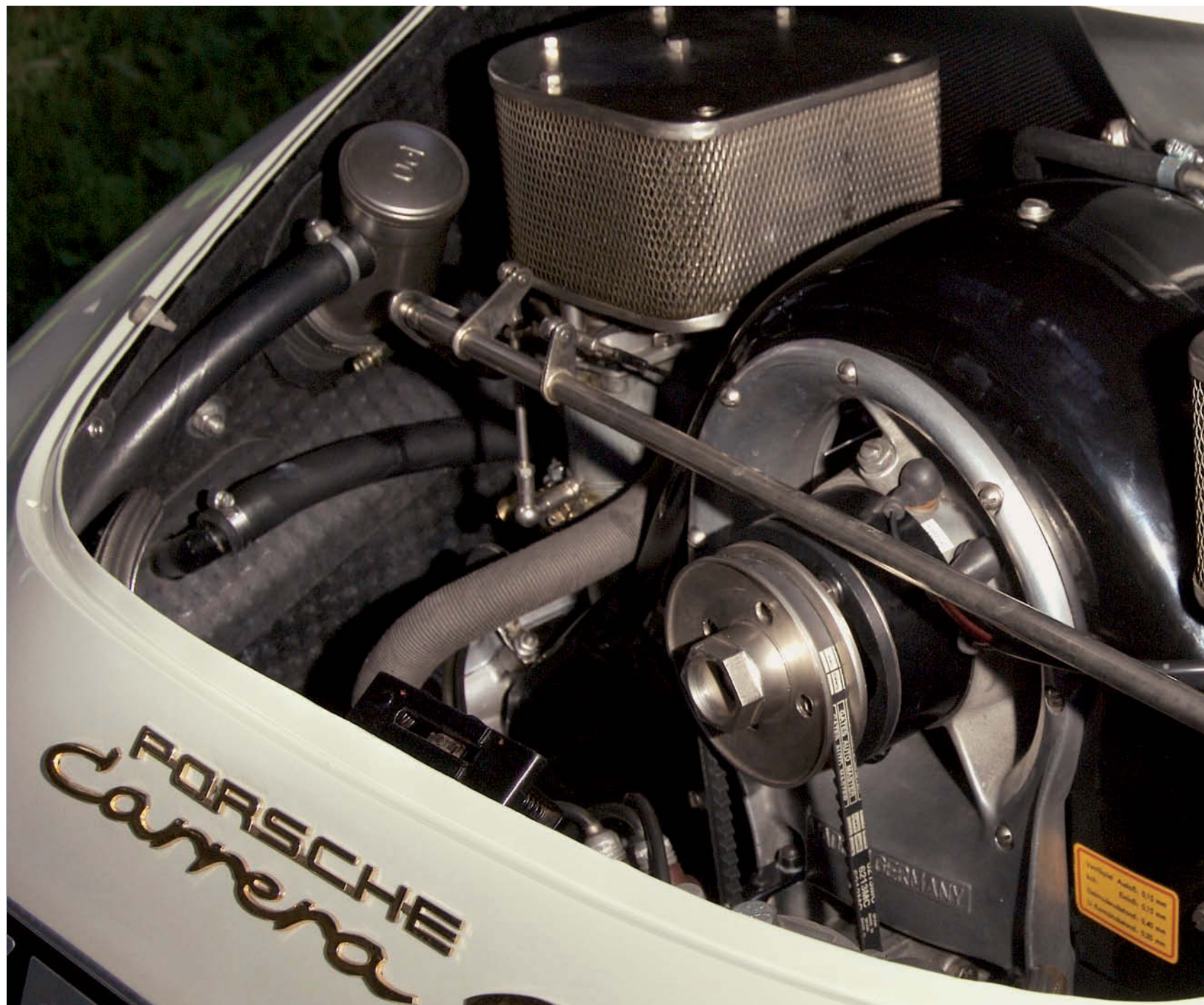
Interior is Tardis-like, says the current owner. Carrera's seats are comfortable but, like those fitted to most 356s over the years, offer little real support. Red sector on the tach (right) shows that this is no ordinary 356. Note the Nardi steering wheel

crankshaft – owners of older Carreras were always mindful of the consequences of 'lugging' their cars at low rpm under load. The extra torque helped propel the Carrera 2 from standstill to 60mph in a shade over nine seconds, and onwards to a top speed of around 125mph.

One of the first road tests of a prototype was carried out by Jesse Alexander for *Car & Driver* magazine in December 1961, where he commented 'The wide torque spread of the two-litre engine is probably its most outstanding feature and continual use of the gearbox just isn't necessary except when extracting the very utmost in performance through the gears. With the foot hard down in top gear at 2000rpm, the two-litre Carrera moves out rapidly and smoothly'. A far cry, then, from its rev-happy predecessors.

The car shown here has a fascinating history, having been once owned by no less a person than John Surtees, former world champion on both two and four wheels. Surtees was no stranger to Porsches, having owned a 356 Super 90 back in the 1950s. His memories of that were rather tainted by one particular driving experience: 'Because I was doing so much travelling, I was perhaps less alert than I should have been. Having just called in on a girlfriend in Hatfield, I was taking the swerves alongside Hatfield House when I lost the Porsche in the biggest possible way. I did a number of 360 degree pirouettes up the road before landing in a ditch,





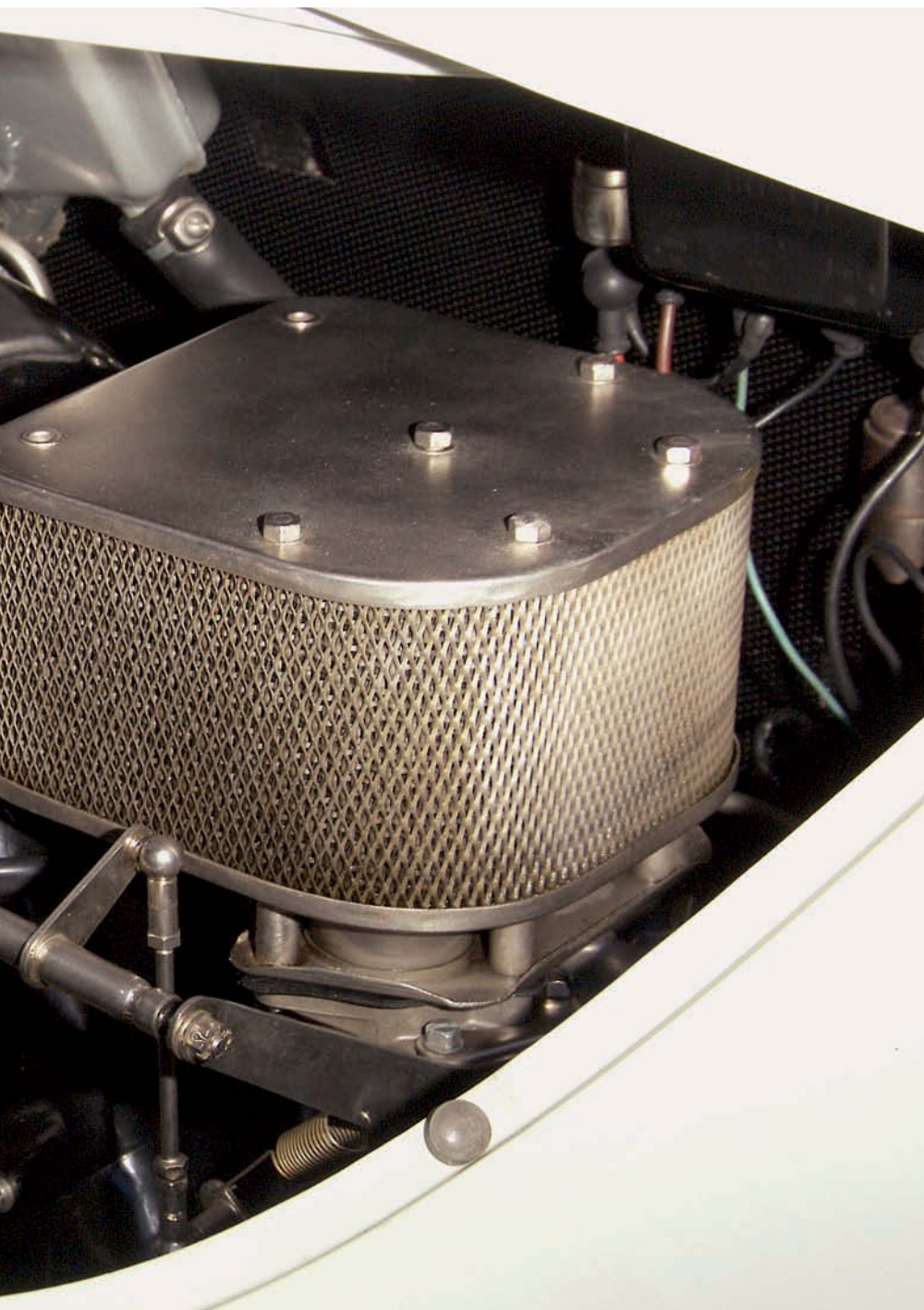
virtually undamaged. I came to the conclusion that, although it was a nice little car, I needed something more forgiving...'

The Porsche was followed by an Aston Martin and a Gullwing Mercedes but, several years later, Surtees decided to return to the Porsche fold, purchasing the Carrera 2 in a deal that saw it pass from the original owner, a Mr Novack in Chicago, via Alex Finigan to UK-racer Nick Faure and then to John Surtees.

He owned the car for approximately 20 years, during which time it was the subject of an extensive rebuild in his own workshops in 1998. Work included an engine rebuild by four-cam expert Bob Garretson, who was then based in the UK. Bob also went through the gearbox and brakes. Since the rebuild, the car has covered under 2000 miles.

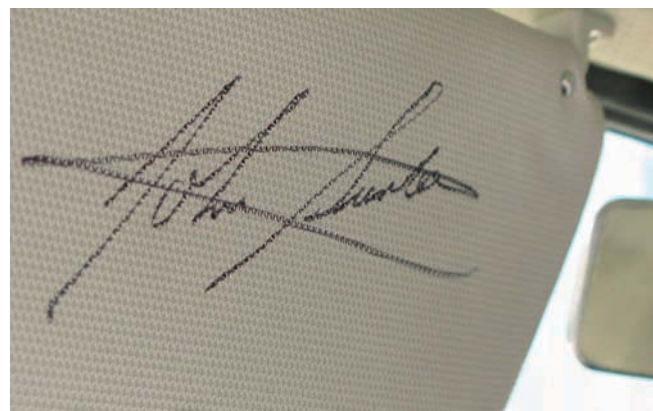
The Carrera was eventually sold to another racing legend, John Coombs in 2009, a name forever linked with the Jaguar marque. It was then offered for sale through the Coys auction company early in 2011, where it was purchased by the Hairpin Company. A short while after it was purchased by the current owner.

Since then, it has undergone a further, largely cosmetic rebuild in the pursuit of perfection, with particular emphasis on setting the panel gaps and refurbishing the paintwork. This work was carried out by marque experts Roger Bray



356 CARRERA 2

“John Surtees spent an hour in the car recently, screaming around the English countryside...”



