

THE MAGAZINE FOR ALL **CLASSIC PORSCHE** ENTHUSIASTS

Classic **PORSCHE**

FROM THE PUBLISHERS OF **911&PORSCHE WORLD**
No.18 July/August 2013

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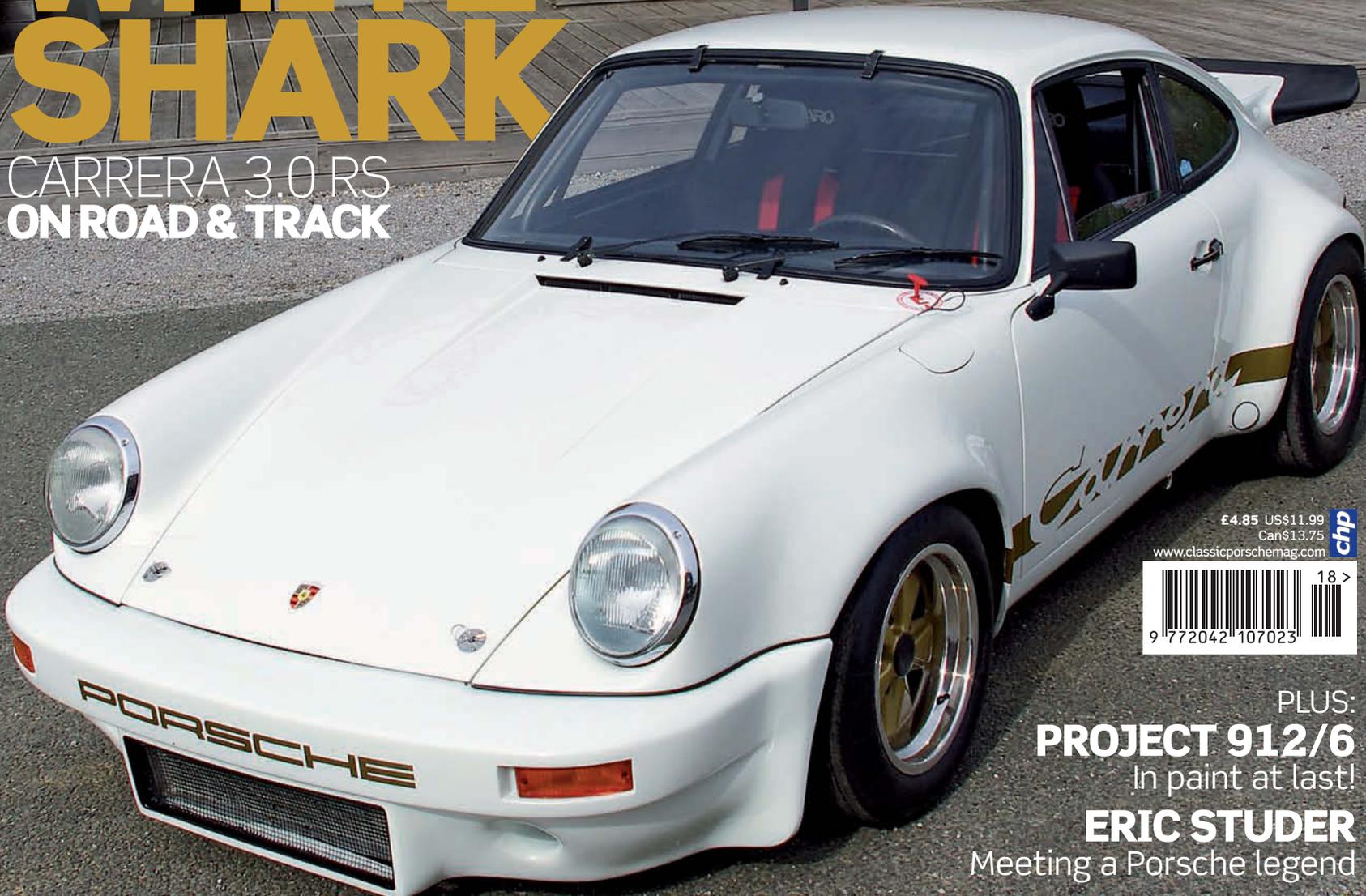
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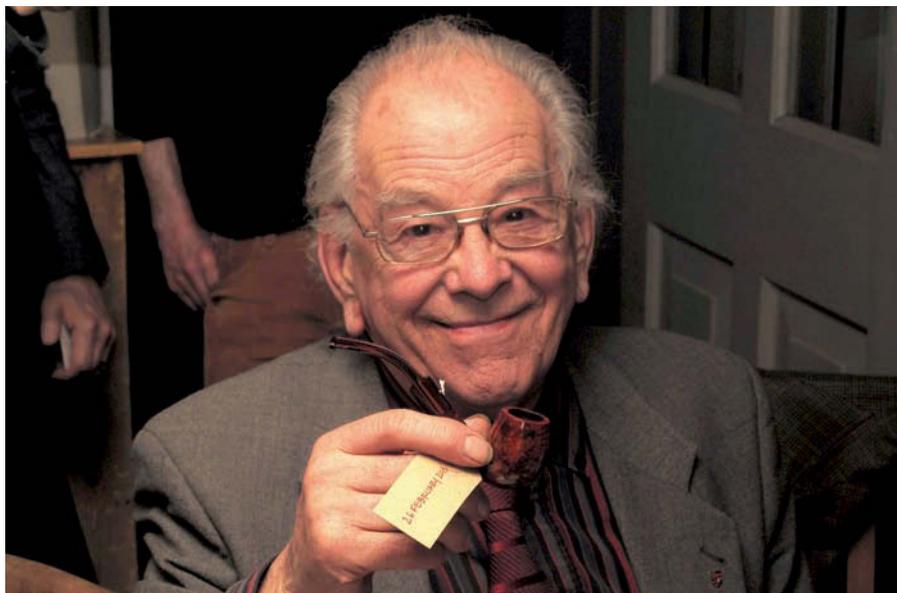
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WELCOME



Eric Studer, whose face beams down from the top of this column, is one of the Porsche world's most endearing characters. I've known Eric for a few years now – albeit not as long as our man Delwyn Mallett, whose story on Eric you can read in this very issue – and in that time have come to love (and fear!) his story telling.

He is one of life's natural raconteurs, filling every story with delicious detail and always guaranteeing to put a smile on your face – unless, that is, you're in a real hurry. You see, you can't have a quick conversation with Eric – there's no, 'Hi, how are you' and go. Oh no. You'll soon be drawn into a fascinating story about some part or other that he's just rediscovered under his packed work

“Together they could bring an
advancing army to a halt...”

bench, or a tale of one of his escapades, more often than not in the company of his old ally, the dearly-departed John Lucas.

Together, they could bring an advancing army to a halt as they swapped anecdotes about Porsche times past. On one memorable occasion, Eric's devoted late wife, Cath, left him in charge of the potatoes, boiling away on the stove of their motorhome. She returned 20 minutes later to find Eric in mid-story, the potatoes now welded to the bottom of a blackened pan. Neither Eric nor John had noticed the meal's demise as they kept their audience amused. I don't need to tell you, it's people like Eric (and dear old John) who make the Porsche scene so great...

Keith Seume
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www.classicporschemag.com

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MUSEUM: 50 YEARS OF THE 911

The Porsche Museum is holding a superb 911 retrospective until 29th September this year. The range of over 40 cars on display extends from the original 911 up to the present day, including rare production cars and race cars, as well as numerous prototypes, which will be on show to the general public for the first time.

The starting point of the '50 Years of 911' special exhibition highlights the development stages of the 901, as well as a replica of its first-ever presentation at the International Motor Show (IAA) in Frankfurt in 1963 (right). The extensive range of exhibits also

include a 911R, an RSR and a 934, so there's plenty for *Classic Porsche* readers to enjoy!

All 911 drivers, plus one accompanying person, have free admission from 4th June until 29th September upon presentation of their vehicle registration at the museum box office. The Porsche Museum also foregoes any admission price for visitors who were born in 1963 and can prove it by presenting their ID!

The Porsche Museum is open from 9.00am to 6.00pm, Tuesday to Sunday. Admission is 8€ for adults (4€ concessions).

www.porsche.com/museum



OPEN DAY AT ROGER BRAY

The sun shone, the birds probably sang, too, but what we do know is that a large number of Porsches, young and old, rare and even rarer, all showed up to help celebrate Roger Bray's 50 years in the trade, with 30 of those being as an early Porsche specialist.

Among the rarities on show was Crispin Manners' amazing Porsche

916 (below), one of just 11 built by the factory. Workshop staff showed visitors what was involved with restoring a rusty 356, while a chat about the changes between 1951, '52 and '53 Pre-A bodyshells proved fascinating. On the whole, with good food and good company, it was a day to remember!

rogerbrayrestorations.com



912 TROPHY

At the recent Stanford Hall VW show run by Leics & Warks VWOC, the Porsche 912 Register came out on top, winning the coveted Tony Webb Trophy for Best Club Display.

The Register succeeded in getting 12 examples of the four-cylinder model along to the event, where they attracted a lot of interest from people unfamiliar with the model.

912Register.co.uk



MONTEREY AUTOMOBILIA



Automobilia Monterey is pleased to announce the 11th Annual International Expo, held on 13th and 14th August 2013. This is the largest automobilia show in America, and the only time during Monterey Week to find around 45, or more, top international dealers under one roof.

The relaxed indoor setting allows buyers to find only original vintage posters, photographs, rally plates, badges and pins, hood

ornaments, signs, original art, display items, scale models, literature and books, signed items, postcards, stamps and unique scarves/ties/shirts, etc.

The Expo is open 10.00am to 6.00pm on Tuesday and 10.00am to 7.00pm on Wednesday. It's at The Ballroom of The Embassy Suites, located on US 1, just north of 68 (to Laguna Seca and Salinas); there's easy access and free parking, too. automobiliamonterey.com

ELF IGNITION PACK REIMS RS REUNION



The new high-voltage HKZ ignition box could be just the answer for anyone whose classic 911 is suffering from the weak-spark blues!

Supplied in a retro-style aluminium casing, the standard HKZ system provides two-and-a-half times the ignition power of the old factory-fitted boxes. In addition, Elf Ignition can supply the box set up to run with twin-spark ignition systems, and three-and-a-half times the power, as well as a programmable version for use in all forms of motorsport.

All the boxes are fitted with an adjustable rev limiter and are supplied with a matching high-performance ignition coil that has been specially developed and made exclusively for Elf Ignition.

For further details, contact Peter Hackner by e-mailing him on hackner@schulz-hackner.de
Log onto www.elf-ignition.de

SUCCESS STORY!

Congratulations from all of us here at *Classic Porsche* to Tech g's Phil Hindley and co-driver Andy Bull, at the wheel of the Tech 9-prepared 911 SCR, on their second successive victory in the prestigious Tour Britannia event. We look forward to bringing you the full story behind this successful car and driver combo very soon.

In the meantime, Phil and Andy, the beers are on us!



Reims has many historic sights but the main attraction for one long weekend in May was a gathering of over 50 RS and RSRs in one place and for one purpose: to celebrate the 40th Anniversary of an icon, writes *Nigel Mitchell*.

Despite the rain-soaked roads and blustery winds on day 1, we criss-crossed our way around the region chasing one ducktail after another to find the champagne houses and chateaux that were the stop-off points marked on our tulip notes.

It's the people that really make an event and fine dinners in grand venues were made even more enjoyable by an international mix of enthusiastic RS owners (and free-flowing champagne...).

Quite a few of these RSs have been under long-term ownership and some for just a few months. Some were perfectly restored or original and some were simply as imperfect as their owners wanted them, but every one was there to be driven as Porsche intended, come rain or shine.

The famous and historic Circuit de Gueux provided a nostalgic backdrop for a special line of precisely parked Porsches, with the exceptional 'Mary Stuart' RSR Prototype R7

as a centrepiece. Standing high above the pit straight in the defunct control tower, it was easy to imagine what it might have been like to see Fangio, Clark or Brabham thundering towards the chequered flag.

After soaking up the atmosphere at Gueux, another page of tulip notes led to the modern test track, Circuit des Ecuyers, which provided a safe opportunity to enjoy the RS's handling and pace.

Club RS de France created a wonderful anniversary event that was superbly organised down to the last detail, and what a detail that was. The last page of our road book gave nothing away as we reached our destination for final farewells: a decommissioned airbase that until recently had been home to 40 Mirage jets.

We rumbled around the perimeter track in convoy until we arrived at the start of the main 2.5km runway. The flag was dropped and 50 RS ducktails dipped and accelerated down the runway in an explosion of 1970s colour to the soundtrack of howling flat-sixes. The sight and sound of a Signal Yellow RSR blasting past my open window will live with me for a very long time. A magnificent way to close an event *par excellence*.

WANT A 'NEW' D'IETEREN ROADSTER?

If you find yourself at the RM Auction in Monterey on 16th/17th August, keep an eye out for this stunning D'Ieteren Roadster, which is being auctioned on behalf of the Segal Motorcar Company. It's been the subject of an exceptionally high-quality restoration and is, with 'zero' miles on the odometer since its rebuild, to all intents and purposes a new car. Only 472

of these Belgian-built Porsche Roadsters were sold, this two-owner example having been in the possession of one of those owners for over 41 years. Finished in the particularly fetching – and rare – colour of Aetna Blue, with red leather interior, this is a car that will turn heads at any show. All we can say is, we wish we had the funds!

See www.segalmotorcar.com for details



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!

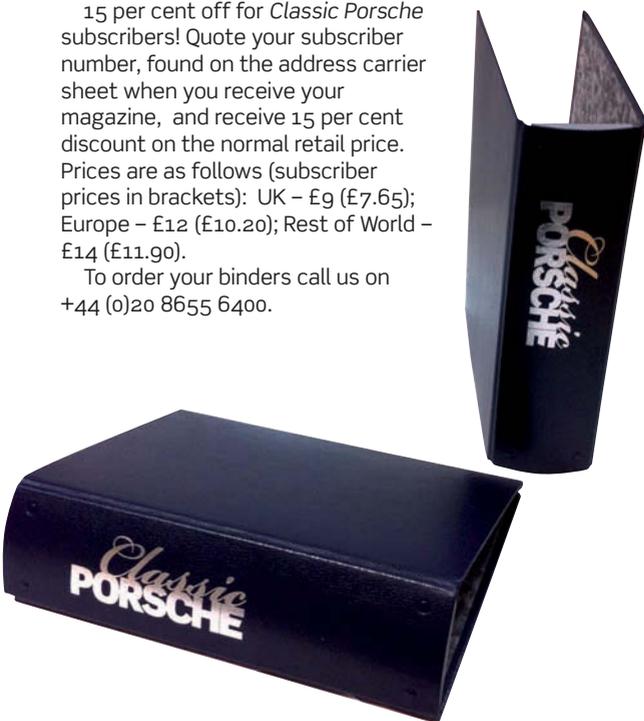
CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 18 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?

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CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 5, 6, 7, 10, 13, 14, 16 and 17. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)208 655 6400, or email: chp@chpltd.com

MAKE A DATE FOR THE CHP SHOW!



Classic Porsche has joined forces with the other CHPublications magazines (*g11* & *Porsche World* and *Ultra VW*) to host a show at the Wellington Country Park, just south of Reading, Berkshire, close to the M4 and M3 motorways. The date is 15th September.

The new-look gathering will take place in what is known as the Event Field, which offers far better access than previous

times when we've been to Wellington – we are pleased to say that there are no more cattle grids or long gravel tracks to negotiate this time, so your g11's spoiler should be safe!

We'll be bringing you further updates as soon as we have more news but in the meantime mark your calendar now! We look forward to seeing you there.

Log onto: www.chpltd.com

CLASSICS AT THE CASTLE UPDATES

We've just received the latest news regarding the Classics at the Castle event on 8th September: *Following the outstanding success of the RS Celebration in 2012 we are pleased to confirm that the focus of attraction during the day will be a celebration of the g11 in the form of a parade featuring our guest drivers, Le Mans stars John Fitzpatrick and Bob Garretson.*

A procession of special cars will be driven up the hill, at sensible speed (but with lots of noise), to arrive at the event backdrop by the medieval castle keep, where there will be a commentary about each car. This year's g11/50 Parade will include both production and competition models, and we also hope, dependent on response, to present a group of modified R Gruppe/Outlaw examples.

There will be a number of slots for each group but the intention is to try to include one of each production model variant plus a number of notable competition g11s within the line up. The selected cars will be displayed in their own paddock prior to, and post, the drive up and down the hill.

We encourage everyone to arrive early and allow plenty of time to be in place to see the parade. For regular updates on the event: www.classicsatthecastle.com

AUTOFARM TURNS 40...

In the same year that the Porsche g11 celebrates its fiftieth anniversary, independent Porsche specialist Autofarm has reached its own landmark of 40 years of trading.

Autofarm was formed in 1973 when Josh Sadler bought a crash-damaged g11, a purchase that led to the creation of a fledgling parts business, at a time when Porsches were a much rarer site on Britain's roads than they are today.