Engine bay is dominated by the large mesh air filters and the trademark Carrera cooling shroud. Former owner John Surtees (above right) loved the car and recently enjoyed a brisk drive round the Surrey lanes. Autographed sunvisor is a memento of the occasion...

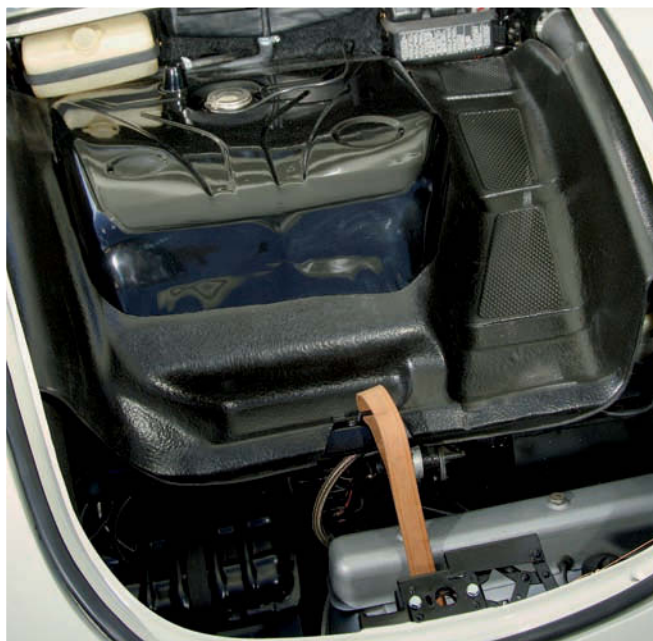
Restoration in Devon, and the end result is, indeed, perfection. There was evidence of some frontal damage at some point in the car's history, but you'd never know it, and it both looks and drives like new.

'I love the car,' says the owner. 'It's a real wolf in sheep's clothing. In my eyes, it is one of the most wonderful Porsches (I have several others, including a 1973 Carrera RS) and the best-sounding four-cylinder car ever. The steering is amazing, and the room inside is Tardis-like, too!

'John Surtees spent an hour in the car recently, screaming around the English countryside near his house. He still loves the car like when he bought it 25 years ago...'

And we can see why. When we drove the car to the photo location, two things became immediately obvious: the first is that the Carrera 2 is no slouch! Its torquey engine makes it fun to drive, with none of the fussiness of older four-cams. The second is that it handles like a dream – OK, it can be a little nervous on rougher surfaces, but it's enormous fun hustling it through a series of twists and turns on a favourite piece of road.

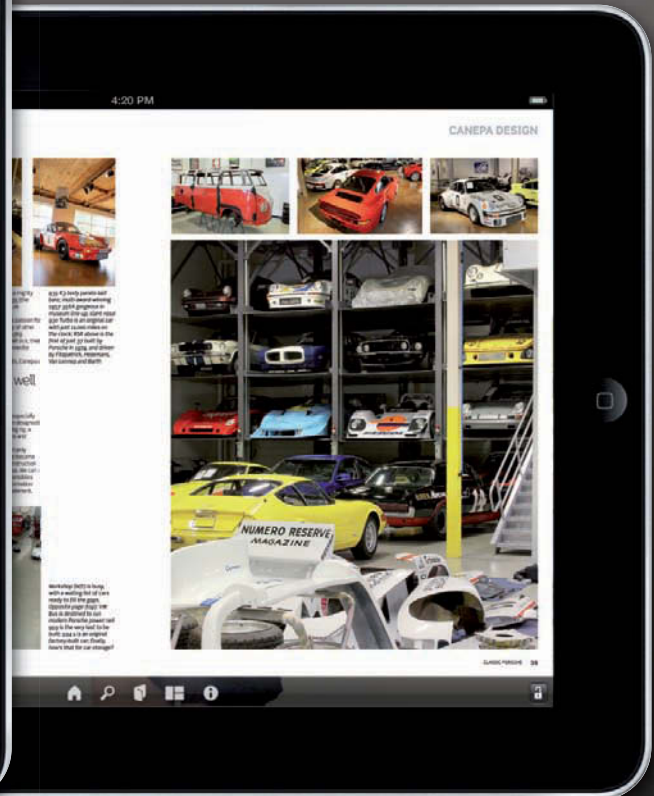
In short, the Carrera 2 could be considered the ultimate 356 in every respect. It may be half a century old, but the Carrera 2 can still hold its head high in modern traffic. Not many other sports cars of that era can boast the same. **CP**



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FOR ALL THINGS PORSCHE



RALLY MEISTERS

Most probably the biggest number of rally Porsches you'll ever find gathered together in one space. Tuthill Porsche keeps growing – and winning

Words and photos: Paul Davies

Talk rally Porsches – historic rally Porsches because there really are no modern rally Porsches of consequence; today's offerings are just not built to be comfortable in that world – and the name Francis Tuthill is almost inevitably the first to trip off the tongue. Of course there are others in various corners of the world who'll build you a car that will win a club, national, or even international event, and we don't doubt they do a fine job. But, frankly, they're small beer when it comes to the outfit just outside Banbury in the English midlands.

Richard Tuthill, son of the company's founder, says that the difference between his company and many others specialising in Porsche preparation is size. Don't confuse us with the one or two-man bands, he says. We know what the man now running the company means, and you can't deny the Tuthill record speaks for itself. As far as I'm aware Francis Tuthill Ltd – more commonly known to all as Tuthill

Porsche – build, prepare, and fettle, more successful rally Porsches than anyone. They also do other things you're going to hear about.

I've visited the sprawling complex laid about a former market garden in Oxfordshire on many occasions, but each time I swing into the yard, I'm amazed by the size of the operation and the number of (pre-'81) Porsches to be seen. The workshop buildings seem to spread out further and further every visit; the only constant is the massive old greenhouse (think gardening again) where Francis seems to have stored his scruffier, and less valuable, parts since it all began. If you think I'm running away with myself with this description, take a look at the pictures.

To get things into perspective: in the past 35 years Tuthill-prepared cars have won almost all the significant historic rallies you can name, from the British Championship (five times) to long distance classics such

Ice driving courses have proved popular. One day driving a Porsche 911 on ice in Norway teaches as much as five days in a Welsh forest, says Richard Tuthill



Francis Tuthill on his knees sorting the PMO carbs on an early 911. He says he's now the 'trouble shooter' in the company

Former British Junior Rally champion and WRC driver, Richard Tuthill (right) has taken over the management of Tuthill Porsche



as London-Sydney, Shield of Africa, and Panama-Alaska. Last year they did something Porsche itself never managed in its rally hey-day – win the Safari. Rally legends like Björn Waldegård, Stig Blomqvist, Walter Rohrl, and Jimmy McRae form orderly queues to drive their cars.

Tuthill Porsche now employs 20 people engaged on every aspect of Porsche work you will ever need. Rally prep (race cars as well – last year they won the UK Masters series) to full FIA Historic specification, engine and transmission builds, bodywork from bare metal up, and painting. They will also apply their considerable competition expertise to mending or servicing your road car, whatever the age, restoring a tired but loved example to concours condition, or even producing the look-alike you've always wanted.

Francis Tuthill started it. The son of a farmer (who intriguingly doubled as a psychiatrist) he went to agricultural college, where he learnt the welding skills that would later get him out of numerous mechanical scrapes whilst driving mainly VWs of various kinds in Eastern Europe and the Middle East.

Famously he found a neglected 356 Cabriolet in Beirut and planned to take it back to England roped to the roof of his Type 2 Camper. When he realised the weight would be too much, he stripped the body and brought back all the mechanicals inside the van. Working in Australia, in

1968, he saw Andrew Cowan win the first London-Sydney Marathon, and when a return run was mooted for '77 he decided to take part. With co-driver Anthony Showell he entered a VW Beetle, and loaded it with an inventory of spares that included a half-engine.

Francis's 1977 London-Sydney experiences would (should?) fill a book. Outside Paris the first engine blew, and they fitted the spare by the roadside. A pilot friend brought a further half-engine out to Tehran on the flight deck of a British Airways 'plane, and when eventually they got to Australia they rolled the car in the Snowy Mountains before finishing.

Back in the UK, Francis got involved in rallying and began to build up a VW repair business. His first real Porsche experience came when he began to work on cars for the nearby Rothmans Rally Team, that would ultimately become Prodrive. When a further London-Sydney came round in 1993, he built a 911 for privateer Max Harvey in the manner of the Rothmans cars, and another, evolution, car for himself and Showell.

Tuthill Snr and Showell won that marathon, and Francis had reached his 'never looking back' point. One more London-Sydney came, in 2000, when WRC heart-throb Michele Mouton decided she'd like Francis to build her a car for the event, and take him along as co-driver/riding mechanic. They finished second to Stig



The infamous greenhouse, where the Tuthill collection of secondhand parts and dismantled cars has grown over three decades



Blomqvist. With experience of long distance events, Francis organised two events in southern Africa, but more and more Tuthill was building Porsches for people to use on the many marathon-style events that existed at that time. At the same time Irishman Dessie Nutt's run of success in the British Historic Rally Championship with his Banbury-prepared 911 was prompting other drivers to make the call.

In recent years, the marathon rally scene – contested by non-homologated cars – has changed, and the focus has switched to FIA-sanctioned events, in particular the Historic Safari Rally, an event no less torture now than the East African World Rally qualifier that Porsche failed to win in the early '80s. Tuthill Porsche ran no less than nine cars on the 2011 event, the climax being that victory for Björn Waldegård and his son Mathias. The only difference between the Porsche entries of three decades ago and last year's winner was the suspension (EXE-TC dampers), and a whole wodge of hard work that included replacing half the roll cage after an accident!

Tuthill the company has changed since the early days, and so has the Tuthill family involvement. For the past 10 years, Francis's son Richard has been taking control and moving the business on.

If things had gone right, Richard Tuthill might have been a WRC star driver. He was British Junior Champion in 1992, and second in the British Production Rally Championship in '99. By then he was working with Prodrive on Group N (Production class) Subaru development, and also contesting World Championship events. A fall-out with Prodrive came after a plan to run a car in the USA went sour (although he did, to his evident pleasure, find a Mitsubishi alternative and beat his old team to win three events) and he began to take more and more interest in the family business.

Now Richard runs the company, with Andrew Boyles and long term employee Paul Green as his right-hand man. He's been instrumental in moving Tuthill Porsche more towards FIA Historic motor sport, and the 'high-end' customers that can afford a formula that is most specific on what is, and what is not, allowed. In recent years the company has prepared several racing Porsches as well as their more regular rally cars – recently both Stig and Björn drove Tuthill-prepared race cars in the Copenhagen Grand Prix, with Richard helping pit-side.

By way of diversification, he introduced the Porsche Challenge for 2011, offering an 'arrive and drive' package for the British Historic Championship whereby a single

Wide rear wheel arches for an RSR project in the bodyshop. On average Tuthill builds some 10 cars each year: race, rally, restoration and recreations

The 356 is due for the next Peking-Paris marathon; the Rothmans Porsche is a 'look-alike' but Tuthill worked on the real thing in the mid-eighties





payment of £42,000 gave a driver a competitive g11, prepped and serviced with crew hotels included, for the seven-round series. Four out of the five available cars were taken up last year, but Richard has now put the scheme on ice until the economy turns.

Also on ice, but in a different way because it's still very much active, is Norway Ice Driving. Created eight years ago – Richard formed the plan after a stint on the Swedish Rally – the course runs through December until the end of March, and offers drivers one or two days in Tuthill g11s, sampling the experience of driving on ice and under the instruction of top rally names – Terry Kaby, Chris Atkinson, Martin Rowe and Andreas Mikkelsen being on the current list. Usually six cars are available, but on one day last winter no fewer than 11 Porsches were on hand.

Richard rates Norway Ice Driving as his 'most satisfying' idea. It's the best way to teach car control in a safe environment, he says, adding that 'one day in Norway is worth five in Wales'. The course caters for both individuals and corporate parties of 20 or more guests.

Whilst the Norway enterprise is growing it's not at the expense of the core business, and Richard says the company is currently building around 10 Porsches of varying specifications a year. A 356 is in preparation for

the next running of the Peking-Paris Marathon, and deals are already being done for the next Safari, in 2013. The company always has stock of prepared cars for sale, but the current world-wide financial situation seems to have put a stop to purchases by what he calls the 'middle market'.

A new project will be to build a car for a German customer on the Historic Dakar Rally, replicating the Paris-Dakar of old and running during December 2012 and January 2013. This will be to a similar specification as the Safari cars, but Richard is already looking forward to 2013-14. He's bought a pair of Type 953 transmissions, and is hoping to recreate the Rothmans Team 4WD Carrera 3.2 that Rene Metge and Dominique Lemoyne took to victory on the 1984 African event.

A crack at the Historic Dakar will be very much in the spirit of Francis Tuthill's marathon adventures. To suggest that his father has retired would be inaccurate; he is, says Richard, the company's number one problem solver, a description ably illustrated by the sight of Francis on his knees at the rear of a g11. Richard says dad never loses his drive; dad says he's called in whenever an older car needs sorting. And that's a scenario which, if Tuthill Porsche keeps growing, is likely to continue for some time, I reckon. **CP**

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After missing out in 1978 Björn Waldegård achieved Porsche's first outright victory on the Safari Rally in 2011 with son Mathias in the co-driver's seat

The Tuthill team looked after nine Porsches on the 2011 Classic Safari. The Waldegård entry required a new roll cage section welded in after an accident



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PROJECT 912/6

Part 4: Time to take stock of the progress. We're just about ready to head for the paintshop, but still haven't made a final decision on colour!

Words & Photos: Keith Seume Artwork: Christopher Jury



I'm still not decided on the colour, despite what I said in the last issue! Leaf Green is certainly a contender as it's very 'period' and unusual. However, a voice keeps suggesting something a little louder...

I've referred to the project so far as a roller-coaster of emotions. For every piece of good news there seems to be more bad. But at last we're starting to see light at the end of the tunnel and, following my absurdly optimistic claims that *El Chucho* would be on the road this summer (hah!), I reckon that it should all be up and running for the spring. Next spring, in case you ask.

Over the last couple of months, I've amused myself by cleaning up and painting the front suspension and steering components. One bit of good news was to discover the suspension bushes – at the front at least – are all heavy-duty items from Weltmeister. They have zero wear so will be reused. I'm not sure what's at the back as I haven't investigated yet, but I do have a set of Powerflex urethane bushes to fit anyway.

The front suspension is all in good order apart from one of the (expensive) lower ball-joints. There is no lateral play but you can move the joint up and down by hand by about 6mm! Clearly that's not good and must have made for

dreadful handling (and a noisy ride). I'm just going to have to bite the bullet and buy myself a new ball-joint. Fortunately, the other side is perfect, so that's one small blessing.

I've not investigated the strut inserts yet – the rear dampers are Bilstein 'sport' units, but the lower bush on one of them has split. There's nothing else seemingly wrong with the damper, so I'll see if it's possible to install a new bush – or does somebody make urethane replacements, I wonder? Time for some on-line research.

There is no point in refitting all the front suspension properly – it would only have to be removed once it's in the paintshop anyway, so that I can stone-chip the underside – but it was good to see freshly-painted parts trial-fitted on the new sheet-metal underneath. It gives me hope...

Some time ago, I bought a whole ton of small parts I knew I would need, so I look forward to installing the new brake hard lines, flexible hoses, cables and master cylinder soon. It is amazing how all these small parts add up – it's very easy to underestimate the true cost of even a budget

After a lot of deliberation, I've decided to fit a set of steel wheels on the car for the time being. The wheels used are later space-savers, three of which had just one valve, the fourth came with two – the redundant hole was welded up prior to powder coating in silver





The induction system we've chosen to use is a throttle-body set-up from Jenvey. To go along with this, we sourced a set of Bosch injectors from the USA, and a coil pack and ignition amplifier from eBay

restoration, like this. When I say budget, I mean doing whatever I can myself, calling in some favours, selling surplus parts, searching eBay for good used components and generally badgering anyone I know who runs a restoration business in case they have some bits I need.

A lot of people have asked me to put a figure on the cost of the project as they're considering doing similar themselves. Well, so far, El Chucho is on course to cost a little under £20,000 to complete. I had hoped it would be less, but there was a lot more metal repair than I was bargaining for. I am sure if I'd waited, I'd have found a better car, but then I might have waited forever.

Is that a good price or a waste? Well, I do know that had I tried to buy a pre-'74 911 then the chances are I'd have to spend at least that on a car which would still need work. My way is the hard way – but I will end up with the kind of Porsche I want (well, aside from it not having a short-stroke 2.5-litre screamer in the rear...) and, hopefully, it should last a good few years before it needs another

restoration. More importantly, I'll know all the work has been done and, if it's a disappointment at the end of it all, I will have only myself to blame.

Right then, I think it's time to get on the phone to see if Andy and Graham at R-to-RSR have space in their bodyshop yet. I think I've decided on the colour, and it is... (sorry, run out of space. Next time, OK?) **CP**

CONTACTS

Restoration Design: www.restoration-design.com

Ben Lewis: www.evillensblogspot.com

Roger Bray: www.rogerbrayrestorations.com

Canford Classics: www.CanfordClassics.co.uk

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Robert Barrie: www.robertbarrielimited.com

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The office at home is starting to resemble a car breakers, with more and more parts being stacked up, much to our cats' amusement... An early purchase was this Nardi wood-rim wheel. I love the looks of the Nardi, and found mine at a bargain price on, you know where: eBay!



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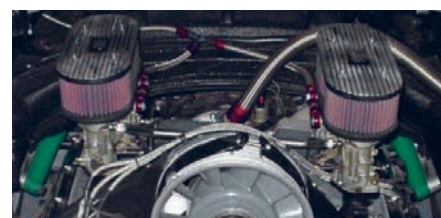
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BAPTISM OF FIRE

Fire is believed to have a purifying power. Seeing tongues of flames darting from the engine bay of a pristine classic Porsche, however, one would primarily think of its powers of destruction. But like a Phoenix rising from the ashes, this Porsche 914 has experienced a very special metamorphosis

Words: Britta Bau Photos: Stefan Bau

He is addicted to historic competition, and he has found the perfect vehicle for his passion. 'I've always had 914s, actually...' he says pensively, apparently tallying them up in his mind. Driving the perfect car is a crucial issue for Dennis Kunze from Karlsruhe in southwest Germany.

His latest ride is a beautifully and meticulously restored Porsche 914/6 which he proudly shows us. According to the documents, it was built in 1972, right after the Porsche factory vacations – but, hang on, the production of the six-cylinder 914 models had already come to an end before the vacation period.

Since the start of 914/6 production in 1969, Porsche had sold only 3332 of those 'big' *Volksporsche*. Nothing to write home about, really. So, how come this 914/6 is dated later? And how come it features a 2.7-litre engine, when the 914/6 was originally only ever delivered with the 2.0-litre engine from the 911T? Even the rare 916 version with the fixed roof had to content itself with 'only' 2.4-litres...

At first sight, we can't spot any obvious 'non-914/6' detail on the car. A glance under the bonnet reveals the Type 911/42 flat-six boxer engine, plus two neat rows of Weber 40 IDA triple-choke carburettors. A questioning glance at the owner encourages Dennis to tell us the story of his personal dream car.

It all started with his wish for a Porsche 914 in reasonably good condition. Having seen enough abysmal specimens – for the 914's Gugelot-designed body, built at Karmann in Osnabrück, tends to be very prone to rust – Dennis was justifiably picky. Randomly, his wife came across the news that an acquaintance of hers had a one-owner Porsche 914. Understandably enough, the owner only wanted to entrust his car to a true enthusiast.

Dennis quickly paid a courtesy visit and the deal was sealed shortly afterwards. The snow-white 914 was in excellent condition, with just the battery box and a few small parts showing slight traces of rust. But these were merely minor problems, which were quickly remedied by

There's little to give away that this used to be a 914/4 – and then suffered an engine fire after a blow-up. Silver bodywork is immaculate following a lengthy post-fire rebuild





Dennis loves to use his 'six' to the max, doing as many historic events as he can squeeze into each season. The grin says it all – the car was built for fun. A 2.7-litre motor sees to that!

“Unfortunately, the hot oil gushed over the even hotter exhaust and instantly caught fire...”



the new owner. That allowed him to devote his full attention to the main issue, namely the engine. Dennis was absolutely determined to settle for no less than six cylinders. A friend of his offered him a freshly overhauled 2.7-litre engine block from a Porsche 911, mountings included, at an absolutely unbeatable price. Dennis agreed and was soon speeding along the roads in his dream car...

Well, that would have all have happened a bit too soon for a fairytale ending, wouldn't it? Anyone who has ever owned and tinkered with a classic car will agree, something or the other will always happen to spoil the surprise... One fine day, Dennis was happily driving along in his 914 when all of a sudden there was a loud 'ploff', followed by clouds of white smoke – the well-known side effects of an engine blow up!

Unfortunately, the hot oil gushed over the even hotter exhaust system and instantly caught fire. Fortunately, Dennis had a fire extinguisher on board and successfully managed to put out the flames. But the mishap left everything looking a real mess, as you can imagine...

It took Dennis nearly six months to find a new engine, and by chance the very same friend who provided him with the first one offered him yet another 2.7-litre engine block which he was in the process of overhauling. Sometimes one simply deserves a bit of luck. This time, Dennis spared no effort and has hence been rewarded with an engine that has run really well ever since it was installed in the 914, despite an average 10,000 kilometres, plus severe rally use, every year.

As always, the secret of its success lies in the detail. The 2653cc, six-cylinder is equipped once again with dual Weber 40 IDA triple-choke carburettors. Furthermore, as the 914 is now equipped with a dry sump oil system, an additional 10.5-litre oil tank has been installed, along with an extra oil cooler with an electric cooling fan. It takes a little while to completely warm up the lubricant, but Dennis doesn't mind. Sooner or later, helped no doubt by the near-perfect weight distribution, his 914 easily makes up for any lost time on a journey...