In the late 1970s and '80s Autofarm's participation as a racer, preparer and sponsor in Porsche motorsport contributed to it becoming one of the UK's best-known specialists of the marque.

In the late 1980s, Autofarm also operated dealerships for SAAB and Suzuki in Tring but a desire to focus purely on Porsche means today it caters for sales, servicing, restoration, engine rebuilds and

competition preparation from an appropriate 'farm' location just outside Bicester in Oxfordshire.

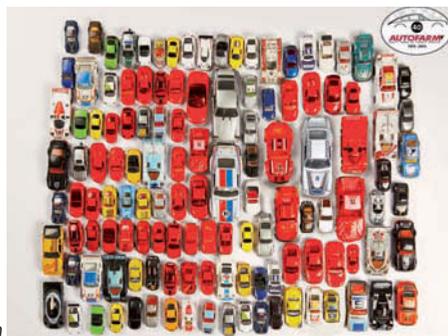
With increasing support from Projects

leader Mikey Wastie and recently recruited Steve Wood, Sadler, who continues to run the business today, has no plans to slow down just yet. Coupled with 2013 also being the 50th anniversary of the g11, it is set to be another strong year for the Porsche specialist.

'Car sales and servicing are both exceptionally brisk and alongside three long-term restoration projects, we also have two of our custom Autofarm g11s to complete this year,' says Josh.

As a further demonstration that performance is still at the heart of the company Sadler, who turned 70 this year, will debut his own Porsche g11 ST, a former factory prototype restored by Autofarm, in selected races this year.

Log onto: www.autofarm.co.uk





Explore the other side of your classic Porsche.

2013 is an auspicious year for Porsche, a year in which we celebrate 50 years of our icon, the 911. Naturally, we want to recognise this milestone and the role the passionate community of Porsche Classic enthusiasts plays in our company's success.

On Saturday 12 October the Porsche Experience Centre, Silverstone will host a special event for owners of any model of Porsche built before 1989. An event where you can enjoy your classic Porsche in a safe, non-competitive but highly exciting environment.

In addition to the action on track guests can view a stunning selection of classic 911s, each restored by the Porsche Centre network as part of the 911s 50th anniversary celebrations.

To register your interest, simply email ClassicYouDrive@porsche.co.uk.

911 50





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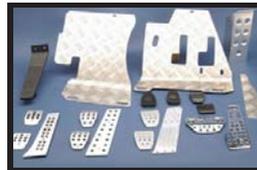
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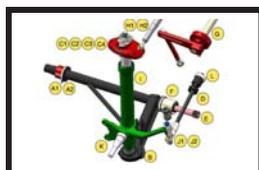
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GUEST WORDS

Porsche specialist Paul Stephens reflects on the 2013 Spa Classic – his first foray back into motorsport for nearly 10 years



We have had 'DRY', as this little 911 has become affectionately known (thanks to its registration number), for nearly a year now for sale on behalf of a client with, frankly, very little interest, which has surprised me as it is a genuine 1972 RHD 911S with FIA papers and an interesting history.

The car was originally referred to us by another 911 specialist who doesn't normally offer cars for sale, but restores and prepares classic 911s for motorsport. My arrangement was if the car was sold then he could prepare it. So when the opportunity arose for me to buy it, I decided to honour my prior arrangement, particularly as this involved building a 2.5 ST spec engine which is what the FIA papers said the car had fitted.

At the same time I thought it would be fun to see if we could get an entry for the 911 Jubilee race at the Spa Classic for myself and friend Gerry Taylor. When the acceptance came through in April, suddenly the pressure was on for me to

get a new race licence and, more importantly, 'DRY' prepared for a new lease of life.

I haven't raced for nearly ten years and, although Gerry has been competing regularly and more recently in the Porsche Boxster series, he had never driven a classic 911 in anger. So it is fair to say we would both be on a learning curve.

As the weeks went by, the pressure began to mount up. Work on preparing the car was taking longer than anticipated and we were forced to miss a test session at Snetterton. We had hoped to get to Mallory Park ahead of the event, too, but in the end there was too little time.

Having got this far, I contacted Dave Dennett at DSD to see if he could help, and he kindly downed tools and stepped up to the plate.

We decided to get the engine and gearbox out of a 2.7 Carrera that I have been using on the road, as although standard I knew it would be reliable. There was still plenty to do before the car would be ready for action, and two

solid days of pre-race preparation ensued.

Scrutineering was officially on Thursday, but a call to the organisers Peter Auto confirmed if we turned up by 9.00am on Friday morning we could be scrutineered alongside the Group C cars.

We finally rolled out on Thursday evening and arrived at Spa fuelled on Red Bull and Jelly Beans early Friday morning. Scrutineering went without a hitch and just half an hour's testing was available between two drivers, which effectively meant three full laps each! The car ran well, although we hadn't had time to reset the torsion bars and it looked more like a drag racer from Santa Pod than a circuit racer, which caused a few smiles in the paddock.

In the rush to get away on Thursday, we had left the timetable for Saturday behind, although we were all convinced qualifying was at 11.30am. So you can imagine our dismay when we arrived at the circuit at 9.30am to find one lonely 911 in an empty paddock and the rest out on the circuit qualifying!

A very quick change into my racing kit while the car warmed up and I was out on the circuit for an out lap and two fliers, before handing over to my team mate.

Amazingly, I went two seconds quicker than my brief test to qualify 18th overall, which was some way off the leading 2.8 and 3.0 RSRs but right in the middle of the 2.5 STs. The race in the afternoon brought more success with me climbing to tenth overall and finding another three seconds a lap before the tyres on our wacky

racer cried enough and I slipped back to twelfth overall.

Gerry started a very wet race on Sunday on the same tyres from my twelfth-place finish of the day before and moved up to tenth by the end. This was a great drive given that most other competitors had jumped to modern wets, which would have been a huge advantage if we had them.

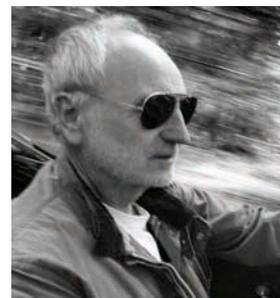
All things considered, we had a fantastic weekend and it's certainly sparked the enthusiasm for me to get 'DRY' built into a correct-specification car so we can really challenge those Group 4 STs next time. **CP**

The registration number may say 'DRY', but typically Spa was anything but most of the time. Despite pre-race problems, the car performed well amidst some illustrious company



DELWYN MALLETT

MALLETT CONSIDERS HOW PORSCHE IS CELEBRATING A HALF CENTURY OF THE GREATEST SPORTS CAR OF ALL TIME...



By now the entire world must know that it is the 50th anniversary of the g11, even those with little interest in the house of Porsche. The specialist press has, as is to be expected, devoted much space to celebrating what most journalists and enthusiasts consider to be the 'greatest sports car of all time'. Insert 'all-round' into that statement and the claim is beyond debate.

In addition, newspapers, general interest magazines and a thousand websites have also picked up on the anniversary, no doubt prompted by Porsche press releases, and taken the opportunity to fill some column inches with Porsche glamour.

Apart from digging into their archives to provide hitherto unpublished or little seen photographs of the g11, née g01, in development, Porsche has also produced and made available a set of studio shots of a 1964 g11 posing with the latest Carrera 4S. Porsche is even running its own advertising using, mostly, a shot of the two cars side-by-side, and head on. And very pretty it is too. It doesn't take an advertising-savvy marketing man to realise that the purpose of the shots, and the advertising, is to confirm the continuity of the g11 lineage – after 50 years a g11 is still a g11. Or is it?

I spent my working life as an advertising creative director, from the mid-sixties to the mid-nineties, and I was constantly surprised, as were many others in the business, by the fact that the consumer, the 'punter', the 'man in the street', frequently didn't get the intended message.

They didn't take out of our ads what we had laboured to put in. Creative and marketing teams would spend months analysing and researching before committing to an advertising campaign, ranking 'communication points' and trying to gauge if the 'message' was the right message – only to find that, six months down the line, those 'thick' consumers hadn't 'got' it.

It was not the disinterested consumer that was to blame, it was the ambiguity inherent in most communication, the failure to anticipate an alternative interpretation of the images presented. The world of advertising is littered with miss-communication flops.

The most-oft quoted dates from those distant days when cigarette advertising was still legal. In 1959 W.D. & H.O. Wills promoted their latest brand with a massive TV and cinema campaign depicting a super-cool, trench coat and trilby hat-clad, Philip Marlow private-eye-like and Frank Sinatra look-a-like walking the 'mean streets' at night and stopping to light a cigarette. The tag-line was 'You're Never Alone With a Strand.'

Awareness was total, woman fell for the actor, the theme music entered the charts but the brand bombed. Cool as the hero undoubtedly was, nobody wanted to be seen as a loner.

Porsche's ad will not stop people buying g11s – it's far too innocuous for that – but it possibly doesn't immediately communicate to everyone in the way intended. My first reaction was not 'Wow, after 50 years it's nice to see a g11 is still a g11.' It was 'Blimey, isn't the new g11 big!' Not just big, but *seriously* big.

Seeing the cars side by side reminds me that the g11 was once so simple in concept, a lithe, narrow, agile lightweight sporting machine. The current g11 may still have its engine slung out the back but in middle-age it is no longer lithe, narrow or lightweight – and in its normal road-going form I'm not even sure that it's any longer a sports car in the old-fashioned sense.

At any speed up to and way beyond the legal limits a g11 will do anything required of it, without fuss or breaking a sweat in either machine or pilot, cossetting its occupants in a leather-clad cocoon of surround-sound worthy of any luxury limo – and where's the sport in that?

Before that ugly brute of a flattened Cayenne called Panamera hit the streets, I wrote a piece for *g11 & Porsche World* lamenting the fact that Porsche had resisted doing what they had toyed with for years – stretching the g11 into a four-seater.

It had been getting bigger and bigger for so long that adding an extra few inches in the centre to create a 'saloon' version

alongside a 'short wheelbase' sports version would hardly compromise the g11's image. If you take a look at the aborted g89 you will see what I mean.

Designed in 1990 and abandoned in early 1992 it is a full four-seater with, despite a cunningly disguised front-mounted engine, the unique profile of a g11, and still today a better looking car than the current Panamera.

I'm pretty sure that the uniqueness of the g11 will keep it alive long after the Panamera has been relegated to history, but on current form it seems to be inexorably heading ever further into the realm of the luxury coupé.

This is, perhaps, a pragmatic necessity that has to be accepted if, as I sincerely hope, it means that the world's last remaining rear-engined car will continue in production.

And, after all, Porsche already makes the new 'World's Best All Round Sports Car' – it's called Cayman. Maybe the 50th Anniversary g11 ad will tip a few Porsche customers towards it as the leaner, lithier and more agile alternative. **CP**

Does my bum look big in this? Or, to put it another way, when is a g11 not a g11? It's a question which weighs heavily on Delwyn Mallett's mind...





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ROBERT BARRIE

ON ENJOYING A TRACKDAY AT HISTORIC MONTLHÉRY, BECOMING ENGROSSED IN MUNDANE PARTS AND PAINTING WHEELS BLACK...



There are plenty of ways to enjoy cars aside from racing and one of my resolutions this year was to do more of them. With that in mind, I joined a lovely trackday at the old banked Autodrome circuit at Montlhéry, south of Paris, earlier in the year.

The Coupes de Printemps was capably and charmingly hosted by Flavien and Vanessa Marçais. I committed a bit of a faux-pas by turning up in a modern car, but, thankfully, was in the company of some pals in a more acceptable 911 ST rep and an early E-type roadster.

What fun it was in relaxed and sensible company. The classic Porsche fan would have enjoyed seeing a 910 with period history at the Autodrome itself, a 904 being driven in brisk and expert fashion, a variety of 356s in various configurations and a shiny black 912 with a UK plate.

There was lots of other interesting and unusual machinery too. In keeping with the theme of using our cars, we turned the journey to and from the main event into a road trip, detouring on the way back to stop at the remains of the almost equally old circuit at Reims-Gueux (which was also the venue for the RS celebration more recently).

As with Montlhéry, Reims is relatively quiet nowadays,

but still reeks of a history deep in drama and heroic deeds. Many of the buildings have been restored and the whole thing looks fantastic. The motto on the pit garages reads 'Remember the drivers and respect the site'. Quite right too.

At work, I have a lovely photo of Jim Clark looking back from a single-seater Lotus as he prepares to take on the super-fast Reims triangle fifty years ago. He won the race, of course, but what a formidable prospect the circuit must have been in those days.

After writing about steering wheels last time, I have found myself subject to some ridicule and also required to source all manner of other trim items for early 911s. Who knew so many people were looking for bits of doors, sunvisors, gear knobs, glovebox lids, and ashtrays?

There are some more general themes here. The first point is that many of these parts have been lost or damaged over the years, and owners now want to fit correct original parts. As always, it's more complicated than it sounds.

For example, there was a change in glovebox lid design in 1971 that took the lock from an offset position to a central one. I found out the hard way! A second

point is that, for the most part, these items are not that valuable, so it's not been particularly worthwhile to remake them, or even to hold them as inventory. They can be genuinely hard to find.

The third point is that they are also rather dull – until, that is, you get to the end of a time-consuming and expensive restoration and discover that they are missing. Or that you've got an offset-lock glovebox lid when you need a centre-lock glovebox lid. Then the odd bit of trim suddenly becomes very interesting.

It is an illustration of the importance of the unimportant or, for the economics students among us, Marshall's third law of derived demand. Marshall thought one could raise one's prices in such circumstances – I'd have to say that my own experience has been more mixed.

For those of us who spend too much of our lives in front of a computer screen, there is an ever-increasing volume and variety of classic car-related distractions on the web. It's an essential resource for research and analysis. That's what we tell ourselves anyway.

Some of it is pretty idiosyncratic, it must be

said. My latest discovery is blacksteelies.com. It's hard to argue with a strap line that asserts 'there hasn't been a car built that can't be improved by a set of black steel wheels'.

Actually, I couldn't agree more. It's a niche, but it's a nice niche. I also happen to think that it helps most cars if you take the bumpers off, but I haven't found a website for that yet. Maybe I should start my own? That's the beauty of the web and the reason why there is so much of it.

Anyway, back on topic, it's long been my view that most Fuchs wheels are improved by painting them black, particularly if you are about to stick them on an early 911. The bright anodized look may be okay for the 1970s and '80s, but it's much too bling for the mid-'60s. It's not strictly period correct either, for those that care about that sort of thing.

I sometimes look at all the FIA racecars sitting on their black-painted Fuchs and flatter myself that I might have started something. On a related subject, there is also a spirited discussion to be had about whether your ST rep should have Minilites at the back and Fuchs at the front or Fuchs all round. We'll come back to that one at some point I'm sure. **CP**



Montlhéry (top left) is an amazing track, with a long banked section. It hosts a wonderful trackday, with all manner of interesting cars present, such as this Porsche 910. And did Robert set a trend when he painted the Fuchs wheels on his 911 race car black?

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LETTERS

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



TARGA TALES

Having read and very much enjoyed your article on Mike Moore's wonderful replica of the 1973 Targa Florio 'mule', which you noted as being chassis number 911 360 0002, I was inspired to dig a little deeper.

That car has since been destroyed while in Hong Kong in the 1970s, so I am told by a recognised Porsche expert, although I have no concrete proof of that.

But there are some other interesting points relating to the sixth-placed finisher in the 1973 Targa Florio:

There were two RS/RSR test cars at the factory in 1973, RS1 (911 360 0001) and RS2 (911 360 0002). Both had formerly been STs, 911 230 0841 having been noted as 'verschrotten' (scrapped) by the factory on 25th August 1972, after which it became 911 360 0002. 911 230 0769 was also noted as being scrapped after an accident on the Polish Rally, when it was repaired by the factory and numbered 911 360 0001.

911 230 0769 had been a rally car, registered as 77.07.KW, when it was used by Sobieslaw Zasada

in the first half of 1972.

He was very successful, winning and placing in several rallies before crashing the ST during the Polish Rally in July 1972, after which it went back to the factory for repairs.

On 20th December, 1972, it was allocated to the Press and Sport division and was later sold on 12th February 1974 to Stanley Palmer in England, via Steve Carr and Josh Sadler of Autofarm. In 1975, it was sold to Sean Campbell and then to David Campbell before being bought back by Autofarm and restored.

So for the whole of 1973, 911 360 0001 was at the factory, at a time when the factory was racing the RSR as a works entered team. Despite inquiries, the factory say that they have no record of what 360 0001 did in 1973, which is strange...

Back to the 1973 Targa Florio. A 'mule' practice car was sent to Sicily several weeks before the race to give the drivers plenty of practice. It was noted as having been fitted with a standard RS 2.7-litre 210bhp engine. Norbert Singer refers to it as 'E42' but did not note down the chassis number.