After the fire, Dennis took his time to restore the 914



Car started life as a 'four' but now relies on a 2.7-litre 'six' from a 911 for power. Triple-choke Webers allow it to breathe. Wheels are 6Jx15 Fuchs all round, shod with 195/65 radials

from the core. Although there were no apparent signs of rust he knew that in the case of a 914, it is likely to hide somewhere underneath the stainless steel trim. Thus he drilled out every single spot-weld along the seams on all four wings, checked and repaired the metal underneath,

the front suspension design of the 911, although the rear suspension differs in the use of coil springs instead of torsion bars. The transaxle of the 914 originates from the Porsche 901/911 models, but with a modified casing to suit the mid-engine application.

“Step by step, he converted the 914/4 into a more accurate re-creation of a Porsche 914/6...”

and welded repair sections onto the tub where necessary. Step by step, he converted his VW Porsche 914/4 into a more accurate recreation of a Porsche 914/6; thanks to the sharing of components, many 911 parts can be used without extensive modification. All 914s were based on

In addition to the extra cylinders, the 914/6 also had a few fancy standard trim upgrades, such as three-speed windshield wipers, electric windshield washers, chrome-plated bumpers, a vinyl-covered roll bar, and fog lights, while the standard 914/4 came with painted bumpers and





without any external vinyl trim. When it comes to the wheels, while the 914/4 used the same four-bolt pattern from the VW Beetle, the 914/6 featured the same bolt pattern as the 911. This meant the Porsche's 914/6 clientele was spoilt for choice, as the car was available with 5.5Jx15 painted or chrome steel wheels, 5.5Jx14 Fuchs forged alloys or 5.5Jx15 Mahle cast magnesium wheels, more commonly known as 'Gasburners'.

It was clear from the start that Dennis would go the whole hog, technically at any rate. Hence the complete chassis and drive train were modified throughout. Dennis didn't know the meaning of the word compromise: Porsche 914/6 anti-roll bars at the front and rear, Porsche 911S brakes with aluminium calipers at the front, while the rear was equipped with Porsche 916 brakes, including calipers, plus a larger-diameter master cylinder.

The adjustable Bilstein suspension kit ensures perfect

handling on every track, while the steering has been upgraded using Turbo tie-rods. The fully polished 6Jx15 Fuchs wheels are wrapped in 195/65 radials.

Compared to the time and effort Dennis invested in the technical conversion of his 914, the interior was rather easy to restore. Only the seats were in need of new tartan trim, but it took Dennis quite some time to find the correct pattern to match the original material. Nevertheless, they now look great in their (almost) original splendour.

Clearly not original, of course, are the two Halda Tripmasters and stop-watches, but these are indispensable in historic rallying and look right at home in a Porsche used for classic competition.

Dennis has lost count of precisely how many rallies he has driven since the completion of his dream machine. But one thing he knows for sure: every single one of those many kilometres was worth all the effort. **CP**

To aid cooling, Dennis has added a pair of extra ventilation panels in the engine lid (above). Interior has been trimmed with new tartan to match the original

What started out as a 914/4 now wears all the visual upgrades normally associated with the 'big brother' 914/6. Period 'boot rack' is an unusual but practical accessory





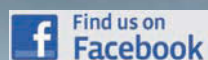
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BREATHING DEEPLY

Porsche 356 and early 911 carburation: how it works, upgrades and the all-important hardware

Words & photos: Paul Davies



It's all about efficiency, something that I'm sure Professor Porsche and his engineers had very much on their minds back in the early days. The 356 was a remarkable sports car because it was so efficient. It was down to the packaging – light weight, a small but relatively powerful engine, and a wind cheating bodyline, combining to give the little car the sort of performance that other manufacturers could only dream about. And when the race tuners got going, nothing in the class could catch a 356.

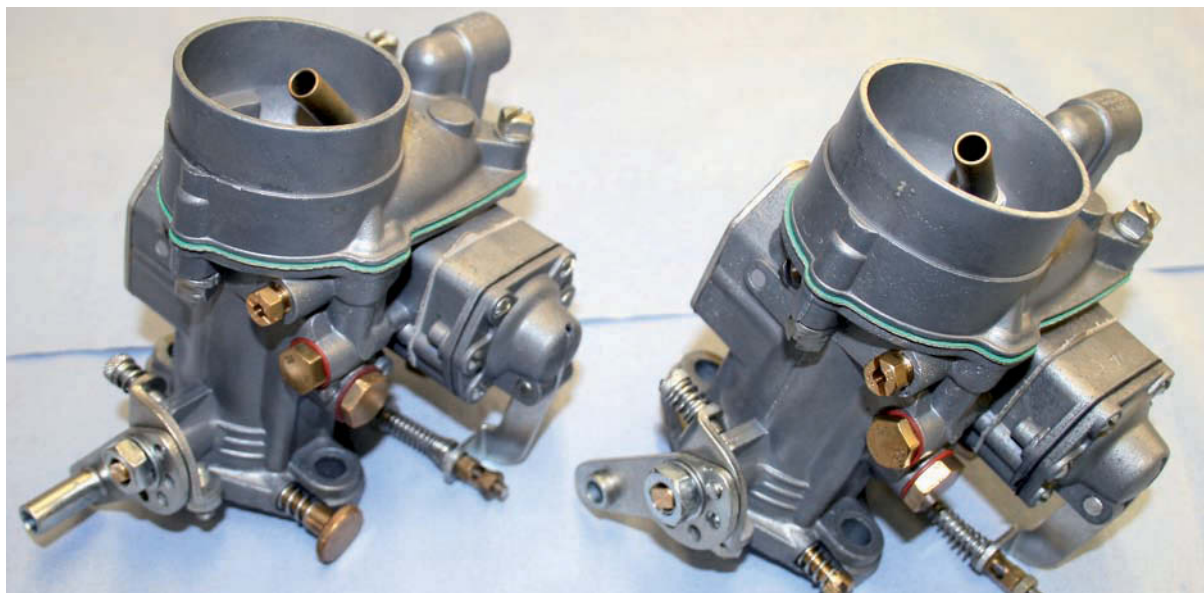
Everything is relative, of course. By modern standards Porsche's first eponymous car would probably score *nul points* on the efficiency scale, but in those days it wasn't environmental legislation or the price of oil setting the parameters. Then you really did start with a blank canvas, and customer demand (for which read also the need to stay ahead of your competitors if you are to retain your customers) shaped the way forward. Fortunately the company has never forgotten the importance of efficiency; it even shows in its current range which is, in almost any other way, totally different to those original, and remarkable, machines.

This is all about the need to wring the best out of your engine. I don't know the German for Brake Mean Effective Pressure, or BMEP, but I'm sure the Porsche engineers did when they sat down to design the 356 power unit – or to be precise develop it from the pre-1939 engine of the VW People's Car. To put names to the task, Franz Xaver Reimspieß designed the original VW engine, and he and Dr Ernst Fuhrmann were responsible for the design and development of the 356 power unit, right through to its final use in the entry-level model, the 912.

(Very simply, BMEP is a calculation that throws power, torque, and capacity, all into a pot and comes up with a figure that tells you how efficient an engine is.)

Just for a moment, let's go back to basics. The purpose of the internal combustion engine is to take in the maximum possible mixture of fuel and air of the correct proportions, burn as much of it as possible in the combustion chamber, and then get rid of the gases through the exhaust system. How well this is done determines the efficiency, and it's all achieved by the interaction of the various mechanical components, of

Porsche's most basic carb, the single-barrel Solex 32PBI was fitted to low power engines right through the 1100cc and 1300cc pre-A series to the 356B of 1957, with later models being PBIC with a different cold start mechanism. The similar but larger 40PBIC was fitted to higher output engines



which the induction system is the first in the line.

Induction, in Porsche terms, can mean carburation, fuel injection, or turbocharging – depending upon where you are in the time-line that makes up the constantly evolving world of the finest sports car. Here we're concentrating on carburetors.

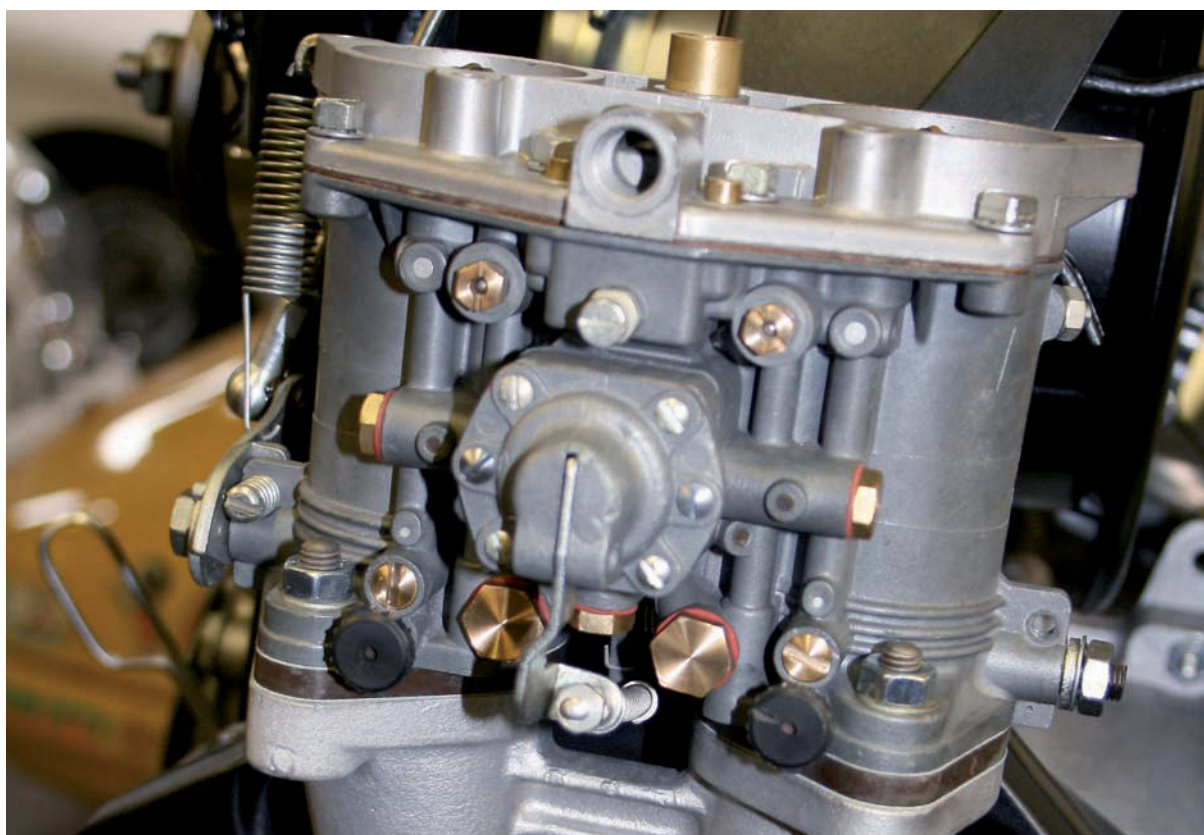
A carburettor is a tube where air is sucked in by the down-stroke of the piston and fuel is drawn through a jet to create a fuel/air mixture that is then pulled into the combustion chamber. The size of the choke, or venturi, and the jet, or jets, determines the quantity and ratio of the mixture. That's the clever bit. One more thing before we talk specifics: the boxer, or flat, horizontally-opposed layout of the four or six cylinder Porsche power unit means the heads are some distance apart. Use just one carburettor to provide the fuel/air mixture and you end up with a pair of overly lengthy, tortuous, and

therefore not very efficient, inlet manifolds. For an example, take a look at a VW Beetle.