Pucci crashed twice in practice, once in the mule and once in RSR 911 360 0974. He literally wrapped that around a tree and was lucky to escape serious injury or death. Certainly 0974 never raced in the Targa Florio!

About that Targa: Singer wrote in '24:16': 'We had two bad accidents in practice, one with Pucci who bent his car very badly against a tree. We had a lot of work to straighten that car, and even on race morning we had to use a crowbar to fit a new driveshaft.'

Singer alludes to 'two bad accidents' in practice but, having seen the photos of 0974 after it hit the tree, I have no doubt it was not straightened and raced, as Singer seems to remember, so Pucci and Gunther Steckonig must have raced the mule, (E42), now race numbered as 107 and fitted with the RSR engine from 360 0974.

Writing in 'Excellence Was Expected', Karl Ludwigsen wrote: 'Three weeks before the May 13th race date, a Carrera hack (E42 - JS) was on the circuit, lapping in the hands of the Martini drivers. A week before the race another practice car arrived (RSR 911 360 0020, the second RSR built - JS), together with the two Carreras for the Targa entry (911360 0588 and 911 360 0974)...

'Baron Giulio Pucci damaged one of the race cars and demolished the new practice car. The final entry was composed of two three-litre race RSRs plus the old practice hack, powered by a 2.8-litre six'.

So a slight mix up here, too, as Pucci damaged

the 'mule', E42, and demolished the newest RSR, 911 360 0974.

So Gijs van Lennep and Herbert Müller won the race in 911 360 0588, race number 8, whilst Claude Haldi and Leo Kinnunen were third in 911 360 0020, race number 9, built on a 1972 chassis/body, while Gunther Steckonig and Giulio Pucci were sixth in the 'mule/E42', race number 107, which was either RS1/911 360 0001 or RS2/911 360 0002.

There are still some Porsche mysteries left!

John Starkey
Via E-mail

ANOTHER SEARCH!

Having just bought your latest edition, I was interested to see on your letters page the famous ex-F3 star Tetsu Ikuzawa!

As a common or garden race/air traffic marshall at Silverstone since the early 1970s, I remember him and his Porsche outings being followed in a British weekly racing magazine.

He won the Japan Grand Prix in a Porsche Carrera 6 in 1967 and had various outings in Europe until 1973, then continuing in Japan. He returned in 1980 to Le Mans for the 24 Hours in a Kremer Porsche 935 Turbo.

He has been involved in racing since then with various marques and as seen in *Classic Porsche*, recently won his first Classic race in a 911 at the great age of 70 years. It's good to see him again.

Patrick Wickham
Buckingham

Keith Seume replies: *You'll be pleased to hear we've been in touch and a story is in the pipeline...*

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Some mystery still surrounds the true story behind the 1973 Targa Florio, says John Starkey

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Words & photos by Johnny Tipler

THE RACER'S RACER

When the drivers who raced them say they're the best, the most reliable Porsches, you have to pay attention. The 1974 3.0 Carrera RS and its race-bred RSR sibling are held in high esteem by all who drove them







Recaro seats have been upgraded to meet current FIA regulations. Full-on RSR version came with 10,000rpm tach, but road-going RS featured regular 8000rpm instrument

It's official: the 3.0 Carrera RSR is the racing driver's favourite. When I interview the stars I always ask them what their fave Porsche racer is and, almost without exception, back comes the answer: the '74 3.0-litre RSR. Victor of the 1972 and '74 European GT Championship, John Fitzpatrick made his name in this model: 'I think the nicest 911 race car was the 3.0-litre RSR,' he affirms.

One of Fitz's contemporaries, Hurley Haywood (1977 Le Mans winner), cites the RSR as the car that put his career on the map: 'In 1973 the factory gave a 3.0-litre 911 RSR Group 4 prototype to Peter Gregg and myself, and we won Daytona and then Sebring, so that car pretty much got me going.' And that was even before it had been homologated as a Group 4 GT car.

In 1975, Dutch star Gijs van Lennep shared a 3.0 Carrera RSR at Le Mans with John Fitzpatrick, placing 5th overall. Recalls Gijs, 'that was the best Le Mans ever, as all we had to do was put a bit of oil in, clean the windows, put petrol in, change the front brake pads once, and that was it. OK, you do the wheels when the tyres were finished, but you had plenty of time because refuelling was very slow and you could work on the car and do the petrol in one go. We spent just 17 minutes in the pits in the whole 24 hours, and that seems to be a record too.'

Doyen of Porsche racers during the '70s and '80s, Jürgen Barth also declares that the competition 911 he would

always come back to out of sheer dependability is the 3.0 Carrera RSR. 'It wasn't as quick or as powerful as the 935, obviously, but it was a great all rounder.' Even Quick Vic Elford drove an RSR at Le Mans (with Claude Ballot-Lena) in '74. With such an elite band of stalwarts rooting for it, there's no greater accolade for a car.

So how come the 3.0 Carrera RSR was the car of choice? It had much to do with Porsche's pragmatic response to shifting FIA regulations, because in 1973 the turbocharged Carrera RSRs were quick enough to rival the Matra, Mirage and Ferrari prototypes for outright wins – as happened in the 1973 Targa Florio. So the normally-aspirated 3.0 Carrera RSR basked in the reflected glory of the works turbos, forming the bedrock of the European GT Championship for the next two seasons.

With sights set on 1975, when the World Championship for Makes would be formulated for production-based racing cars, Porsche concentrated on developing the turbocharged 934 and 935 for Group 5, while customer teams and privateers flew the flag in Groups 3 and 4, and the Stateside IMSA categories.

In spite of its dominating presence in the European GT series, the 3.0 Carrera RSR was by no stretch of the imagination a mass-produced vehicle: Weissach competitions department built just 109 units of the 3.0 Carrera RS in both RS (road trim) and wider-bodied RSR

The road-going 3.0 RS could be ordered with optional RSR-style rear wing, as fitted to IROC race cars. Stock spoiler was smaller and narrower



3.0 RS & RSR STORY

(race trim), split between 56 which were ostensibly road-going models and 53 which were race cars. Fifteen International Race of Champions (IROC) cars were built on 1974 RSR shells and fitted with 1973 running gear, with chassis numbers falling between 911 460 0016 and 0124, while the RS and RSR's numbers fell between 911 460 0001 and 0109. A further 12 RSRs built in 1975 bore chassis numbers 911 560 9112 to 9123.

The first 15 RSRs were despatched to North America for the IROC series, which starred the leading drivers from Indycar, NASCAR, TransAm, Can Am and Formula 1, and for the first two years the invited aces raced identically-prepared 3.0 Carrera RSRs. They were the first racing Porsches to bear some semblance to the new 911 'impact bumper' styling when that was introduced in 1974. In this respect the 3.0 Carrera RS and RSR was a quantum leap from the preceding 2.7 Carrera RS with its mild wheelarch flares and ducktail spoiler.

The 3.0 Carrera RS's pumped up bodyshell was typified by the sexy, bulging wheelarch extensions, G-series impact-style bumpers, lighter gauge steel, thinner glass and minimal sound-deadening, plus new front bonnet and engine lid, which soon sported a horizontal whaletail wing instead of the ducktail that was originally fitted but which contravened German TÜV safety legislation. (Imagine being impaled on a ducktail? Messy business!)

The beautifully integrated front air-dam and valance was different from the series production cars with its frontal opening for the oil cooler and paired brake cooling ducts on either side. Two types of whaletail were available: a smaller one equipped with protective rubber lip for road use, and for racing the bigger IROC-style wing with its additional cooling vent was fitted, protruding way beyond the rear of the car's bodywork. The RSs were supplied with the small spoiler, and the big one was delivered separately.

At home on road and track - though more comfortable on the latter, to be honest - the 3.0 Carrera RS clearly inspired the production 930 Turbo in terms of its styling

POTTED RACE HISTORY

Porsche 3.0 Carrera RS
Chassis No: 911 460 9047
Engine No: 684 0057
Prod. No: 104 2988

Colour: Grand Prix White, gold Carrera script & matching Fuchs wheels
Delivered to: Amag, Switzerland
Sold to: Georges Bosshard.

1974 German National Championship, DRM:
21/7 Hockenheim: Bosshard; 1st in Group 3 class.
25/8 Preis der Nationen, Hockenheim DRM: Bosshard; 19th.
29/9 Preis von Baden-Württemberg Hockenheim: Bosshard; 14th.
10/11 Hockenheim: Bosshard; 2nd in Group 3 class.
1/12 Hockenheim: Bosshard; 2nd.

1975:

22/2: Hockenheim: Bosshard; 6th.
15/06: Le Mans: Maurer/Baez/Strahl; 10th overall, 1st in class (Bosshard entered but never drove)
28/9: Preis von Baden-Württemberg und Hessen, Hockenheim, #12; Bosshard; DNF.
9/11: Hockenheim: Bosshard; 6th.
30/11: Bosshard; 2nd.

1976:

11/4 Dijon: Bosshard, #145; 2nd.
07/6 Österreichring Euro GT: Bosshard, 7th, 2nd in class
26/9 Preis von Baden-Württemberg, Hockenheim: Bosshard; 13th.
7/11 Rheintal-Rennen, Hockenheim: Bosshard; 1st.

1977:

03/04 Le Castellet: Bosshard, 1st in class
17/04 Monza: Bosshard, 1st in class
29/05 Österreichring: Bosshard, 1st in class
12/06 Slalom Romont: Bosshard, 4th in class
19/06 Slalom Saanen: Bosshard, 4th in class
26/06 Slalom Wangen: Bosshard, 2nd in class
03/07 Hockenheim: Bosshard, DNF (gearbox)
17/07 Hockenheim: Bosshard, # 144, 1st in class
04/09 Dijon: Bosshard, 1st in class
15/10 Hockenheim 3-Hours: Bosshard/Hofer, DNF (left road)
6/11 Rheintal-Rennen Hockenheim: Bosshard, DNS. (accident.)

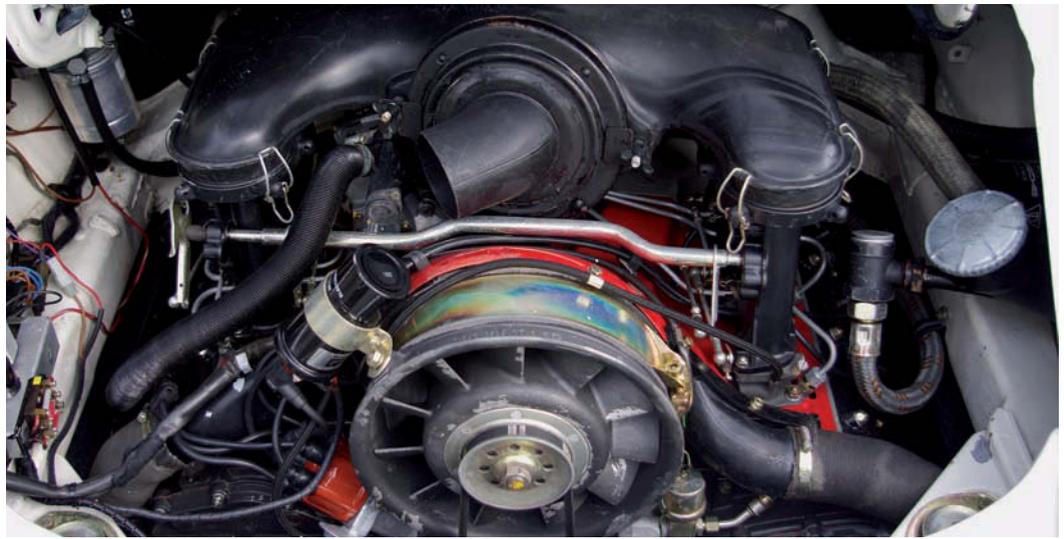
1978:

16/04 Monza: Bosshard, 1st in class
23/04 Dijon: Bosshard, 1st in class





2993cc engine featured a bore and stroke of 95mm x 70.4mm, and produced 230bhp at 6200rpm. Aluminium crankcase was used in preference to lighter magnesium for strength



Playing the numbers game, the Le Mans 24 Hours enduro is as concise a barometer of race entries as any, and the stats are an interesting way of placing the model in context. From '74 to '77, the 3.0 Carrera RSR was the staple Group 4 car, with 17 of them running in 1974, 14 in 1975 and 12 in both '76 and '77, by which time they were in amongst the turbo'd 934 and 935, while the factory's sights were focused on the mid-engined 936.

Most of the 53 units of the 3.0 Carrera RSRs that were assembled as Group 4 racing cars went to private teams, which included Kremer Racing, Georg Loos (GELO), Ecurie

scored class wins in the Group 5 and IMSA categories, too.

Cars not ordered by the private teams were bought by individuals who campaigned them on an ad-hoc basis in the slightly less radical Group 3 category, as and when it suited them. What we have here at Abbeville Circuit is exactly that: the roadable version, the 3.0 Carrera RS, though it has genuine racing provenance and aspects common to the RSR.

It belongs to 'Our Belgian Friend' (OBF) who prefers to remain anonymous, who acquired the car in 2012 and brought it along to Abbeville in northern France for our

“What we have here at Abbeville is the roadable version, the 3.0 Carrera RS...”

In profile, there's relatively little to suggest what a special 911 the 3.0 Carrera RS really is. Only the deeper airdam hints at the model's true purpose

Francorchamps, Brumos, Tebernum, Max Moritz, Alméras Frères and Charles Ivey. Famous names indeed – or at least they were in '70s and '80s long-distance racing.

Best results for the 3.0 Carrera RSR at Le Mans were 7th in 1974 (Cheneviere/Zbinden/Dubois), and from 5th (Fitzpatrick/van Lennep) through to 11th place in '75 – making that much the car's best year – then 6th in 1976 (Touroul/Cudini), and 10th in '77 (Gouttepifre/Malbran/Leroux). Many others finished well in the top 20 and

photo session. The car was raced intermittently from 1974 to 1978 by Swiss driver Georges Bosshard, who bought it brand new from Swiss importers AMAG.

The entry sheets show that he was selective where he raced, with Hockenheim circuit accounting for almost half the events he contested with the car – 13 out of 28 races – presumably on the basis that, along with his other fave tracks, Dijon, Österreichring and Monza, it's relatively close to Switzerland.



3.0 RS & RSR STORY



Most of these races counted towards the German DRM (*Deutsche Rennsport Meisterschaft*), a series that ran from 1972 to 1986 and attracted top talent: Rolf Stommelen was champion in 1977 in a Gelo 935 and Klaus Ludwig topped the chart in '79 in a Kremer 935. Bob Wollek, Stefan Beloff and Jochen Mass were also DRM champions in the '80s with Porsche 936 and 956 prototypes. Bosshard was in a rather different league: his best results were eight class wins, with a couple of 2nd places overall, prompting speculation that he could have placed higher with a more consistent programme. After he sold the Porsche in 1978, he moved onto a BMW 635 CSi, which he did race more extensively – tackling the RAC Tourist Trophy a couple of times – up to 1988.

As far as 'our' 3.0 Carrera RS is concerned, the most high-status race it seems to have enjoyed is the 1975 Le Mans 24 Hours, although without Georges Bosshard getting a drive. It did rather well, though: entered by Gerhard Maurer, a Swiss driver with even less of a race record than Bosshard, and co-driven by fellow amateurs Christian Baez and Eugen Strähl, the Lois Jeans-liveried 3.0 Carrera RS #84 placed 10th overall, covering 4037.11km (2508 miles) at 168.21kph (104.52mph) and winning the Group 3 category. It's still not entirely clear that this is indeed 047 – it could have been 050, according to OBF. But didn't they do well?

The car's history after its retirement as an active racer in 1978 is still largely unresearched, but evidence amassed by OBF reveals only two or three other keepers. The last owner, a Swiss banker, had the car entered for the 2012 Le Mans Classic meeting, and did at least two Tour Auto classic rallies with it, most recently in April 2012. The car has an FIA HTP pass, so OBF may take the Le Mans Classic entry forward in 2014, possibly partnered by Gijs van Lennep who's always up for a challenge.

He's confident he has the right car for the job: 'the inspection we performed at 911Motorsport reveals that it's mostly original, and indeed the underside is *completely* original,' says OBF. The shell has been re-sprayed in its original Grand Prix white, and the cabin interior is mostly original, though the seats have been replaced with Recaro FIA standard racing seats. There's a full rollcage and plumbed-in fire extinguisher system. 'It is a rare find,' says OBF, 'and a car that has to be kept as-is for future generations to enjoy.'

Fair comment, but cars like this are built to be driven, and OBF takes great pleasure in ragging it mercilessly around Abbeville circuit's tight turns. With his sights set on LMC, there's plenty of time for more familiarisation along these lines, and when we see Gijs van Lennep doing his stuff round here we'll know things are getting serious. It was the GT car of choice back then, and that's still true today. **CP**

3.0 RS came equipped with 8J and 9J rims, while the RSR was equipped with 9J and 14J rims, front and rear respectively. Road cars wore Pirelli CN36 rubber

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Grand Prix white with gold detailing gives the RS a touch of 1970s glamour. But beneath that eye-catching exterior lay the heart of a true race car





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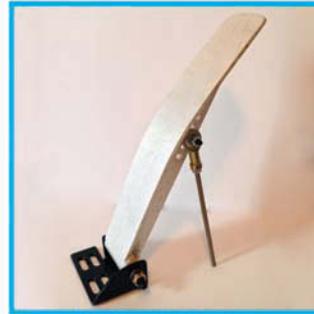


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FIT FOR A BARON



Words & Photos: Keith Seume

After what would almost certainly have been a hard life as a press car with Porsche, this 1963 Carrera 2 was crashed, sold, rebuilt, then exported to America and France before finally ending up in the UK. The subject of a lengthy and comprehensive restoration, it is quite probably the best of its breed...

CARRERA 2 PRESS CAR

Not very often does the opportunity to drive a car as rare and desirable as a Porsche 356 Carrera 2 present itself, and even rarer is the chance to drive two such cars within just a few months of each other. Yet this was the situation that presented itself just recently when Devon-based 356 restoration specialist Roger Bray called to say his Carrera 2 was finally ready for the road. Pretty cool, considering it was only last summer that we were behind the wheel of the ex-John Surtees Carrera 2, waxing lyrical about what great cars these are.

We had known about the Carrera 2 shown here for several years and, during our visits for tea, coffee, cake and general banter about all things Porsche, we'd had the opportunity to watch as the Carrera was slowly and painstakingly turned from an outwardly solid (my, how appearances can be deceiving...) project into what is without doubt one of the finest 356s we've ever had the pleasure of driving.

Now you're probably thinking that this will be another fascinating tale of how a rusty Porsche (and a rare one at that) was turned into a pristine example of the marque – and you'd be right, but only in part. For what makes the story of this particular car of greater interest is its history before it arrived at Roger Bray Restorations...

Readers will be well aware that every major manufacturer has on its books cars that are available for use by the press, or for publicity use in general. Porsche was – and still is – no different in this respect to any other company. Press cars become the public face of the

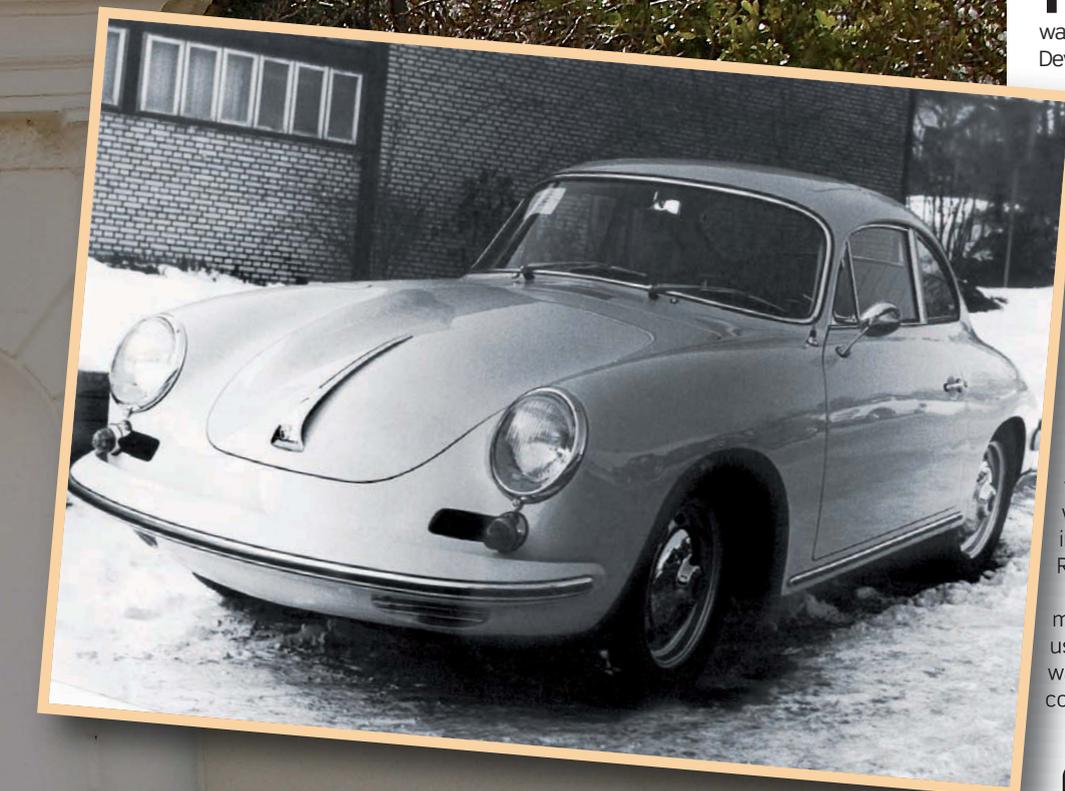
“ Von Hanstein played a major role in putting Porsche on the map... ”

marque, the finest examples of the brand offered out to members of the press to put through their paces for roadtest features. They are also frequently used for other PR-related ventures, such as exhibitions and shows. They lead a hard life but are generally well cared for, ending their days sold off with the minimum of fuss and publicity.

Porsche was fortunate in having the mildly eccentric but certainly well-focused Baron Huschke von Hanstein as its publicity force. Von Hanstein played a major role in putting Porsche on the map in the early 1950s, as Delwyn Mallett's detailed biographical feature in issue #5, 'The Rennbaron', makes clear: 'Von Hanstein now assumed the role of racing director, as well as press director, head of public relations and VIP contact... (he) had effectively become the public face of Porsche, a role that suited Ferry Porsche, who was a naturally reserved man not at ease in the spotlight.'

Von Hanstein took every opportunity to promote the company products and was seen behind the wheel of just about every model whenever the opportunity arose. It is almost certain (one can never be 100 per cent sure) that he would have driven the Carrera 2 on these pages as

Resplendent in its freshly-restored glory, 1963 Carrera 2, chassis number 123845, looks as good, if not better, than it did when it was used as a factory press and promo car (see inset photograph)





The Carrera 2 is instantly recognisable from the rear by the deep louvred valance, which disguises the rather cumbersome exhaust system. Light Ivory suits the shape well...

research shows that this car was retained by the factory for its own use as a press car between 1963 and 1965. In fact it is inconceivable that von Hanstein didn't use it, although factory records are, well, let's just say 'wanting in detail' around this period. After all, it was just another 356.

The Certificate of Authenticity provided by the factory

'Händler' ('dealer') are the words 'Werkseigner Wagen' – literally 'own factory car'. And then, beneath that, under the section 'Wagenbesitzer' ('car owners') there are three entries, the first of which is the single word 'Presse'...

Amongst the paperwork which Roger has acquired with, and for, the Carrera, there is a photograph of the same car

“Factory records are, well, let's just say, 'wanting in detail' around this period...”

archives are very brief in detail, stating that the car – chassis number 123845 – was built to German specification, is left-hand drive, painted Light Ivory and fitted with engine number 97004. Interior trim is detailed (if that's the right word!) as 'Leatherette Cord'. And that's it – except for one last comment: 'This vehicle was originally a company owned vehicle'.

Fortunately, Roger Bray has a copy of the Cardex factory record for #123845, which gives some more detail. The Cardex shows that it was built on 1st April 1963 and fitted with engine number 97239. Under the section titled

sat outside the factory gates in the snow, which is reproduced on the previous page. In Huschke von Hanstein's biography, ('The Racing Baron' by Tobias Aichele), there is just one photo showing von Hanstein mounting skis on a rack affixed to the rear of what is believed to be this same car – but beyond that, as of now, the photographic trail goes cold. But not so the paper trail.

The Cardex shows that the Carrera was sold on 6th April 1965, when it was just a few days over two years old, to a new owner, Mr Eberhard Hess of Carl Krafft & Söhne GmbH, of Düren in Germany. When we tracked him down,



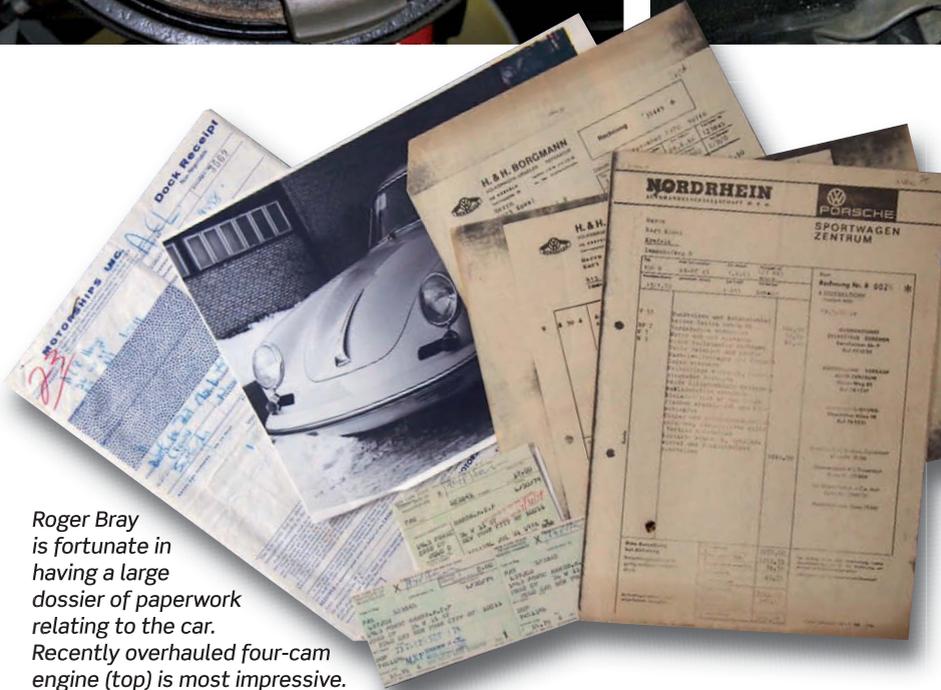
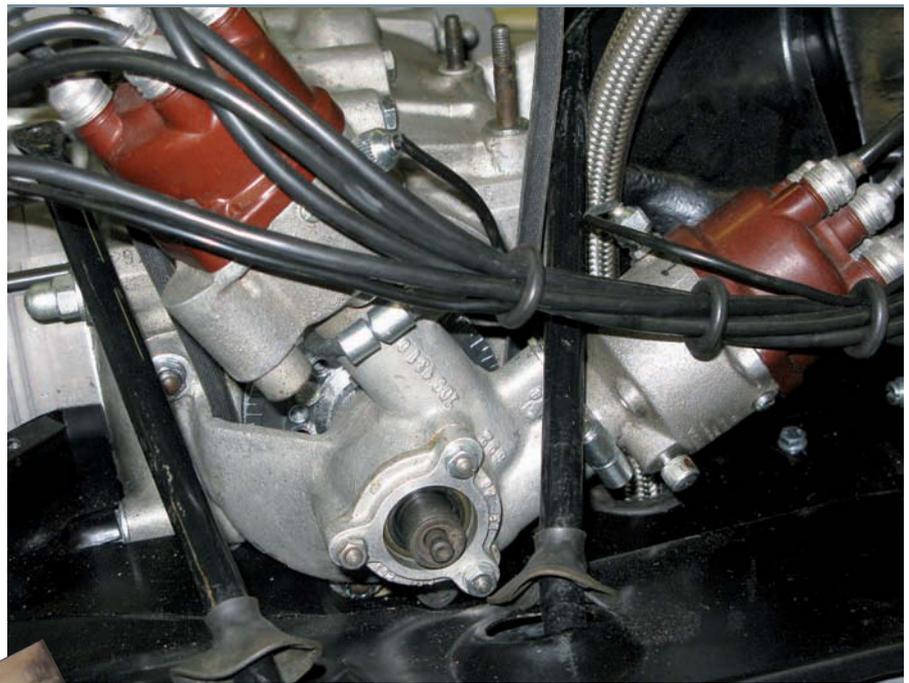
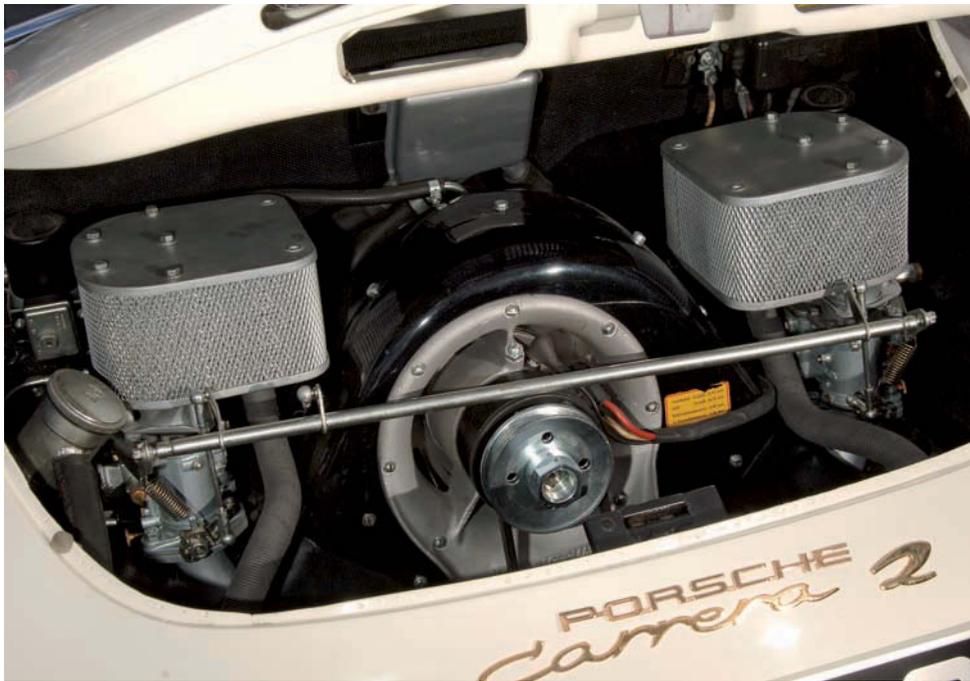
One of the neatest details - especially when you consider the hard life the car must have had - is the all-original interior trim. No amount of money can buy genuine patina such as this

Herr Hess told us, 'The Porsche Carrera 2 was purchased by me from Porsche for my company... unfortunately, I was only able to drive the car for one year as it was then involved in an accident, through no fault of my own.'

'When I first bought the Carrera, I discovered that the motor used a lot of oil. Twice this problem was attended to by the factory before the engine was replaced by another, which had been used by race engineer Hild. The replacement engine had covered about 4000km, and returned normal oil consumption figures.'

This, then, accounts for the engine number on the Certificate of Authenticity being at variance with that shown on the Cardex. In fact, the latter has been amended to reflect the engine swap but, curiously, the date of that taking place is recorded as being the same as the day of sale. We can only presume that the sale wasn't finalised until the engine problems were sorted out.

Eberhard Hess continues the tale: 'I used this car for many business trips in Germany and the neighbouring countries before I had an accident in December on the A3 motorway between Cologne and Frankfurt. The only damage was to the bodywork but after I received the insurance payout, I decided to buy a new car: a Porsche 912. The remains of the Carrera 2 were sold for just 3500DM. This was a big mistake, as the value today is far



Roger Bray is fortunate in having a large dossier of paperwork relating to the car. Recently overhauled four-cam engine (top) is most impressive. Original annular disc brakes (above) are very effective

higher! That, we feel, is a masterpiece of understatement!

The paper trail is sporadic after this, but there are copies of receipts showing work being carried out in 1970 by H&H Borgmann, a Volkswagen specialist in Krefeld, while the car was owned by Herr Kurt Kosel of the same city. This work included a complete engine overhaul at a cost of 3455DM – that is roughly the equivalent today of £5450.00. Other receipts show work on the front suspension (king- and link-pins) and starter motor, plus a valve adjustment after the rebuild.

We can't be sure what happens next, but the Carrera is shown as being sold on 24th July 1971 by a Karl Evers to Mr A E P Haron of New York for the sum of 7300DM (£11,150 today). The sale included not only the complete car, but also a second complete but disassembled Carrera engine (#97106), four 5.5J wheels and a wood-rim steering wheel.

In 1978, the car was shipped from New York to the United Kingdom, being unloaded at Southampton in August 1978. With the duty of £106.60 being paid in full on 15th September, the car was now ready to take to the roads of Britain, once granted an MOT and a registration number. The total cost of shipping the car, with all duties and extras paid, was just £411.62, which equates to £2161.00.

The well-travelled Carrera then appears to have been



Car was the subject of a comprehensive restoration, despite looking relatively sound when first delivered. Now, some 15 years after its return to the UK, it's ready for some serious use

taken to France before returning again to the UK. It is believed that the last time the car was driven was around 1978, after which it was stored for some 20 years.