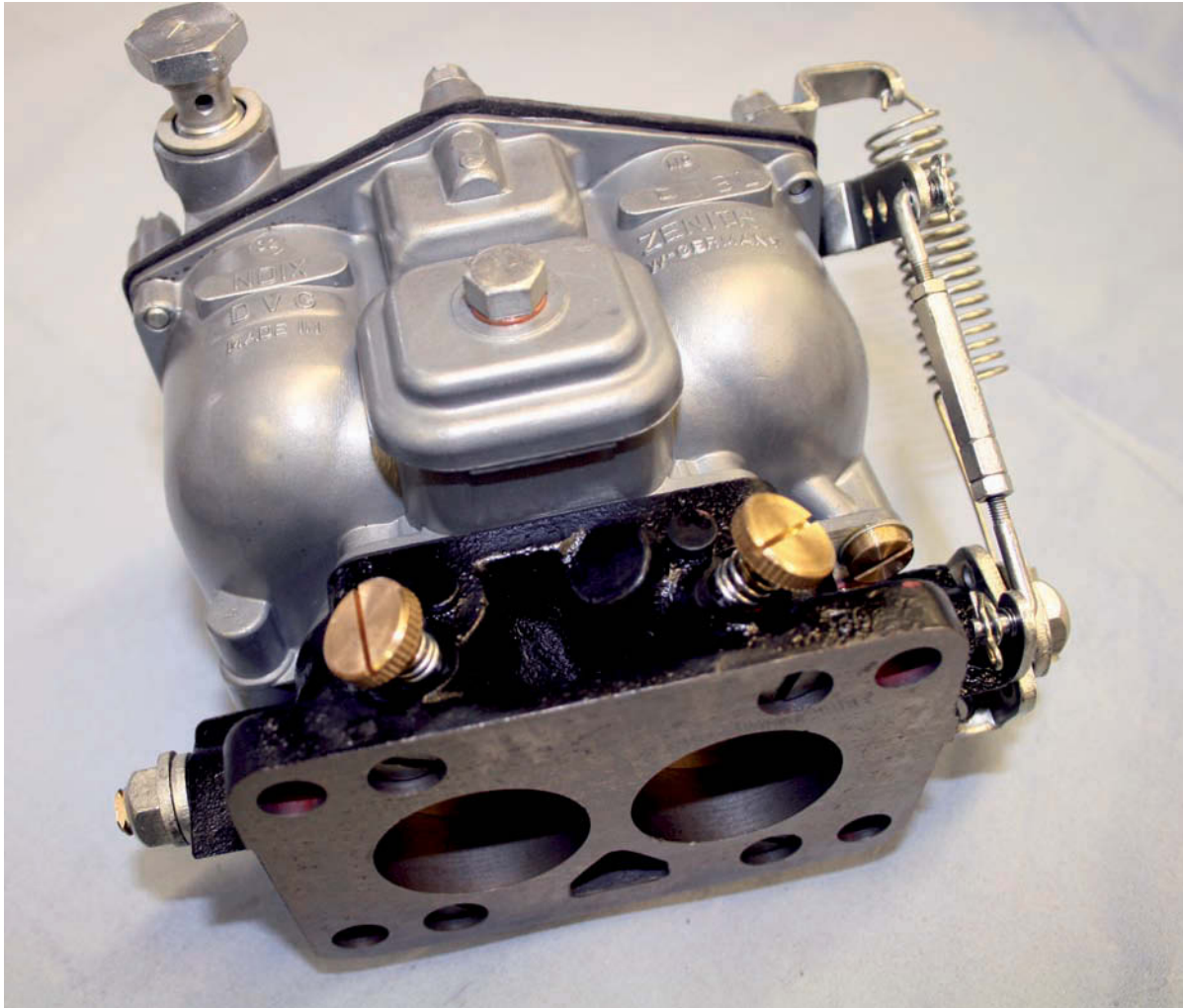
Broadly there are two types of carburettor, fixed and variable jet. SU and Stromberg – for years the standard fitting on British sports cars – are the best known variable jet carbs, but it's the fixed jet design that you'll find on early Porsches.

So, it's no surprise that the first thing Porsche engineers did when they set about extracting a few extra horsepower from the VW engine that powered the first 356 was opt for a pair of (fixed choke) carburetors, sited directly above the inlet ports of each bank of cylinders. A relatively short inlet manifold – you can alter lengths to fine tune performance – matched to the size of both the carburettor choke and the inlet port in the cylinder head is every engineer's ideal.

Porsche's carburettor of choice for all its early engines



With two barrels to each carburettor, the Solex 40P11-4 has one venturi for each inlet port. First fitted to the 1500cc four-cam Carrera of 1955, it was also used on late-model 356 1600S and SC models as well as the 912



Somewhat of a part-way stage between the single and twin barrel Solex carbs was the Zenith 32NDIX with single intake but two throttle barrels. This was fitted as an alternative to the 32PBIC on early 1600cc engines and then on the later 75bhp 1600C versions of the 356C

was the Solex. Later the company would also use Zenith (a derivative of the Solex) instruments on their production cars. Solex carbs of a different design would also be used on many of the high performance 'customer competition' 356 Carrera models, whilst Weber was the carburettor of choice for out and out racing, and also replaced Solex on early 911 models. The chart on page 88 lists the various fitments from 356 through to the first of the 911 range.

A word on carburettor designations, for example 32PBI and 40PBIC fitted to early 356 engines. The number describes the internal diameter of the throat (32mm or 40mm in this case), but fitting inside this is the venturi tube which is tapered internally to speed the gas flow through the carb. The internal diameter of the narrowest part of the tube is the dimension referred to as the 'main

venturi' – for example, on the Solex 32PBIC fitted to the 356A 1600 of 1957 this is usually 26mm.

Porsche even went as far as to have different venturi sizes for different uses for the same car. For example, the Solex 40PBIC fitted to the 1500cc engine of 1952-54 would have a 26mm diameter venturi for 'town' use but a 29mm venturi for 'sport' use.

The throttle valve, or butterfly, is the 'flap' connected directly to the throttle cable which controls the amount of air drawn in through the carburettor, and so regulates engine speed. This is the same diameter as the body itself.

(The venturi is sometimes called the choke, but not to be confused with the device on some carburettors that restricts air intake to aid cold starting. One manual I have refers to it as the 'induction barrel').



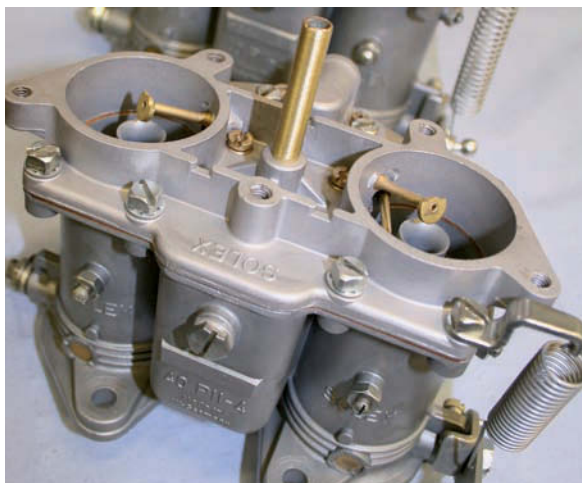
The last version of the 40 PII-4 fitted to the 912 had five progression holes (to improve pick-up off idle) above the throttle valve, early versions had three

The twin barrel Weber 40 DCM-2 was fitted to 1600cc versions of the four-camshaft Carrera engine, and is used as an upgrade on earlier 1500cc units which were fitted with the Solex 40 PII-4. Two-litre Carrera 2 models had Solex or Weber 46 IDM



It's the combination of the dimensions of the venturi and those of the various jets that allow fuel into the carburettor that determine performance. The clever bit, of course, is tuning these settings to match the other characteristics of the engine, including port and valve sizes, camshaft timing and valve opening, and combustion. It's this ability that separates the top-level engine man from the also-ran.

Extracting more power from these engines is most certainly a job for the experienced. As always, original engines and ancillaries for these cars can now be over 50 years old – hence the first step to improve performance is to ensure everything is working as it was the day it left the factory. None of these carburettors remain in



Venturi, which fit within the throttle barrels of the carburettor, can be machined internally to fine tune an engine – modern fuels and raised compression ratios sometimes demand carb settings different to the original factory specifications

There were three versions of the 40PII-4, the first two with a solid shaft between the two throttle valves. The later version, seen here foreground, was fitted to the 912 engine and had a split shaft which allowed individual fine tuning of the barrels, as well as a longer central float chamber tube

production (Weber has had several re-incarnations in this period) but, fortunately, 'as new' re-built items are available from specialists, such as Maxted-Page & Prill who gave valuable assistance for this feature.

Whilst Porsche's own carburettor settings for their various production cars are well documented, nowadays things can be quite different, with tuners looking to make the same engines even more powerful and efficient. Modern day fuels, also, are vastly different from those available in the 1950s and '60s, and so require different settings. Experience, and access to a dynamometer, is essential these days.

Upgrading any of these engines is usually a case of building on what Porsche themselves achieved in-period,



First carburation for the six-cylinder 901 (911) engine was a pair of triple-barrel Solex 40PI (background) which were replaced by the Weber 40 IDA. The triple-barrel Weber carburettors were initial fitment on the 911S

Thanks to:
Maxted-Page & Prill for
information and allowing
photography in their
workshops:
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Tel: 01787 476338; Website:
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PORSCHE PRODUCTION CARS INDUCTION SYSTEMS (CARBURETTORS)

Year	Car	Engine Type No	Capacity (cc)	Power (bhp)	Induction
1950-54	356	369	1100	40	2 x Solex 32PBI
1951-57	356	506	1300	44	2 x Solex 32PBI
1951-52	356	527*	1500	60	2 x Solex 40PBIC
1952-55	356	528*	1500S	70	2 x Solex 40PBIC
1952-55	356	546	1500	55	2 x Solex 32PBI
1953-57	356	589*	1300S	60	2 x Solex 32PBI
1955-57	356	589/2*	1300S	60	2 x Solex 32PBIC (2 x Solex 40PICB)
1955	Carrera	547/1**	1500	110	2 x Solex 40PIL-4
1955-58	Carrera	547/1**	1500GS/GT	100/110	2 x Solex 40PIL-4
1955-63	356	616/1	1600	60	2 x Solex 32PBIC (2 x Zenith 32NDIX)
1955-57	356	616/2*	1600S	75	2 x Solex 40PICB
1957-65	356	616/2	1600S	75	2 X Zenith 32NDIX
1958-59	Carrera	692/2	1600GS	105	2 x Solex 40PIL-4
1959-60	Carrera	692/3	1600GT	115	2 x Weber 40DCM
1959-63	356	616/7	1600S-90	90	2 x Solex 40PIL-4
1960-61	Carrera	692/3A	1600GT	134	2 x Solex 44PIL-4
1962-64	Carrera 2	587/1	2000GS	130	2 x Solex 40PIL-4
1963	Carrera 2	587/2	2000GT	160	2 x Weber 46IDM
1963-65	356	616/15	1600C	75	2 x Zenith 32NDIX
1963-66	356	616/16	1600SC	95	2 x Solex 40PIL-4
1965-69	912	616/36	1600	90	2 x Solex 40PIL-4