Chassis number 123845 fell under the spell of Roger Bray Restorations where it underwent a comprehensive rebuild in the Exeter-based workshops. This included a complete body restoration and strip back to bare metal, followed by a respray in the original Light Ivory colour. Mechanically it has been the subject of a total overhaul, including an engine rebuild by former racer and Porsche Carrera expert Bob Garretson in the USA. But what is so nice about this car is that, wherever possible, all original components have been used – and that extended as far as the interior trim, too: the upholstery – black with cloth inserts – is all original to this Carrera.

The chance to drive this car was not one to be missed and we can report that it is quite probably the best-driving 356 we've ever experienced. It is incredibly 'tight', with no rattles and shakes, but best of all, that 2.0-litre four-cam motor is simply magic. So much torque, such a great sound.

It's no wonder the factory held onto this car for longer than might be expected. It seems the racing Baron knew a good car when he saw one. **CP**



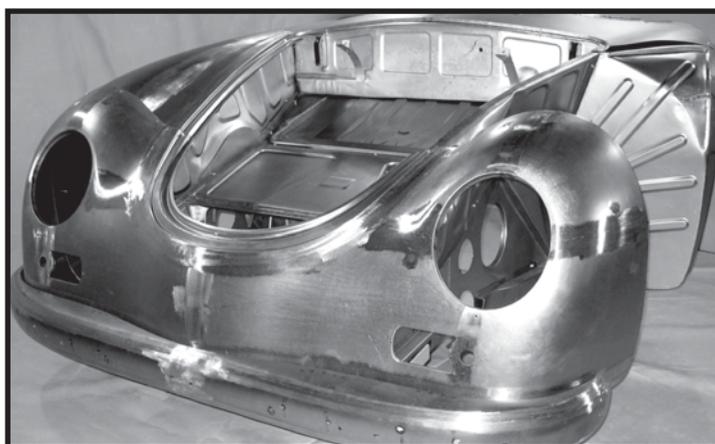
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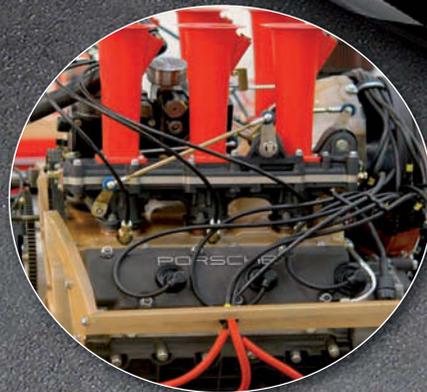
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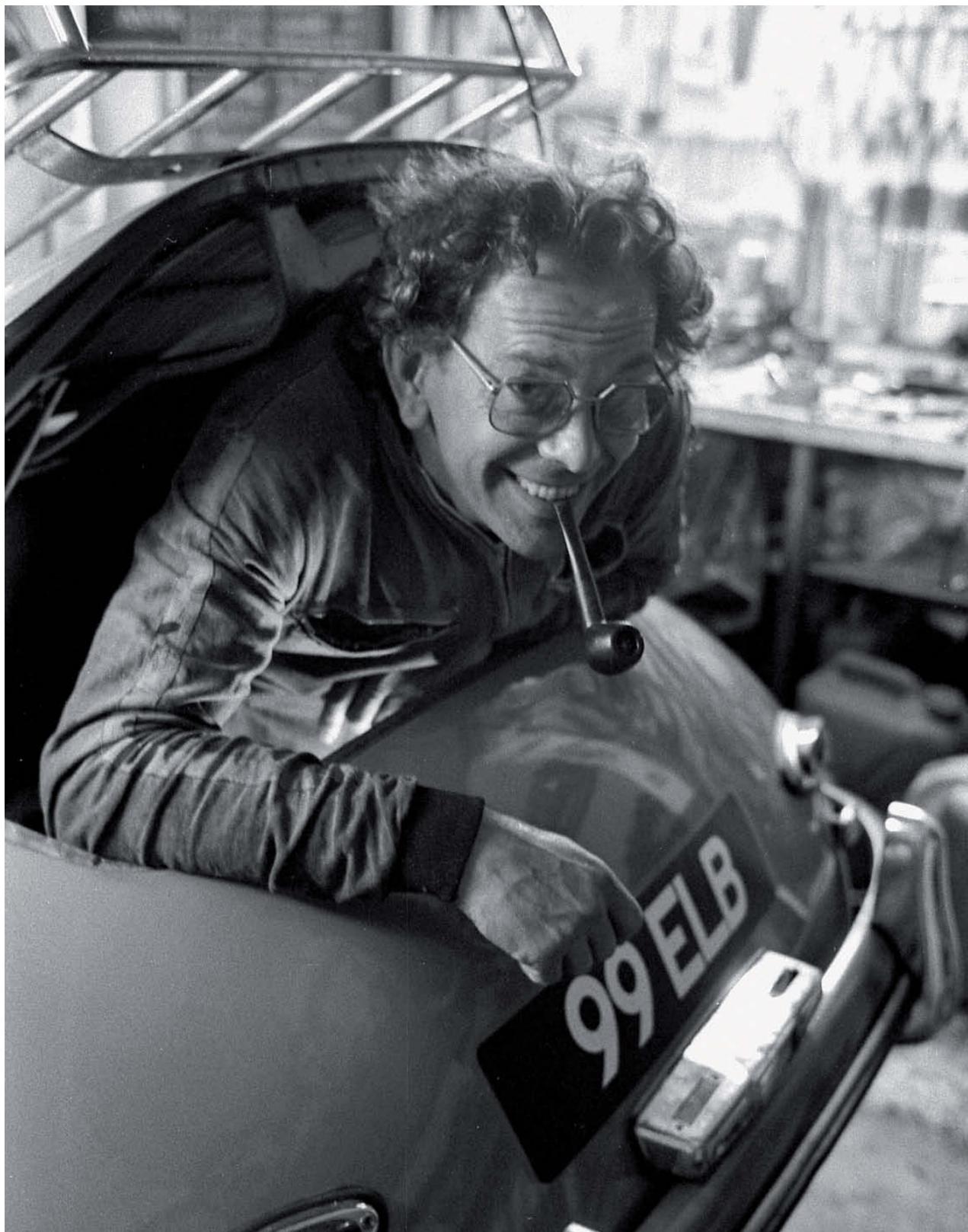


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With his trademark pipe clenched between his teeth, Eric was - and still is - most at home when working on a 356. He's probably worked on more Speedsters than many of us have had hot dinners, and can almost certainly rebuild a 356 engine blindfolded, with one arm tied behind his back...

Here comes Studerman!

Measure, mark, or work in the dark - that's the mantra by which Eric Studer abides. Delwyn Mallett meets one of the great characters of the 356 world to learn the story behind Porsche's own superhero...

Words & Photos: Delwyn Mallett

A Porsche 356 motor mounted on an engine stand doesn't take up much space, roughly 36 inches by 24, in fact. Add enough room to be able to manoeuvre around the engine and you are talking of a floor plan roughly six feet by six feet. For the fifty-years of 356 fettling that Eric Studer has engaged in, his friends have gradually watched his workshop, once able to accommodate a car as well as its stand-mounted engine, fill with parts until there is barely room remaining for Eric, an engine and his faithful lathe.

In this clinically-efficient age of operating-theatre-clean working environments Eric's old-fashioned workshop would make a Ron Dennis haemorrhage, but there's nothing old-fashioned about the quality of Eric's work unless, of course, you consider a craftsman's attention to detail old-fashioned.

As the 1960s turned into the 1970s it was becoming increasingly difficult to find anyone with the expertise or interest in maintaining 'old' Porsches. Attention had switched to the 911 and main agents were increasingly reluctant to dig too deep into the innards of the by now usually very rusty 356. Word gradually got around that there was a chap in Bourne End who 'knew all about old Porkers' and could help you 'up-fix' your 356.

For much of the '70s and '80s, Eric's bungalow became something of a Porsche Club annexe, with the regulars dropping in for a bit of tyre-kicking, a natter and a cup of tea, and a generous slice of Cathy Studer's latest home-baked treat. Cathy was as much a part of the 'Studer experience' as Eric.

Eric Studer was born in Hounslow, West-London, in 1933. His mum, Florence Maude, was a strong-willed woman and in an act of youthful rebellion, and striking a blow for female equality, she shocked her parents by buying a motorbike! Not only that, but she also fell in love with and married the young man who owned the motorcycle shop. Eric feels that the die that formed his life was cast then. The youngest of Florence and William

Mathias Studer's three children, Eric was, sadly, not to know his father. William died of blood poisoning after a shard of swarf pierced his eye when his son was only seven weeks old.

Young Eric growing up was not, however, short of male role models as his early years were spent around machines in Studer Garages, owned by his grandfather and uncles. Eric managed to scrounge enough to buy his first 'old banger' motorcycle while he was only 15 and he practiced by riding it around his grandfather's garage yard.

At sixteen, and old enough to ride on the road, Eric became an indentured apprentice at the Sperry Gyroscope Company on London's Great West Road. The daily commute on his 148cc, Villiers-powered, Coventry Eagle soon revealed the machine's deficiencies and Eric took the first step on his lifelong endeavour to squeeze a bit more power out of every engine that came his way. A careful rebuild in Sperry spare time failed to improve top speed and the bike remained, in Eric's words, 'More of a sparrow than an eagle'.

It was at precision engineers, Sperry, that Eric was taught and adopted the mantra that has remained his working principle to this day: 'Measure, mark, or work in the dark.'

The Coventry Eagle was soon replaced by Eric's 'dream bike', a 1939 Velocette Mac 350, which was followed by a piece of exotica in the shape of a 350 Puch with, as only the Germans could put it, a 'Doppelkolbenmotor', or split-single engine, which he bought from two-stroke tuning wizard and legendary engine builder Dr Joe Ehrlich.

Eric also joined the West Ealing Motor Cycle Club and started competing in trials events. A brief flirtation with a racing Norton resulted in a tumble and a bad scar above one knee but another flirtation had a far happier outcome when he met motor-cycle-friendly Cathy who would become his lifelong companion.

Eric's first set of 'four wheels', a £15 Austin Seven, gave way to a 'roomier' Jowett Bradford van in which he could

Ever smiling, Eric was a respected competitor in his own Speedster. He soon discovered that the car suited tight British circuits better when fitted with a pushrod engine rather than the more exotic - and powerful - four-cam motor



transport his trials bikes. The rather primitive Jowett was soon 'Studerised' by converting the engine to plain bearings and fitting a four-speed gearbox.

In the 1950s, all able-bodied men between the ages of 17 and 21 were required to do two years' National Service in the armed forces but Eric's work at Sperry, where he was now a research engineer, was deemed to be so important that he was exempted.

Eric was working closely with the Royal Navy developing the guidance system for the Sea Slug missile. However, Her Majesty's Forces eventually decided that they couldn't live any longer without Eric's assistance and he was 'called up' at the ripe old age of 26. The Army was working on its own guided missile and, via REME (Royal Electrical and Mechanical Engineers), they wanted Eric to be part of it.

One advantage of being an 'old married man' was that Eric and Cathy were allowed to live off base, from where the now 'Lieutenant Studer' would commute in his Bradford van. The van proved to be an embarrassment to the technically-minded REME officers and one day he was 'advised' by a superior to 'Get rid of that heap of **** and buy a new car'. Conveniently, for both parties, the officer's family business was Blue Star Garages and this is where Eric's automotive interests begin to converge on the house of Porsche. Eric had read that Professor Ferdinand Porsche, when he was incarcerated by the French in the late 1940s, had worked on the design of the Renault 4CV. True-or-not, Eric and Cathy were soon the proud owners of a new, albeit recently discontinued, 4CV. Eric's interest in rear-engine cars was ignited.

With the entire resources of the REME at his disposal Eric quickly resumed his old habits, making a new inlet manifold onto which he mounted a pair of SUs scavenged from his uncle's old Riley. The increase in 'chevaux-vapeur' broke the Renault's driveshafts so a set from a Gordini were substituted and, searching for still more power, a supercharger was added! 'It used to frighten the pants off newer Renaults,' recalls Eric with a chuckle.

Back in civvies and back at Sperry, he decided to change jobs – and cars...

AFN Ltd, owned by the Aldington family and importer of Porsche cars, was based close by in Isleworth and, coincidentally, Eric's sister worked across the road. In the fifties Porsche was just one part of the AFN business and Eric used to drop by to 'window-shop' the interesting, sporting machinery on offer. Eric struck up a relationship with the Aldingtons and one rear-engined car gave way to another – this time a real Porsche – a 1956 356A Cabriolet in silver, which cost him £365.

The year was 1963 and Porsches were still a

sufficiently rare sight that owners flashed their lights at each other. Within a few months, and seeking fellow travellers, Eric became member 351 of the recently formed Porsche Club Great Britain and also, significantly, bought his first trolley-jack. A life lived upside down staring at the underside of salt-ravaged floor-pans and oil-dripping engines beckoned.

Eric's 60bhp Cabriolet, 'XUA 116', was soon embarrassing younger Porsches with its speed at historic race meetings. The As and Bs were quickly vanquished, courtesy of a carefully rebuilt engine and a homemade camshaft, but the Cs with their greater horsepower and disc brakes presented more of a challenge. It would take a little help from AFN in the form of a much abused and incomplete Super 90 engine, for Eric to start mixing it with them.

(Warning: the next part of the Studer story will make strong men weep, so grab some tissues before reading on – Ed)

On track, XUA 116 was displaying a lack of structural integrity necessitating racing with roof erected in an attempt to mitigate body flex. Something with a little less corrosion was clearly required. Eric received a call from a friend to say that a 'Porsche For Sale' ad had appeared on their work's notice board – '£365' – and, oh, it also said 'Carrera'. Eric and fellow 356-racing chum, Edgar Valentine, thought it might be worth taking a look.

It seems that the owner was studying at Harvard and had left the car with his parents and, now short of cash, wanted to dispose of it. Ads had been placed in the *Exchange & Mart* also but, despite visits by several interested parties, no one had made an offer!

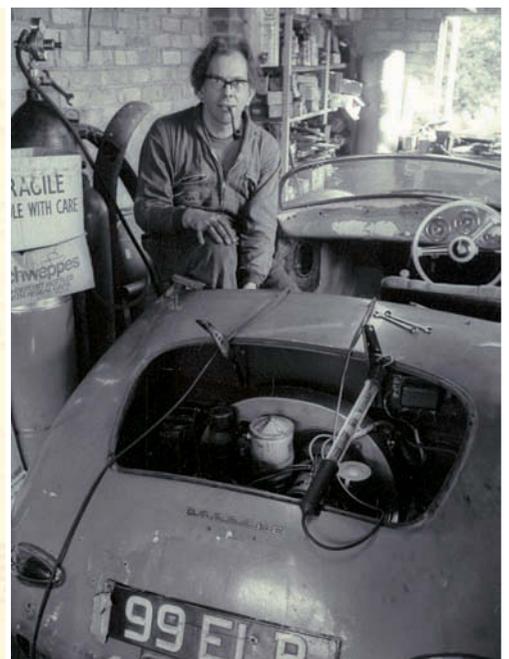
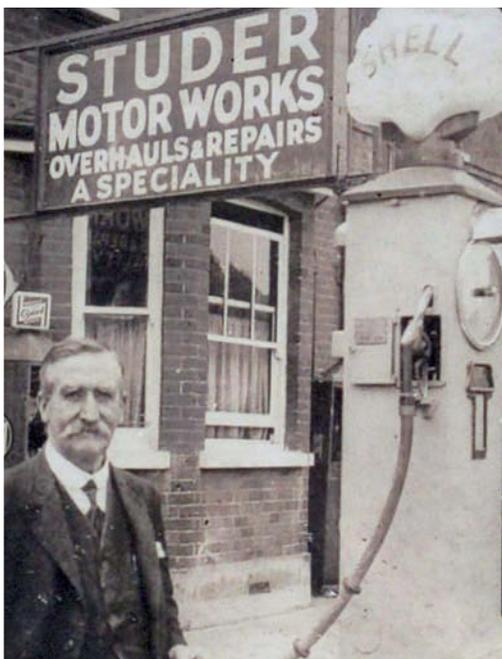
Eric and Edgar (sounds like a comedy duo) visited the car and in Eric's words 'poked around a bit underneath'. What they discovered was a totally rust free chassis – a rare thing indeed in salt-sodden Britain. In fact it was the lack of rust and the lightweight aluminium panels that were the attraction. 'We weren't really interested in the engines' said Eric.

Obviously glad to see the back of the car, Eric's offer of £285 was accepted and an aluminium-panelled Carrera GT, with not one but TWO four-cam engines, changed hands! *(You can wipe away those tears now – Ed)*

Little was required to get the four-cam running but it soon became apparent why few people at that time were interested in taking on these exotic motors. Two distributor caps, points, eight plug leads, a few sundries and an oil cooler cost a gut-wrenching £896 – three times what Eric had paid for the car!

XUA was retired and Eric was soon on the track with 'UVX' and going faster than ever. After an oil line gave way at Silverstone, Eric discovered that the Speedster handled

*Below: Eric's grandfather was largely responsible for his enduring passion for all things mechanical, starting with motorcycles
Below centre: 'Studerman' cartoon appeared in Porsche Post, recounting the adventures of a certain 356 specialist...
Below right: At work on Delwyn Mallett's right-hand-drive Speedster*





better and produced quicker lap times when he temporarily replaced the Carrera motor with his 'developed' S90 engine, which was now giving 100bhp at the wheels. As he points out, 'a pushrod engine is over 100lb lighter and on short, twisty, British tracks the less weight out the back the better – particularly in the wet!' The Carrera motor was permanently retired, spending the rest of Eric's racing career hibernating under his workshop bench.

Eric's approach to racing was, to say the least, disciplined. On return from every event, irrespective of the hour, come what may, the engine would be removed from the car while it was still on the trailer and before the next event the engine would be torn down and the bearings replaced. In his racing career he repeated this exercise 135 times! To say that Eric could strip and reassemble a 356 motor with his eyes shut would not be an exaggeration.

This dedication to preparation paid off with victory in

the Historic Sports Car Club Championship in 1972. During that memorable season, Eric achieved eight class victories with seven class lap records and one DNF.

the last race of the season, while dicing with an Aston DB3S, Eric discovered that the absolute rev-limit on his engine was 7200rpm. This was the only occasion that Eric had failed to fit new bearings and the piece of crankcase displaced by the broken con-rod was eventually mounted on a plinth by fellow racer Tony 'Doc' Standen. It was presented to Eric to sit alongside his HSCC cups and the PCGB Ferry Porsche Challenge Trophy.

American-made Carrillo rods replaced the Porsche items in Eric's rebuild and he also invested £1000 in getting Allen to machine three crankshafts. Things were getting serious inside the Studer-motor.

The Speedster wasn't just a track car and put in a lot of miles on the road, too. A highlight of the year for the

All aboard the family Carrera Speedster! Wrapped up against the elements, the four Studers, plus luggage, regularly set off on long-distance adventures, crammed into (and on) the tiny roadster



*Far left: Eric leads the pack off the startline at a very damp Silverstone
Left: Not a sight often seen in the UK, especially in 1973. Eric's Carrera Speedster is on the left, with the other two belonging to Delwyn Mallett (note RHD model on the right of the group)*



80 years old and still going strong, the indefatigable Eric Studer stands alongside his faithful lathe. Tobacco tin storage system (above right) is as efficient as any modern design and reflects Eric's lifelong passion for the pipe!

Porsche Club hardcore of racing enthusiasts was a trip to the Nürburgring 1000kms race. For many years Eric would somehow pack a weather-proofed Cathy, Peter, Martin and their luggage in, around and on the Speedster, and set out, top down, for the pretty town of Cochem (Ernst) on the Mosel.

Eric's speed and the reliability of his engines didn't go unnoticed and it was not long before a steady stream of Porsche-pilgrims were making their way to Bourne End for anything from a complete engine rebuild or just to glean some wisdom from a chat over a cup of tea and a slice of Cathy's latest bake. (Very sadly Cathy died just short of what would have been their 50th wedding anniversary).

In the more than four decades that Eric has been rebuilding engines, he has lost count of the total number but there is one thing they all have in common. Somewhere on the crankcase you will find stamped 'EWS', Eric's initials. In the early Zuffenhausen days each engine was assembled by one craftsman who, on completion, 'signed' it and Eric has continued that tradition. For many years it was not uncommon for sale ads for 356s to include amongst the selling points 'Engine rebuilt by Eric Studer'. A great stroke of luck for the 356 world occurred in 1983 when Eric was made redundant from his 'proper' job, which meant that he could concentrate full time on what all of his friends knew he had actually been put on Earth to do.

As Eric's reputation spread, the aforementioned Tony Standen, along with Joe Czarnecki, were responsible for introducing a new character into the lexicon of superheroes when the very non-PC comic strip adventures

of Studerman entertained readers of *Porsche Post* for several years. Disappointingly, on my many visits to Eric's workshop, by now almost universally referred to, in a mixing of super-hero characters, as the 'Bat-Cave', I failed to spot a single, Porsche-naïve, wide-eyed and pneumatically endowed young damsel as portrayed in the strip!

This seeker of Porsche wisdom was in fact based on a young woman who arrived one day requiring attention to her clutch (no snickering please) and wearing a top 'open to the belly-button', an image that clearly impressed the strip's authors. Eric's pipe still goes on to full puff at the memory, too, although this may be due to the fact that, short of cash, she left without paying.

As if racing his own car and working on customers' cars was not enough, Eric's two boys, Peter and Martin, had, needless to say, inherited the speed bug and for many years tuning Porsche engines alternated with tuning kart engines for the pair.

Martin eventually switched to two wheels and started racing a 50cc Minarelli and a 250cc Greeves Silverstone in classic events. With the same painstaking attention to detail as he applied to Porsche engines, Eric, and some truly demon riding from 'young Mart', made the Greeves the bike to beat in its class and Martin went on to win the Classic Racing Motor Cycle 250cc Championship in 1979. In the late 1990s Eric renewed his acquaintance with supercharging, helping Peter run a 1300cc G40-blown Volkswagen Polo in which he won the Super Coupé Cup class championship in '98 and '99.

Eric might have hung up his racing overalls in 1983 but he still spends most of the day in his 'Dickies', and although at the age of 80 he says that he's finding it a bit tricky getting up from under a Porsche he still is as busy as ever. Of late Peter has returned to racing VWs but this time the air-cooled variety in the shape of an historic Formula V single-seater, with, of course, an Eric Studer-built motor.

Eric celebrated his 80th birthday earlier this year with a small group of family and friends. He instructed 'no presents' but faithful Carrera-owning customer John Heah could not resist presenting him with a new pipe... Happy birthday Eric and long may you puff. **CP**

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SONAUTO SURVIVOR

Far right: Roussely's exuberant driving style saw him take the RS to several class wins. Few cars from this era survive in such original condition. Above: What a profile!

There are names of certain Porsche dealers that are guaranteed to make dedicated followers of the marque sit up and take notice. In the USA, mention of Vasek Polak or Brumos will always provoke discussion while in the UK any mention of AFN will almost certainly generate stories from way back when. But in France, the name to listen out for is Sonauto.

The Paris-based business is, today, far more than just another Porsche dealership, for it is owned by Porsche and the official importer of the marque into France. But it wasn't always so grand an operation. The company's roots can be traced back as far as 1947 when it existed as a used car dealership owned by one Auguste Veuillet. Although successful as it stood, the business took a new turn in 1950 when Veuillet was persuaded by a customer

to import Porsches. That year, he displayed a new 356 at Salon d'Automobile in Paris, where it was well received.

The following year, Sonauto became the official importer of the marque and, to promote this relatively unknown range of sports cars, Veuillet managed to persuade Ferry Porsche to allow him to enter a team of specially-modified, streamlined aluminium-bodied Gmünd-built 356s in the prestigious 24 Heures du Mans.

Two of the cars were damaged in pre-race accidents, but the third, driven by Auguste Veuillet and Edmond Mouche, finished a worthy 20th overall, having covered 1765 miles at an average speed of 73.5mph, and first in the 751-1100cc class. Developing a modest 46bhp, the 1086cc coupé managed a best lap of 5m 44.7s, at an average of 86.83mph, this following a warning by Ferry Porsche to take



All competition cars have a hard life, and none more so than ones which have been used for road-rallying. All too often they get crashed, reshelled, rebuilt - or simply destroyed. So when you happen upon a survivor from the 1970s - especially one as rare as a Sonauto-prepped Carrera RS - it pays to sit up and take notice...

Words: Keith Seume Photos: Lee Maxted-Page & archives





The Sonauto-prepared car still retains its original engine and transmission, making it something of a rarity. Underbonnet area is clean and simple...

things easy as 'these are the last three cars I shall let you have. It's not just the winning, above all it's about finishing'. Porsche – and thus Sonauto – had arrived.

Sonauto continued to supply small numbers of Porsches throughout the early 1950s, but the market grew as several customers competed in their new cars, helping to spread the word. In 1968, Sonauto relocated to new premises in the Levallois suburb of Paris, at which point the German manufacturer acquired a controlling interest in the business. In 1971, Veuillet was joined by Norbert Wagner, great nephew of Ferdinand Porsche, who became head of the business in 1973.

Sonauto is a name which was once synonymous with Porsche in competition, and the period running through the 1960s and '70s was a busy time for the team. With cars entered in numerous and varied events under the team name of Ecurie Sonauto, the Paris-based operation was one of the front-runners. During this period, Ecurie Sonauto ran several variations on the 911 theme, from a 911R through T/R, ST, RSR and 3.0 RS – plus, of course, the 1973 Carrera RS shown here.

Display of three-wheeling shows just how hard Roussely drove on the special stages of the Tour de France d'Auto!

Chassis number 911 360 1083 is an M471 (Sport or 'lightweight') which was supplied by the factory to Sonauto in Light Yellow (626211) and fitted with option 220 – a limited-slip differential. The engine number was (and still is) 6631045, with transmission number 7831059.

This car was entered by Ecurie Sonauto in a variety of events throughout 1973 and '74, driven by its new owner, Francis Roussely, with Jean-Francois Grobot riding shotgun. Roussely began his career in 1964, driving an Alfa Romeo 1600Ti in the Rallye de Lorraine. In fact, the car was entered as being driven by Jean-Claude Bernard, as Roussely didn't have the necessary competition licence! Despite this minor 'set-back', the pair finished a creditable 8th overall.

In 1966, Roussely changed the Alfa for a more competitive Renault R8 Gordini – 'the car of the moment!', he recalls, 'it cost 8000 Francs, or about 1220 Euros, but don't try and find one at that price now!' – and then swapped that for another in 1967. In 1970, though, he competed in an Alpine 1600S, one of the most successful rally cars of the era, entering numerous events including





the prestigious Tour de Corse. He was offered a works drive by Renault but declined – in those days a works drive didn't automatically mean riches awaited you: 'Renault promised me nothing. I was simply hired for just one event. I never dreamed of becoming a pro – official works drivers had to survive on a minimum wage, nothing like the bonanza available to works drivers today. Furthermore, I

Over the following decades, he went on to drive a total of 10 different 911s, up to and including a 993. But it is his 1973 Carrera RS that interests us most.

The car competed in several events, most notably the 1973 Tour de France d'Automobile, held in September that year. Roussely and co-driver Grobot began the event as one of 24 Porsche entrants (according to the official

Not, perhaps, the most flattering colour scheme ever, the combination of Light Yellow and a pale green can certainly be described as 'eye-catching'!

“I never dreamed of becoming a pro – official works drivers had to survive on a minimum wage...”

wasn't out on the street – I ran my own business and didn't want to turn my back on it.'

Roussely turned to Porsche, and more specifically Sonauto, in 1973, first at the wheel of a Sonauto-prepped 911S and then the Carrera RS you see here. The first oil crisis brought a halt to competition in 1974, but he returned in 1975 with a 3.0 RSR, belonging to Bob Wolleck.

programme, the field included 13 Carrera RSs and six RSRs) and were soon in the top 15 overall out of a field of 111.

The Tour de France started in Nice and consisted of a number of long stages interspersed with timed sprints at race circuits along the way. By the end of day one, which covered a total of 833km, the RS lay in 11th position, some 3m 39s behind overall leader Gerard Larrousse in a Ligier

The course was long and varied, taking in numerous race circuits, as well as twisty mountain roads in the south of France





Interior looks remarkably standard, right down to the steering wheel. Simple door pulls and Scheel seats hint at Sport ('lightweight') M471 specification

JS2. Claude Ballot-Lena was second in a Carrera RS, just 21 seconds in arrears.

The long – 1435km, or 890 miles! – second stage ended with Francis Roussely moving up to 9th overall, 4m 39s behind new leader Sandro Munari in a Lancia Stratos, while day three – 1280km – ended with the RS in 8th overall, 8m 24s behind new leader Ballot-Lena in his

He competed in the same car in a number of other events, achieving an overall win in the Ronde de l'Aisne and second overall (first in class) in the Ronde de Touraine. It was then sold in May 1975 to Jean-Louis Philippe and re-registered as 472 EV 90. The new owner competed with mixed results in several rallies and kept the RS until April 1990, when it was sold to Alain Gossec

“It’s a wonderful reminder of the days when Porsche 911s were front runners in international rallying.”

similar Carrera RS, Sandro Munari having been edged back into second place, 1m 15s behind.

Things were looking good for Roussely and Grobot – they were driving consistently (Roussely always preached the virtues of not taking unnecessary risks) and looked set to finish at least in the top ten, if not better, when inexplicably, they missed the final time check and were disqualified from the event. This, after finishing 9th and 3rd in the day’s intermediate times sprints. It was an uncharacteristic error and one which cost dearly.

Sceaux. He kept it until February 1997, at which point it became the property of Pierre Marie Lees.

In 2012, 911 360 1058 was acquired by none other than Guy Chasseuil (who partnered Claude Ballot-Lena in the class-winning 914/6 GT at Le Mans in 1970) before being offered for sale in 2013 by Maxted-Page, which is where we caught up with it. As a survivor from the 1970s, it’s a wonderful reminder of the days when Porsche 911s were front-runners in the world of international rallying. **CP**
Our thanks to Lee Maxted-Page: www.maxted-page.com

After four days of top-ten performances, Roussely and Grobot inexplicably missed the final time check on the 1973 Tour de France



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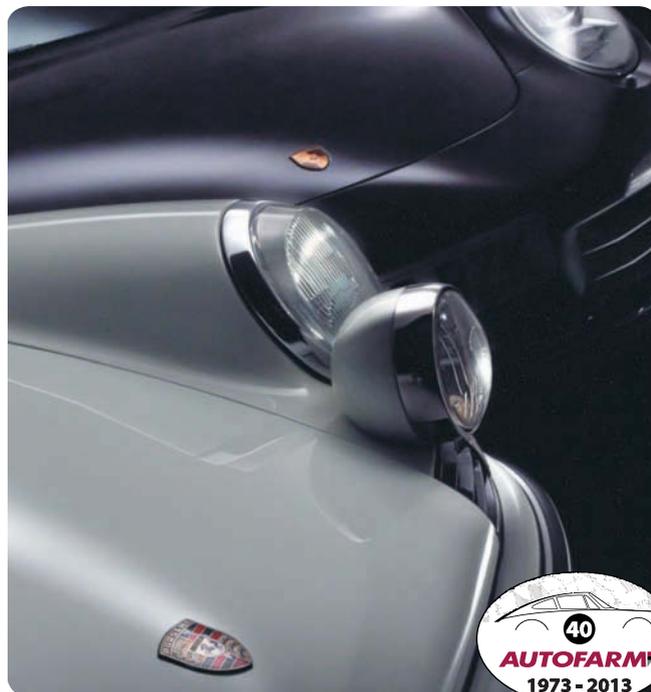
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Words & photos: Jude Haig

FROM SEA TO SHINING SEA

Join Jude Haig as she nears the end of her journey across the USA. From the wide-open spaces of the Mid-West to the urban decay of Detroit, Jude's classic 911 'Gloria' took it all in her stride...

Day 5: I was tired, so I went downstairs for my free coffee and donuts, then sat with Gloria while she warmed up and took a look at the map. I had a quick search for things to do around Oklahoma city, and one Route 66 icon I decided was worth checking out was (allegedly) a massive milk bottle on top of a grocery store. I don't know why, but I like oversized advertising paraphernalia. I've always fancied having one of those massive ice cream cones you see outside newsagents – but don't worry, I'm not thinking of attaching it to Gloria's roof or anything daft like that.

It meant doubling back towards Yukon but I had time on my hands as I'd made pretty good progress across

America, so far. A bit of driving around, and bingo, there it was, the not so massive, but fairly large milk bottle.

Mission complete, I was sitting in Gloria, checking out the maps again, when I noticed a guy – and someone who could very easily have been his dad sat next to him – across the street in his Range Rover, gesticulating at me to wind down my window.

'Beautiful car!'

'Thank you!' Big smile - I always enjoyed it when anyone complimented my car.

'I have a '67...'

'Really? Where is it?'

'Down that way, about five blocks.'

'Can I take a look?' I mean, it'd be rude not to ask, wouldn't it? I must hasten to point out, I don't make a habit of randomly going off with complete strangers to an unknown location to check out a motor that may, or may not exist...

'Follow me.'

So I did.

After about a four-minute drive, we arrived at his place, which was a classic car warehouse and shop. Now, this place was pretty cool: he had a Cadillac, convertible GTO, a couple of Austin-Healeys and, of course, the Porsches.

His '67 911 was soon to be on its way to Switzerland – the bodywork was peppered with pock marks having been caught in an intense hail storm. It was solid otherwise, despite looking a lot like a golf ball. The other Porsche had been his wife's professor's at college, and was semi-dismantled, or in a state of semi-restoration, depending on which way you look at it. But what this guy really liked though was Morris Minors, and there was a lovely little left-hooker sat in his warehouse.