Three-barrel carbs:

1965-68	911	901/01	2000	130	2 x Solex 40PI+ (2 x Weber 40 IDA)
1967-68	911S	901/02	2000	160	2 x Weber 40IDS++
1970-71	911T	911/03	2.2-litre	125	2 x Zenith 40TIN
1971-73	911T	911/57	2.4-litre	130	2 x Zenith 40TIN

Brackets show alternative carburettors in this period

Notes on 356:

*Roller bearing crankshaft

** Roller bearing crankshaft/four camshafts

Notes on 911:

+Mechanical fuel injection replaces carbs on all models except T after 1969

++ Early T models also with Weber IDA @ 110bhp

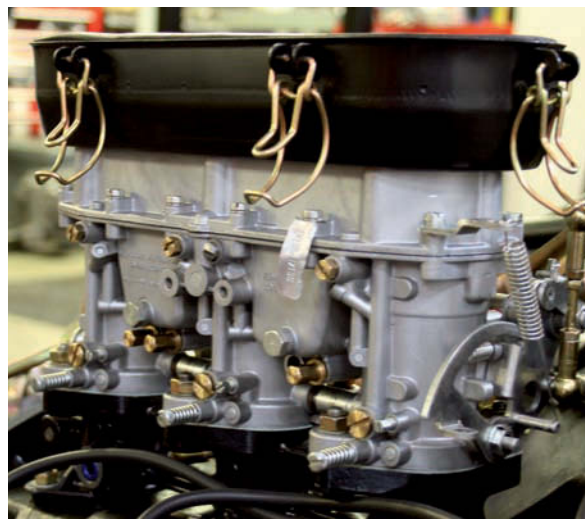
the important part – best left to the specialists – is the fine tuning. Early carburettor types were more basic than the types and designs that came later. This is best illustrated by the Solex PII-4 carburettor which was produced in three versions; although all look the same these went through several design updates during their use on Porsche engines. The most notable was the addition of more progression holes on the later 'split-shaft types', fitted to the 912.

Weber makes a generic IDF replacement carburettor but they require a lot of changes to choke size and jets to make them work properly. Rebuilt originals are the best option for road and race engines and they are acceptable to the FIA as they were original equipment.



Upgrading is usually just a case of tuning jets and choke sizes to suit the engine. Simplistically choke size has the biggest effect and the challenge is to find the best compromise between the total air flow provided by large chokes and maintaining the drivability usually provided by smaller chokes.

Competition 356 engines employed either later versions of the twin-barrel Solex 40 PII or various designations of downdraught Weber, whilst larger Weber IDA carbs were the fitment for the first competition sixes. The 210bhp 911R of 1968 ran with Weber 46IDA carbs, for example, but it was not long before all Porsche's motor sport engines were equipped with fuel-injection. And fuel-injection we'll cover in a future issue. **CP**



The US-made PMO carburettor is a modern replacement for the triple barrel Weber. It's well made, and has 'windows' to check fuel level in the float chambers, but is not FIA recognised

An alternative to Webers on early six-cylinder cars was the triple-barrel Zenith 40 TIN which was fitted to the lower power 911T models at both 2.2-litre and 2.4-litre, by which time other models were running with mechanical fuel-injection



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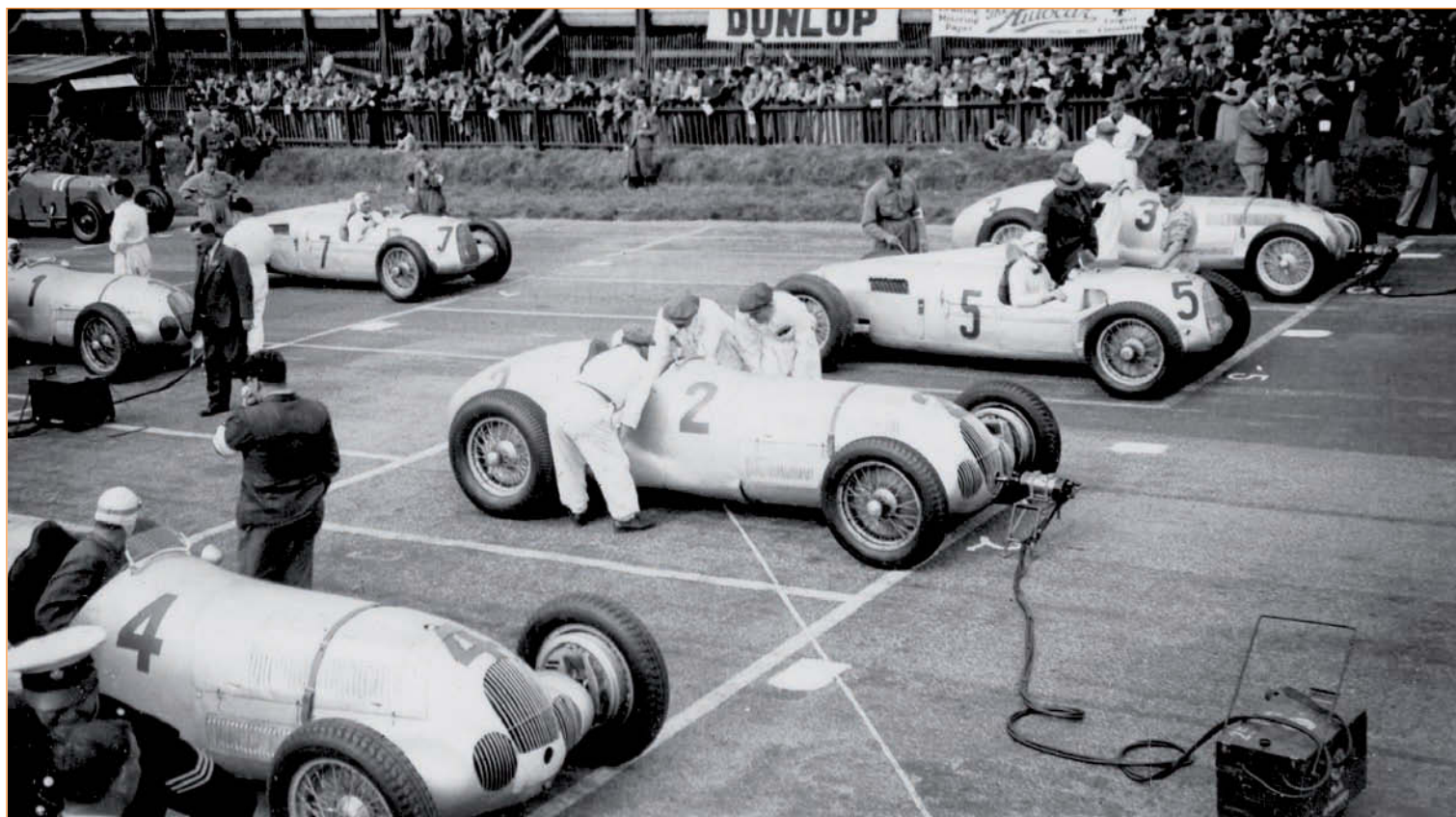
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THE DAY THE GERMANS CAME...

2nd October 1937: the first time Porsche-designed racing cars ever took to the track in the United Kingdom. The occasion was the Donington Grand Prix, an event which saw the mighty Silver Arrows humiliate the local opposition...

Words: Keith Seume Photos: KS Archives



Anyone who attended this year's Goodwood Revival meeting would have been aware of the presence of the Silver Arrows: the Auto-Unions and Mercedes-Benz Grand Prix cars from the 1930s. Goodwood 2012 marked the first time since 1938 these cars had been seen together on British soil.

The first time, however, that Auto-Union and arch-rivals Mercedes-Benz went head to head in the UK was at the 1937 Donington Grand Prix. The occasion also marked the first time a Porsche-designed racing car – in this case, the mighty Auto-Union – had ever been seen in this country.

This series of photographs has never been published before – they are part of an album by an unknown photographer which I purchased several years ago at the Beaulieu Autojumble. Whoever took them was almost certainly a member of the press, for they had startline and pit access. I'd love to know more about their origins...

We can thank former motorcycle racer Fred Craner for enticing the German teams to Donington. The timing was tight, for the previous weekend had seen both teams competing in Brno, where Caracciola's Mercedes had won.