I pumped him for a couple of cups of coffee and some info on where to go next. Lunch in Arcadia at a place called Pop, was his suggestion, so that's where I headed. Something that our American friends do really, really well is a burger, so I doubled back a mile or so to find Pop. I'd driven past it earlier, not realising it was the place I was looking for. It's really modern – and all the windows are lined with bottles of... Pop.

The scenery had changed quite dramatically again, leafy and autumnal now – I'd left the desert behind. I sat in the forecourt of a deserted shop, minding my own business, when there was a knock at the window. Hmm, another cop...

'Afternoon, ma'm'

'Hello' – best Queen's English, big smile...

'You aware you have no tag, Ma'am?'

'Yes, in fact, I have a Federal citation for it from Nevada.'

Now this cop, again, was really nice. While I explained my circumstances, he was taking phone calls, sorting out his evening's social life, and every passing car tooted him while he waved back. I was guessing he was pretty popular round these parts.

In between the phone calls and general chit-chat, he was radioing HQ, just 'to make sure, for peace of mind', that I hadn't bought a stolen car, because I would be really upset if I arrived at the port in New York, only to discover I couldn't take Gloria home...

After 270 miles' driving, I found a quiet motel on the outskirts of Joplin, Missouri. It's not exactly a 'destination', so I wouldn't recommend it as a place to visit, as such... The first motel I pulled up to – well, the people started coming out of their rooms, hanging out just staring at me, wearing string vests and smoking roll-ups. I did a slow drive round the car park and carried on down the road to find another overnight stop.

The following morning, having loaded up on the free coffee on offer, I left Gloria to do her usual morning warm-up exercises. It's great, sitting in your car as the early morning lumpiness, followed by pops and bangs, evens out to a pretty melodic rhythm. That's when I know she is ready to go.

I'd pulled over at a service plaza just around the crossing point for the state line between Oklahoma and Missouri. The road was almost European, very agricultural, like driving a non-toll road across central France. The sunlight was turning from autumnal to almost wintery, the

A chance meeting along the road led to a visit to a large workshop filled with a variety of classics – including a couple of Porsches and, of all things, a left-hand drive Morris Minor convertible!





further east I headed. These roads are nice for driving: they aren't 'rip it up' fast roads, but if you are happy to potter along at about 65mph, it makes for a really pleasant drive.

I'd stopped to pick up some supplies at a fuel station and got chatting to the guy behind the counter: 'Are there any of those Route 66 ghost towns I should take a look at eastbound?'

'Well, there's "X-ville". You come off the highway and take a right, go under the bridge, there's a right, but take the left, it bends round a little, and goes up a hill, don't go up the hill, take a left, then there's a right turn, now go up that hill and take a right and carry on down...'

Yep, it was one of those sets of instructions that left you scratching your head and desperately trying not to look like you weren't able to understand what on earth he was going on about...

I'm calling it 'X-ville' because I have forgotten the name

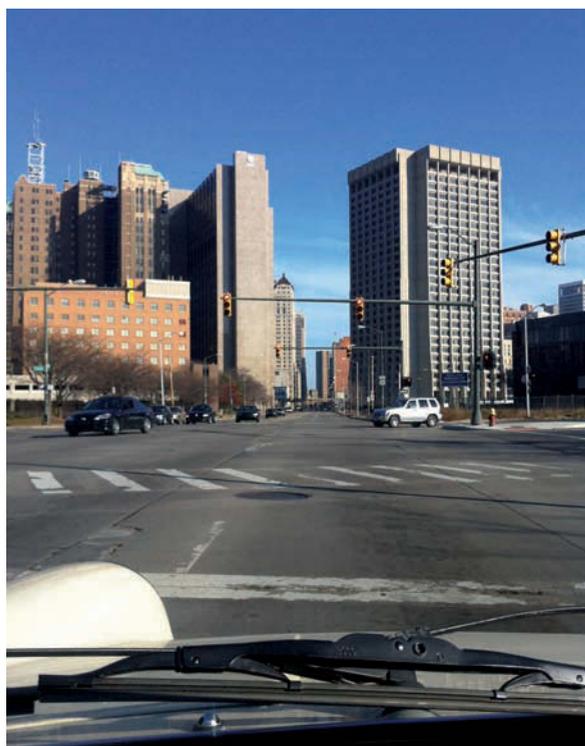
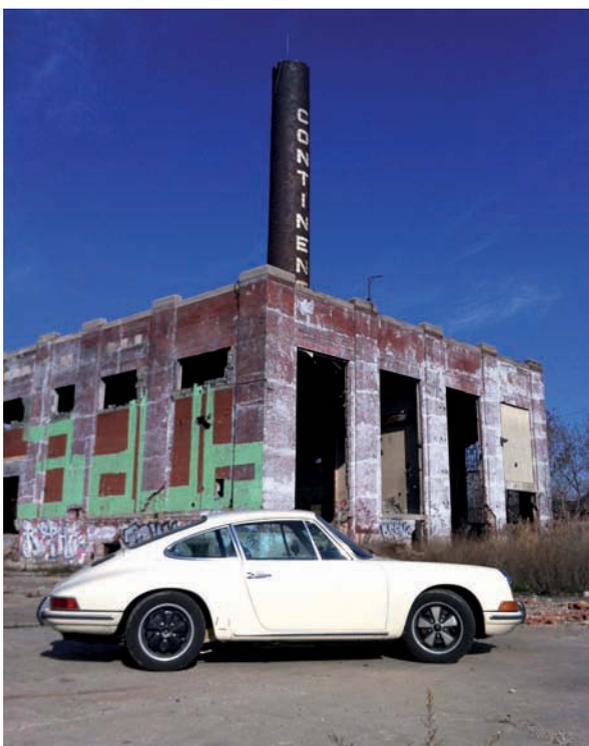


World's largest milk bottle was a good reason to stop for a photo. Less welcome was the attentions of yet another friendly cop, intent on checking out Gloria's 'missing' licence tag!

of it. It seemed to disturb the locals that a stranger in a white Porsche dared enter their neighbourhood, as they one by one popped out of their shacks for a look. Fair's fair I guess, I mean, I'd gone to take a look at their environment but, let's just say, I turned around and continued with the original plan of visiting Devils Elbow, before I could make out the strains of duelling banjos.

Eventually I found myself at a bar in Devils Elbow. It was fine, although the decor (hundreds of bras hanging from the ceiling) was a little spooky. This is a really cool little stop off, a great bar, good company and excellent chicken wings... Weirdly, I got chatting to a guy who used to work in Canary Wharf – I mean, I was in the middle of nowhere and he knew my neck of the woods?

Time was getting on, so I had to press on. I figured St Louis would be a good place to stay the night, so after a refuel in Rolla, I headed to the outskirts of town to another cheap motel around the airport perimeter. Day 6 had



8 Mile Road inspired Eminem to write a song of the same name, and stands as a gateway to Detroit and all the riches it has to offer





The further I headed east in Gloria, the more autumnal – almost wintery – the evening sunlight became

equalled 325 miles and about 5hrs 30 in the seat...

Day 7 saw me heading up I-55, tracing the old Route 66 as much as possible. Don't ask me why, but I realised I hadn't seen many trains since the tail-end of New Mexico, so I decided to go and find some – in the UK, we just don't have those great long freight trains that go on for infinity.

It looked like the section of road between Livingston and Mount Olive would be a good place to find trains. Old Route 66 towns, with loads of rail crossings to sit by – and sit I did. Not one bloody train came by...

Chicago was my aim for a night stop, with a stop off at Springfield to eat a Cozy Dog. Apparently an American icon – a real taste sensation – they are truly horrific, but that is just my personal opinion. They are,

Three and a half hours later, thanks to an accident on the freeway, I arrived shattered. I met the lady who owned the place, and my room was awesome, with a huge deep bed, jacuzzi and the fluffiest towels. A couple of girls had a room down the hall, I was going to ask them if they fancied popping out for a beer, but they took one look at me and shut themselves away in their room. Let's just say, I don't think me and those two girls rode the same bus... There was always the bar downstairs.

Tom's bar was one of those places that the locals hang out. I walked in and found they were all singing along to something on the jukebox and cracking jokes. Awesome! I took up a space at the bar and asked for a local beer, Greenline. Soon I was sinking my third pint; I'm telling

“It only took me a couple of moments to work out these guys are all Harley Davidson bikers...”

quite simply, a battered, deep-fried 'lips and noses' paste sausage on a lollipop stick.

Chicago is one city I fancied getting acquainted with, but after checking Tripadvisor.com, I realised not only were hotels in Chicago quite expensive, but there was a lack of parking facilities, unless you were willing to pay top dollar. I noticed down the left side of the screen an option that said 'Inns & Other', so I thought I'd give it a go. The only option was 'The Inn At Smokey Row'. I made a quick phone call to secure the room – unusual for me, I know, but I was tired and didn't want the hassle of hunting around any further once I got there.

you, this stuff was good! Then the lady next to me turns round and says:

'Hi! Are you British? How the hell did you end up in Lemont?' This was my introduction to Ruthie from Wisconsin, who stands up in front of everyone and yells over the noise: 'She's British and she's driving a Porsche across America!'

It only took me a couple of moments to work out all these guys are Harley Davidson bikers, but they turned round, raised a glass and carried on drinking; as did I, with my new pal Ruthie. Day 7 had accounted for 340 miles – and over seven hours in the seat!



Dwarfed by trucks on the freeway, Gloria took it all in her stride, but the urban decay of Detroit came as a shock. Old velodrome cried out to be used as substitute for Monza...



Day 8, and with the mother of all hangovers for company, I had to make my way towards Michigan to meet my brother, his girlfriend and my parents, who were flying over for Thanksgiving. The journey was 300 miles following I-294, I-94 all the way to Michigan. It was not the most eventful drive and, to be honest, that's exactly what I needed after the night before. The day ended up being a bit of a blur, consisting of five and a half hours of driving, covering 330 miles.



stay away, but I wanted to go and check stuff out. Because my brother is now an American citizen, he is also a fully paid-up member of the gun-carrying community – a necessary companion, I'm afraid, for the next part of our journey. Some of these areas are bad and it's the kids growing up in these bad areas that suffer, so my brother goes out with a crew on a regular basis to cut the grass in the parks, so the kids can have somewhere to play. And it was during his grass cutting endeavours that

“He stumbled across an old velodrome – which was aching to be driven round in a Porsche”

Graffiti-painted walls are an artform in their own right but serve to emphasise the dwindling fortunes of Detroit

But then we hit Michigan and downtown Detroit on Day 9. My brother has lived there a long time, and he knows the kind of thing I like to do for fun, so I asked him to take me downtown, to the areas of urban decay that I'd read so much about. It's dodgy down this end of town. There are areas of Detroit that are so bad, even the police

he stumbled upon a deserted velodrome – which was just aching to be driven round in a Porsche.

All that now remained was the final leg to the east coast and the long trip 'home' for Gloria (by sea) and a slightly quicker one for me, by air... It's been quite an adventure – and that's putting it mildly... **CP**



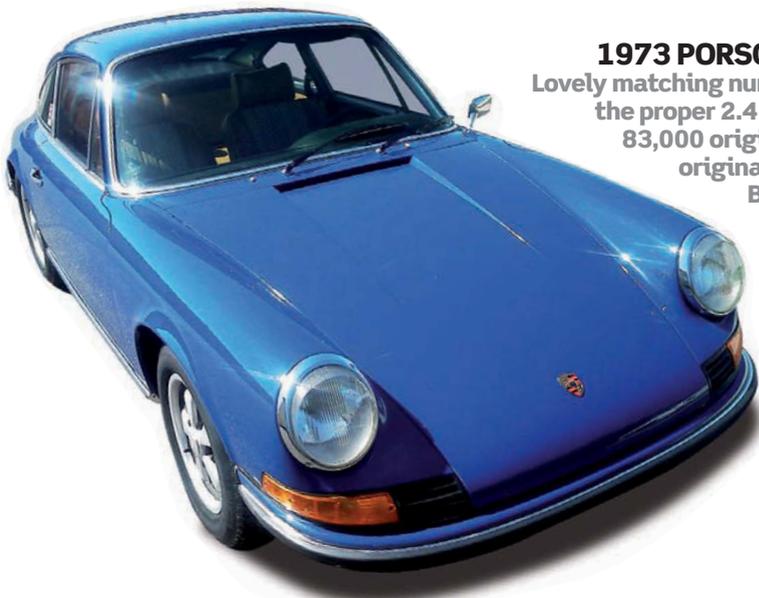
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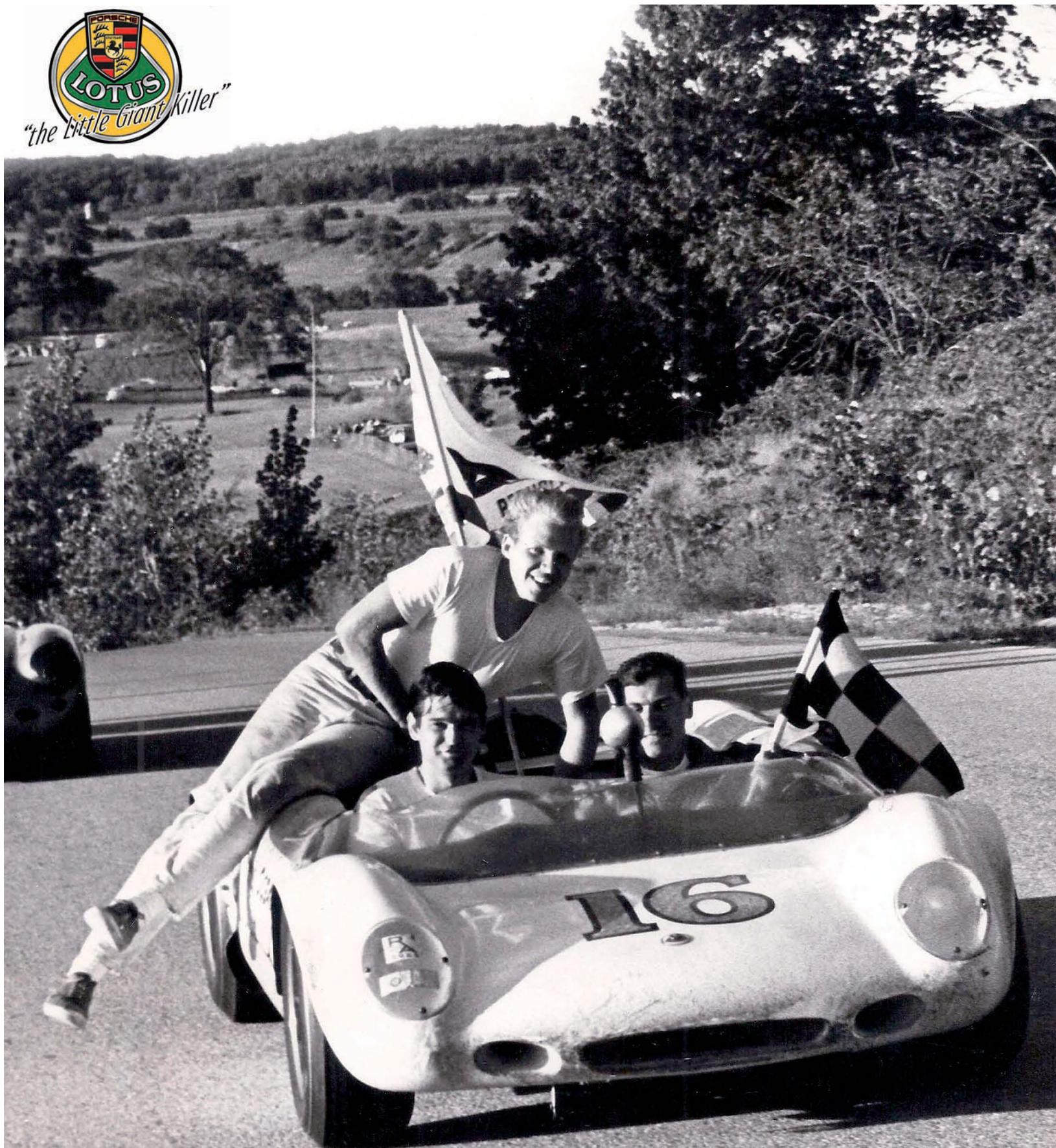
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AGAINST ALL ODDS

George Follmer and Bruce Burness emerged from relative obscurity and into national prominence when they captured the 1965 United States Road Racing Championship in their Porsche-powered Lotus 23

Words: Bill Nakasone Photos: Bruce Burness & Mike Follmer Collection

Racing has always been a 'rich man's sport'. It requires a sizeable initial capital investment to procure the best equipment and the best personnel. It requires a significant and continuous stream of cash flow to satisfy the maintenance, operational and contingency expenses. With rare exception, a large budget is an absolute prerequisite for putting together a formidable racing effort.

However, there are exceptional cases when a low budget independent team does emerge victorious over its corporate-sponsored rivals. George Follmer and Bruce Burness did just that when they captured the 1965 USRRC championship. Their saga is a classic story of 'David and Goliath' as well as a culmination of unlikely circumstances that will ultimately crown them champions against all odds.