The British crowd had no idea what to expect – and

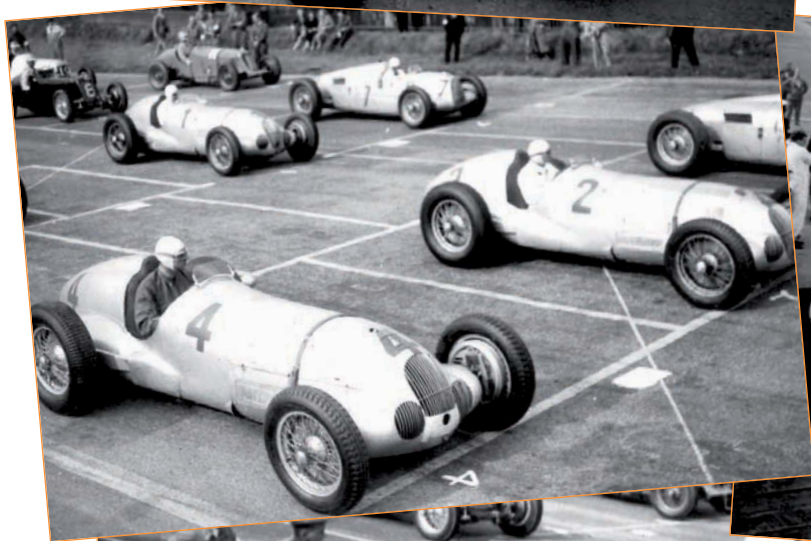
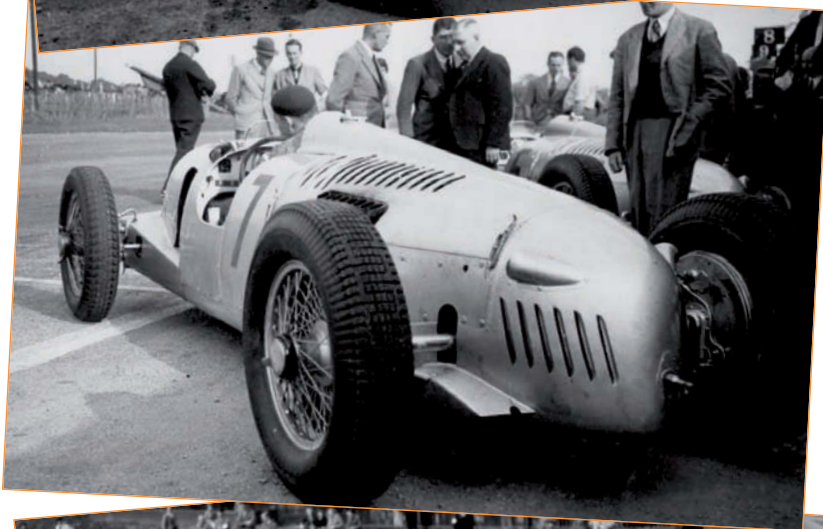
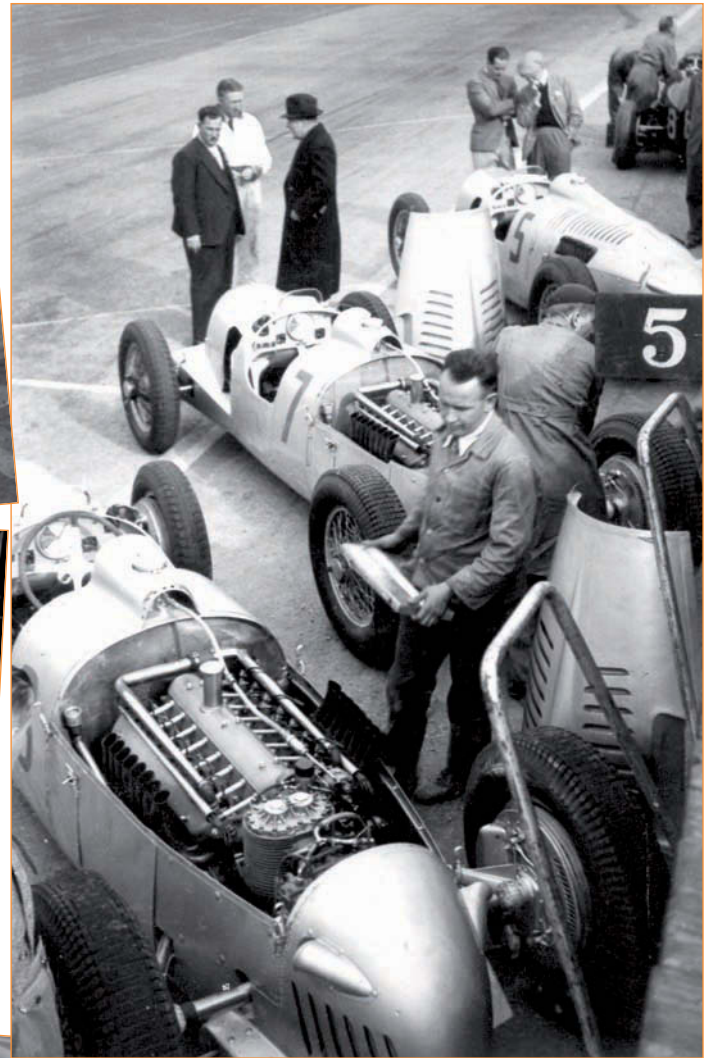
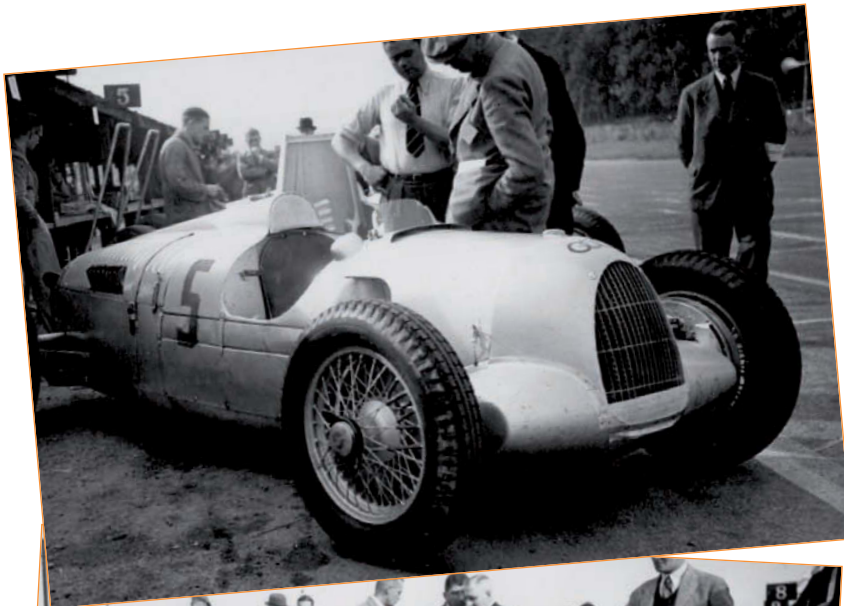
neither did the British drivers in their outdated ERAs and well-used Maseratis. Betting was allowed back then, and the bookies offered absurd odds, such as just 5:1 on Rosemeyer. Needless to say, the German mechanics saw a great opportunity and bet large sums on their drivers...

In practice, the front row comprised three M-Bs and just one Auto-Union (Rosemeyer). Von Brausitsch was on pole, no less than 15 seconds quicker than the first domestic entry, the Maserati of Prince Bira.

Some 50,000 spectators witnessed the Silver Arrows crush the opposition, with Rosemeyer's Auto-Union finishing 37.5 seconds ahead of von Braunitsch's Mercedes, with Caracciola (M-B), Müller (A-U) and Hasse (A-U) following them across the line. Bira's Maserati was sixth, two laps behind Hasse.

Donington had been hard on the German visitors, with suspension and tyre problems plaguing both teams. But it was clear for all to see, the Silver Arrows were in a league of their own, with the quicker cars topping 170mph on the main straight. One year later, the teams returned to hand out another beating, and Dr Porsche's Auto-Unions won for a second time.... **CP**

Front row of the grid shows the Mercedes of pole-sitter Manfred von Brausitsch (3) on the far side, with Rosemeyer's Auto-Union (5) alongside. The 50,000-strong crowd had no idea what to expect and stood open-mouthed as the Silver Arrows trounced the local opposition...



Lined up in the pits ahead of the race, the Auto-Unions of Rosemeyer (5), Müller (7) and Hasse (6) attracted a lot of very curious attention. At a stroke, the likes of the ERAs and elderly Maseratis were consigned to the history books, doing little more than making up space at the back of the grid

CLASSIC Q&A

IF YOUR PORSCHE HAS A PROBLEM, DROP AN E-MAIL TO CLASSICPORSCHE@CHPLTD.COM AND WE'LL DO OUR BEST TO HELP!

SELECTION PROBLEMS

I have started to become aware of how difficult it is to select gears in my Porsche 356B. There is no problem selecting first or third, but second and fourth are becoming more difficult, with the car sometimes jumping out of gear on occasion.

My first thought was that the bushes in the gear linkage might need replacing, but then somebody else mentioned it could be a problem with the clutch – surely that would affect all gears, though? Do you have any suggestions as to what the problem might be?

Paul Hardcastle
Via E-mail

CP: We very much doubt it's the clutch – as you say, that would tend to affect all gears, and wouldn't be the cause of the car jumping out of gear.

It might be a problem with worn bushes in the linkage, but our first suggestion would be to check that the lever hasn't come loose – it's bolted to the chassis and if the bolts

do loosen off, then the lever can move. If it has moved backwards slightly, you will have problems selecting second and fourth gears.

Take a look under the rubber mat to see if the bolts are loose. If so, tap the base of the lever forwards slightly and retighten them. Hopefully that will solve the problem. Further than that, it could be a problem with worn synchromesh in the 'box, but that is rarely a problem with top gear.

STARVATION?

I have been having some problems with my Porsche 912, which I bought a couple of years ago from the USA via eBay. It was a one-owner car which had sat for several years under a carport in Arizona.

The overall condition of the car was amazing but, as is the case with so many cars from Arizona, the paintwork was shot and the interior trim in a poor way due to the hot sun.

Mechanically, though, it was amazing and needed little work other than recommissioning the brakes. However, recently it

has developed an annoying problem: if I drive the car for more than 10 or 15 miles, it starts to become hesitant. On one occasion, the engine died completely as I was turning out of a side-road onto a fast dual carriageway, which wasn't much fun!

I have checked the fuel pump and also gone through my ignition system, but can find no obvious faults. Do you have any suggestions? It idles perfectly but the problem starts either after a short journey or when under load.

Mark Higgins
Via E-mail

CP: This sounds like a case of fuel starvation to us, even though the fuel pump checked out OK.

Did you actually measure the output of the pump, or simply pull off a fuel line to see if it was working? It could be the pump has become a bit lazy and is simply not moving enough fuel through the system.

Another possibility is that the breather on the fuel tank has become blocked, or a fuel line has been crimped

somehow. You should also check the condition of any fuel filter fitted – is there an internal one in the pump? Also check there's not an obstruction in the needle valves in the carburettors.

SINGLE OR DOUBLE

My 1967 911 still has the single-circuit brake system installed. While I have got it apart, is it worth changing the master cylinder and associated plumbing to the post-'68 dual circuit type? Will there be any advantage? If it's properly maintained, will the single circuit system be just as good or as safe?

Peter King
Via E-mail

CP: If you have the system apart, presumably to rebuild or replace the master cylinder and brake lines, then now is the ideal time to upgrade to the later dual-circuit system.

The dual-circuit design is far better in that if one circuit fails, you'll still have braking to two wheels. On the current system, a failure anywhere on the circuit will mean total brake failure.



Far left: arrow points to the location of bolts holding 356 gear lever to the chassis. If these come loose, you'll have gear selection problems

Left: Single-circuit 911 master cylinder such as this is best swapped for later dual-circuit type for greater safety

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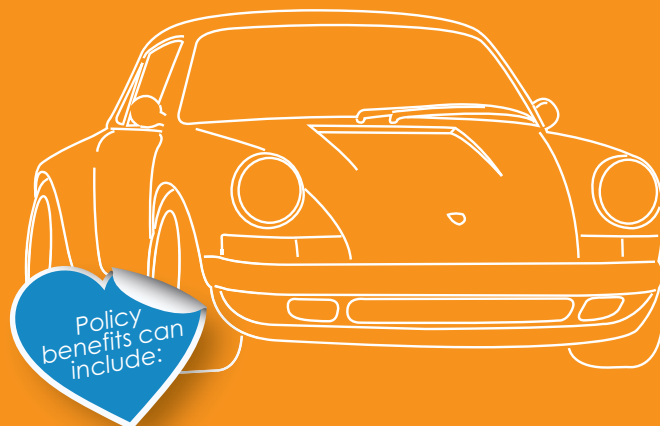
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BROKEN STUDS

Rather foolishly, I managed to sheer off two of the studs holding the heat exchangers to the cylinder heads of my 1972 Porsche 914 2.0-litre. I am now completely stumped as to how to get the remains out without dropping and stripping the engine.

Do you have any suggestions before I break out the trolley jack (and my wallet, probably...)?

Steven Hawkes
Via E-mail

CP: Unfortunately, this is not an uncommon problem, so don't be too hard on yourself!

There are various methods you can try before resorting to dropping the engine out and, worse still, having to remove the cylinder heads.

The first thing we'd suggest is welding a nut onto the remains of the stud – assuming it's long enough and hasn't sheared off flush with the head. The heat from the welding will help loosen things, while you then use a spanner or socket to unscrew the stud.

If that fails, or the stud is broken off flush, then you'll need to look at either drilling it out, or using a stud extractor kit. To be honest, we've not had a massive amount of luck with these in the past, but it is worth a try.

You'll need to drill a pilot hole in the centre of the stud. Make sure you use a centre punch first, and then carefully drill into the stud, making sure you keep the drill straight. The stud extractor will have a tapered left-hand thread on it, so as you screw it into the stud, it will tighten and then, hopefully, begin to unwind the remaining piece.

However, in our experience, the chances are you'll need to look at drilling out the stud using a series of drills, starting with a 4mm one, followed by 6mm and then an 8mm drill. You must keep the drill absolutely straight, though.

You should find that you can then wind out the remaining pieces of thread from the hole. What you will almost certainly need to do

now is to have the hole fitted with a Helicoil – a steel insert that replaces the original thread. This can be done in situ without too much difficulty. Good luck!

CORRODED HUBS

I had a bit of a shock recently when I took my car into have the front tyres changed. It is a 1978 911SC which has covered just 87,000 miles, so you can understand my dismay when I discovered that the alloy spacers between the discs and the wheels were extremely corroded.

Can you tell me if this is a common problem, because I am sure I would have read about it somewhere if it was? Also, what can I do about it – is it simply a case of buying some secondhand parts and fitting them? Or is there an alternative?

Keiran Lockley
Avonmouth

CP: When you say 'spacer', we presume you mean the hub casting to which the wheel bolts.

It is not at all uncommon to see these castings corrode – salted winter roads can be a major cause, plus we note you live close to the sea. That won't help, either.

You could simply replace the hubs with good secondhand parts, but you might find many you look at are just as bad as your own.

Help is at hand, though,



thanks to R-to-RSR, who have started remanufacturing these hubs from CNC-machined billet. They are stronger than the original and less prone to corrosion as they are not castings. Take a look at www.r-to-rsr.com for further details, or call 01626 832672.

RUSTY EXHAUST

Could you recommend a finish that will last on the exhaust headers on my 911T? They came out of the box looking lovely in silver, but a year later are a not so nice shade of brown!

Mike Goldring
Via E-mail

CP: The best finish is ceramic coating, in our experience, or have the pipes hot jet coated, like the headers from European

R-to-RSR make these CNC-machined hubs that replace the cast originals. The factory parts often suffer from corrosion

Racing shown below. Take a look in your phone book under industrial coatings but don't confuse these high-temperature finishes with normal powder-coating.

OIL LEAK

Can you suggest where oil is coming from on my 911SC? The heater boxes on one side are stained with oil and rather smelly!

Joel Williams
Via E-mail

CP: There are many possibilities, but likely candidates are a leaking oil cooler, a weep from the cylinder head joint or, most likely (we hope!) leaking oil drain tubes. If this is the case, it is possible to fix in situ using spring-loaded tubes without having to remove the engine.



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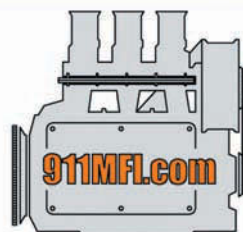
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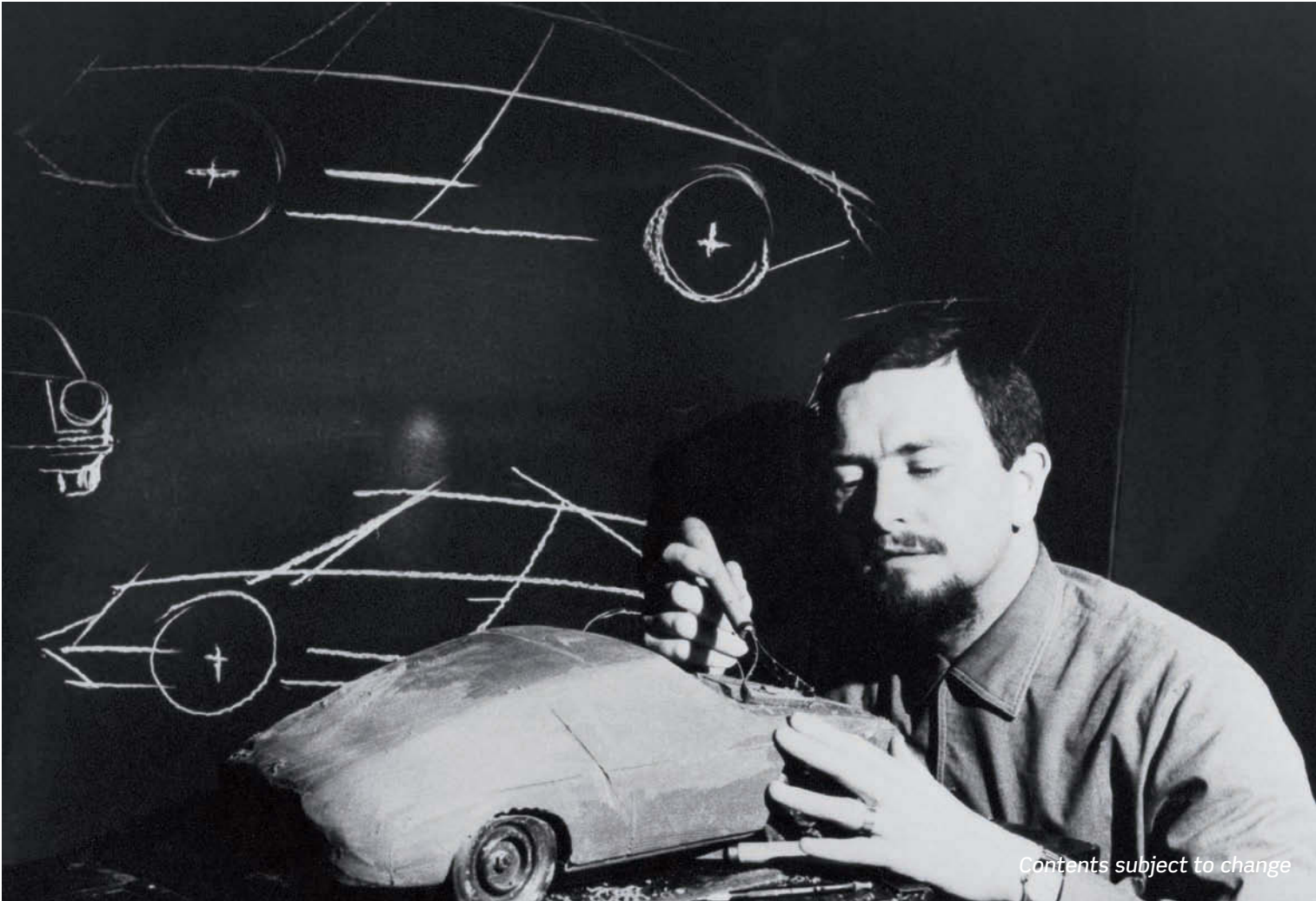
Deadline for inclusion in the January/February issue is 29 November (on sale 20 December).

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IN ISSUE #15

THE MAN BEHIND PORSCHE DESIGN



Contents subject to change

PLUS: Race-winning 1964 901; Fuel-injection tech profile; Project 912/6 makes progress

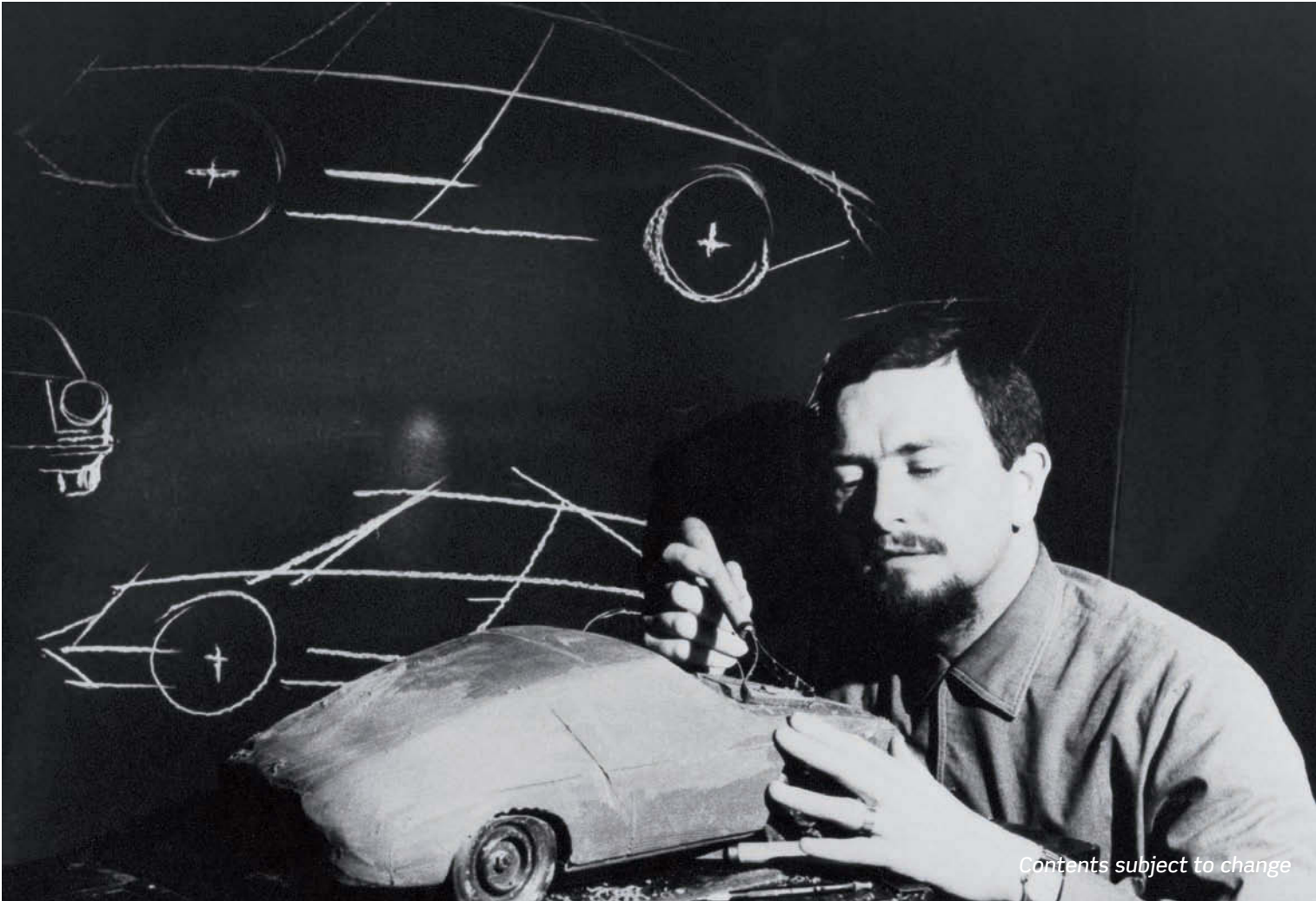
NOV/DEC 2012 ISSUE ON SALE: DECEMBER 20TH

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