Back in the early sixties, George Follmer was known in the Southern California amateur racing circles as being fast and aggressive in a Porsche Speedster and a Porsche RS. Although his reputation was well founded, it was limited to the local geographical region of Cal Club.

In 1965, George made the decision to enter the professional ranks of the United States Road Racing Championship (USRRC) series. Operated under the auspices of the SCCA, the USRRC was a 'professional' racing series that showcased the best road racing in the United States. The series was divided into two classes for sports racers: over two litres and under two litres.

There were a lot of 'big dogs' in the over two-litre class. The stellar list of drivers in this class were the established names of racing and included Jim Hall, Hap Sharp, Skip Scott, Walt Hansgen, Charlie Hayes, Skip Hudson, Augie Pabst, Lothar Motschebacher and Ludwig Heimrath. The over two-litre class chassis manufacturer matrix consisted of Chaparral 2A, Ford GT40, Genie Mk10, King Cobra and McKee. They were powered by race-tuned V8 engines of American origin, such as Chevrolet, Ford and Chrysler.

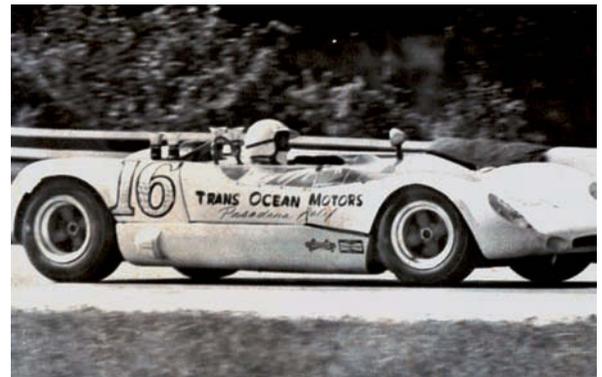
The under two-litre class was equally impressive in its driver line up, many of which were 'first string' nationally known hired guns, such as Joe Buzzetta, Scooter Patrick, Davey Jordan, Miles Gupton, Jerry Titus, Bruce Jennings, Peter Gregg and Denise McCluggage. George Follmer was the 'new kid on the block' at the start of the 1965 season and was not regarded as a threat amongst this cast of renowned drivers. That underestimation would be erased very quickly once the season got underway.

This story actually begins in 1964. George Follmer was an insurance broker in the Pasadena/Arcadia area of California. Although he was at that time an amateur driver, he wanted to test his skills in the professional arena. He purchased a Lotus 23, an evolutionary design spawned by the highly successful Lotus 19 sports racer and the Lotus 22 Formula Junior. The car featured a tubular space frame, mid-engine placement and fully independent suspension.

He installed a Corvair engine into the Lotus but continually struggled with both speed and reliability issues during the 1964 Cal Club season. George would service the car at Frank Monise's shop in Pasadena, California. It is at Frank Monise's shop that he first met Bruce Burness. Bruce had just left Shelby American and was doing freelance fabrication work on Frank Monise's Lotus 23. Frank and Bruce would constantly rib George about his Corvair powerplant, all the while urging him to get a real engine: a Porsche engine.

One day Bruce was relaxing in his bedroom when George Follmer pulled up in his wife's Pontiac Station Wagon with his Lotus 23 in tow – and a Porsche 1700cc engine in the back seat. He went up to the house and told Bruce, 'Put that Porsche engine in this Lotus and let's go racing.' At the time, Bruce was living at his parents' house and he quickly converted their two-car garage into a race shop. He fabricated a larger battery box, an oil tank and a fuel tank

Right: George Follmer at speed at Mid-Ohio. Notice how the Lotus's wheel arches have been enlarged to accept the tyres with a wider contact patch



Below, left to right: Bruce Burness (chief mechanic), Terry Bowen (volunteer helper), George Follmer (driver) and Tom Nuckles (sponsor) celebrate on the podium at Castle Rock



to accept the dimensions of the Porsche Fuhrmann four-cam engine. Weeks later, a brand new Porsche two litre engine arrived at Bruce's garage. This engine was the same as used in the 904 and was the final iteration of the famous four-cam engine which was first introduced in the Porsche 550 Spyder in 1955.

By 1964, the engine had grown in displacement from its original 1500cc configuration to that of just under two litres (1996cc) and was factory rated at 196bhp. Bruce did the requisite surgery to the frame and engine bay and shoe-horned the 904 engine into the chassis, mating it to the Hewland five-speed transaxle. Bruce started work on the car in the summer of 1964 and had it completed for its debut appearance at the Times Grand Prix by October.

Tom Nuckles is the third member of the George and Bruce show. Tom was a close friend of George and owned 'Trans Ocean Motors', a Volkswagen/Porsche dealer located in Pasadena, California. He was the main financial contributor to George's 1965 USRRC campaign. Says George, 'He was a friend, a patron and a benefactor. I would have never become a professional race car driver without him.'

Early in 1965, George approached Tom about helping him out with his Lotus 23. Tom responded by purchasing a two-litre Porsche 904 engine for George. 'That engine cost Tom \$10,000 back in 1965,' says George, 'I recall paying out of my own pocket about \$4200 for the Lotus 23. I could barely afford the Lotus let alone the 904 engine.' To put this expense level in perspective, \$10,000 could have bought you two brand new cars back in 1965 (a Corvette and a Porsche 356).

After the third race of the USRRC season, George approached Tom and told him that his wife's Pontiac Station Wagon was no longer up to the task of transporting the race car across country. Tom responded by providing George with a brand new Chevrolet 1/2 ton pickup with a camper shell. Says George, 'The 1/2 ton pickup was undersized for the task and we constantly overloaded it with the weight of spares and tools. That was one tired truck when we returned it to him at the end of the season!'

'I never really planned on running the entire 1965 USRRC season. We went to the first race in Pensacola and won. We went to the second race at Riverside because it was our home track and we won. We went to Laguna Seca because it was only a five-hour drive from Los Angeles and we came in second. It was about this time we realised we were in

first place in the series. Unfortunately, I was running out of money and our tow rig (George's wife's Pontiac Station Wagon) was getting tired.'

Tom Nuckles intervened and promised George to support his racing expenses for the remainder of the 1965 season as long as he maintained his lead in the points standings. It is ironic to look back on his glorious 1965 season and realise that it became perilously close to never happening at all. As George says, 'We really never had a grand plan. We just took it one race - one day - at a time.'

George and Bruce would forge on after Laguna Seca and compete in the six remaining races of the USRRC series. Bruce made a plywood platform on the back of the Chevy truck, under which they stored their spares and tools. They placed some foam and a sleeping bag on top of the platform that would serve as a bed while each of them took shifts driving to the race venues.

'It was gruelling,' says Bruce. 'Between April and September 1965, we drove over 40,000 miles. We were averaging 7000 miles driving per month. I was just exhausted at the end of the season.' George would also have to adjust his work schedule to accommodate the long-distance travelling in the nine-race series. George recalls, 'I worked for a great guy, Dave Anderson. He was supportive of my racing and allowed me a flexible schedule.'

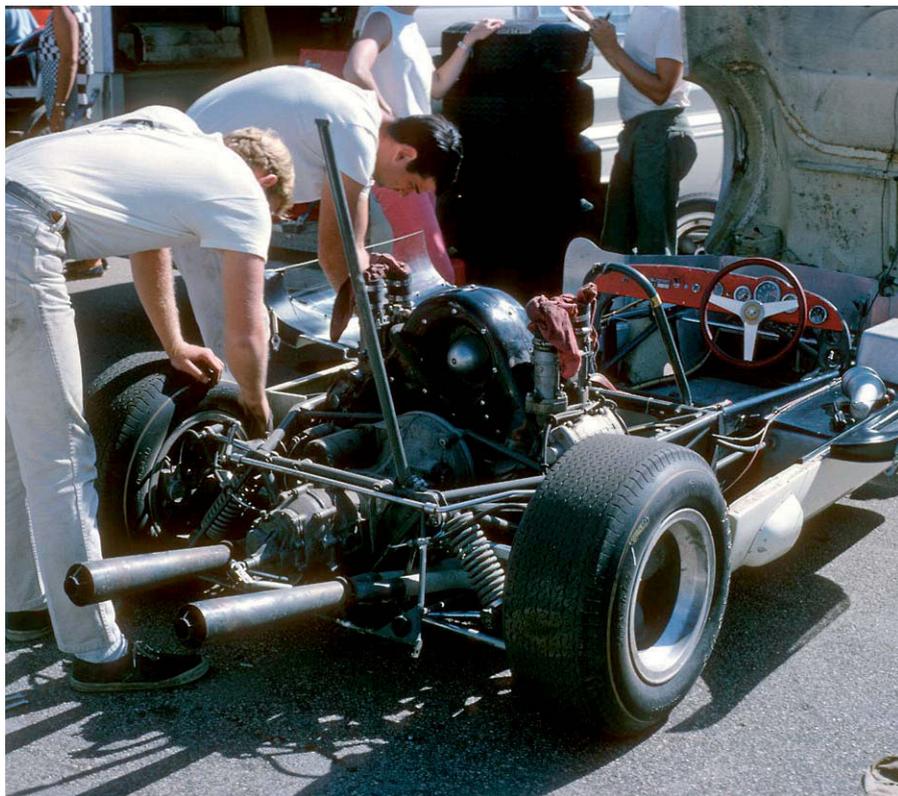
Porsche reliability would be one of the major factors of success during the 1965 USRRC season. Says Bruce, 'Although it was rated by the factory at 196bhp, we put the engine on the dyno and found that it was putting out around 167bhp at the flywheel. The real beauty of that engine was not necessarily raw horsepower but lots of torque and reliability. The British twin-cam four bangers that we were competing against were fragile and prone to breaking crankshafts.'

'We never had an engine problem during the entire season. I did my first engine rebuild on the four-cam in late 1964 (just prior to the 1965 season) after we experienced an oil starvation problem at Willow Springs Raceway. I installed a fresh set of barrels and pistons and it ran great.'

'As a testament to Porsche reliability,' George recalls, 'we ran four Cal Club races prior to the start of the 1965 USRRC season. It wasn't until after the fifth race (right after Watkins Glen and just prior to Seattle) that Bruce pulled the engine for the second rebuild. After nine continuous races it was still running strong but Bruce tore it down and found out it just needed a 'freshen up.'

Below left: Pit helper Terry Bowen (left) and Bruce Burness (right) attend to race preparation at Seattle

Below: A new factory-built 904 engine was supposed to be 'special', but the car felt slower at Seattle - it appears the engine was built to be deliberately down on power...



FOUR-CAM LOTUS-PORSCHE

The team would also learn a valuable lesson in Porsche politics. The decision had been made prior to the sixth race at Pacific Raceways in Seattle to get another 'spare engine'. Says George, 'I approached Tom Nuckles and explained we couldn't afford to have an engine failure and not have a spare. He ordered a new 904 engine for us and Bruce installed it right before we left for Seattle.'

The engine delivered had a note from Huschke von Hanstein, head of Porsche Racing, attached to it, attesting to the fact that this was a 'trick engine' that produced 212bhp. George and Bruce couldn't wait to put this hot set-up in the Lotus 23 and approached the Pacific Raceways track with deep anticipation of 'newfound' horsepower. 'But,' says Bruce, 'that trick engine was considerably slower

with Otto Zipper's sentiment with the lone dissenting vote coming from Vasek Polak. It was Vasek Polak's contention that if a Porsche is going to get beaten, let it get beaten by a car with Porsche power.'

Says Bruce, 'It was a simpler time in racing from an engineering perspective. Once we had the chassis set up to the revised Lotus 23B specification, I never made any adjustments to spring rates, shock valving or anti-roll bars. We never changed the final-drive ratio in the gearbox, but I did stack gears 2-5 to suit each of the individual tracks.'

'We did, however, constantly chase tyre technology. The wheels and tyres kept on getting wider and that's how we found more grip.' It was also the reason for the team's single DNF of the season at Mid-Ohio, as George recalls:

“If a Porsche is going to get beaten, let it get beaten by a car with Porsche power...”

than our other motor. There was no way it was producing 212bhp. Despite the handicap George managed a second place finish. When we got back to the shop we put the engine on the dyno and discovered that it had only 152 horsepower.'

Bruce and George would later learn that they were deliberately 'sandbagged' by Porsche. Back in that time period, Porsche racing activity in the United States was partially funded by the Porsche dealership network, the Southern California Competition Council. One of the dealers unhappy with the dominance by the George and Bruce show was Otto Zipper, a Southern California Porsche dealer who was sponsoring a Porsche 904 driven by Scooter Patrick in the same series.

The majority of the dealer council was in agreement

'The wider contact patch wheel and tyre combination that we were using put too much stress on the rear lower control arm. That was the only DNF of the season.'

The fact that it was a simpler time in racing does not by any means imply that it was an easier time in racing. What would today necessitate a full crew of mechanics, specialised engineers and support personnel was single-handedly performed by Bruce Burness and his assistant, Terry Bowen.

'Bruce is a genius and is best described as a one-man show,' says George. 'He did everything: engineering, transmission and suspension set-up, engine building, fabrication and welding. His aluminium pieces are like jewellery. I had the best guy in the business during the 1965 season. When I jumped into the car, I knew it was ready.'

The Lotus-Porsche, now in restored condition, appeared at RennSport Reunion III at Daytona, where it aroused a lot of interest and rekindled many happy memories





Colourful artwork is by Mike Follmer – you can check out Mike's full range of George Follmer-related T-shirt designs by logging onto mikefollmerspecialties.com

At the end of the 1965 USRRC season, George had piloted the Porsche-powered Lotus 23 to an impressive record of six first-place finishes, two second-place finishes and one DNF, and was the undisputed winner in the Under Two-Litre Sports Racing Class. Here's how the season worked out:

- Round 1 – Pensacola (First in Class)
- Round 2 – Riverside (First in Class)
- Round 3 – Laguna Seca (Second in Class)
- Round 4 – Bridgehampton (First in Class)
- Round 5 – Watkins Glen (First in Class)
- Round 6 – Pacific Raceways (Second in Class)
- Round 7 – Castle Rock (First in Class)
- Round 8 – Mid Ohio (DNF)
- Round 9 – Road America (First in Class)

There was, however, another drama developing within the ranks of the SCCA administration as it pertained to the USRRC rules for calculating championship points. The rule book clearly stated that the overall series championship would be awarded to the driver who accrued the greatest

champion. He was the Golden Boy of American Racing at that time: he was independently wealthy, had a mechanical engineering degree from Cal Tech, and had direct ties to General Motors.

Neither Jim Hall nor General Motors ever denied the claims of cross exchange of information between the two parties, although they both vehemently denied any claims of monetary exchange. The explanation to the press was that Jim Hall did receive 'in kind' parts and components from General Motors for the purposes of research and development. Additionally, Hall received corporate sponsorship from both Shell Oil and Cox Models. He also received support from the Firestone Tire Company for the purposes of product evaluation.

This is in sharp contrast to the independent effort of George Follmer, Bruce Burness and Tom Nuckles. George: 'I made a total of \$42,000 in the 1965 season. I spent at least that amount or more in expenses. I took the prize money and put it back into the car and into our travelling expenses.'

George and Bruce remain close to this day. Although

“The SCCA was known for making stupid decisions and that was one of them...”

points total, making no distinction between the Over or Under Two-Litre classes. The title was determined by the best seven finishes from the nine race series.

This gave the overall series championship to George Follmer, who edged out Jim Hall's finishing record by a scant two points. Jim Hall was furious with the outcome and made his sentiments publicly known to the SCCA management. George sympathises, 'I don't blame Jim Hall one bit. I would feel exactly the same in his shoes. The SCCA was known for making stupid decisions and that was one of them. The only good thing they did was change the rules the following year.'

While this controversy was being battled out in the administrative offices of the SCCA, the fans and motoring press were hailing it as the quintessential 'David and Goliath' racing story of the century. Throughout the 1965 season, Jim Hall had all the ingredients of the preordained

they don't see one another regularly, there still remains an unbreakable mutual respect, not unlike that of veterans of war. 'George was a good guy to work with and intensely competitive,' says Bruce. 'I'm probably closer to him today than I was back in 1965. He taught me to only go out onto the track if you have the chance to win.'

On 31 March 2012, Bruce Burness was honoured by the Riverside International Automotive Museum with the Peter Bryant Award, a lifetime achievement award for his esteemed career of mechanical and engineering excellence in racing. George took to the podium and paid homage to his close friend Bruce.

Although George and Bruce have both gone on to other significant projects that have further solidified their status in the annals of motorsports, they both fondly look back to the 1965 USRRC Championship as the year they emerged victorious 'against all odds'. **CP**

Racing is an easy way to spend money... 'I made a total of \$42,000 in the 1965 season. I spent at least that amount or more in expenses. I took the prize money and put it back into the car and into our travelling expenses,' says Follmer



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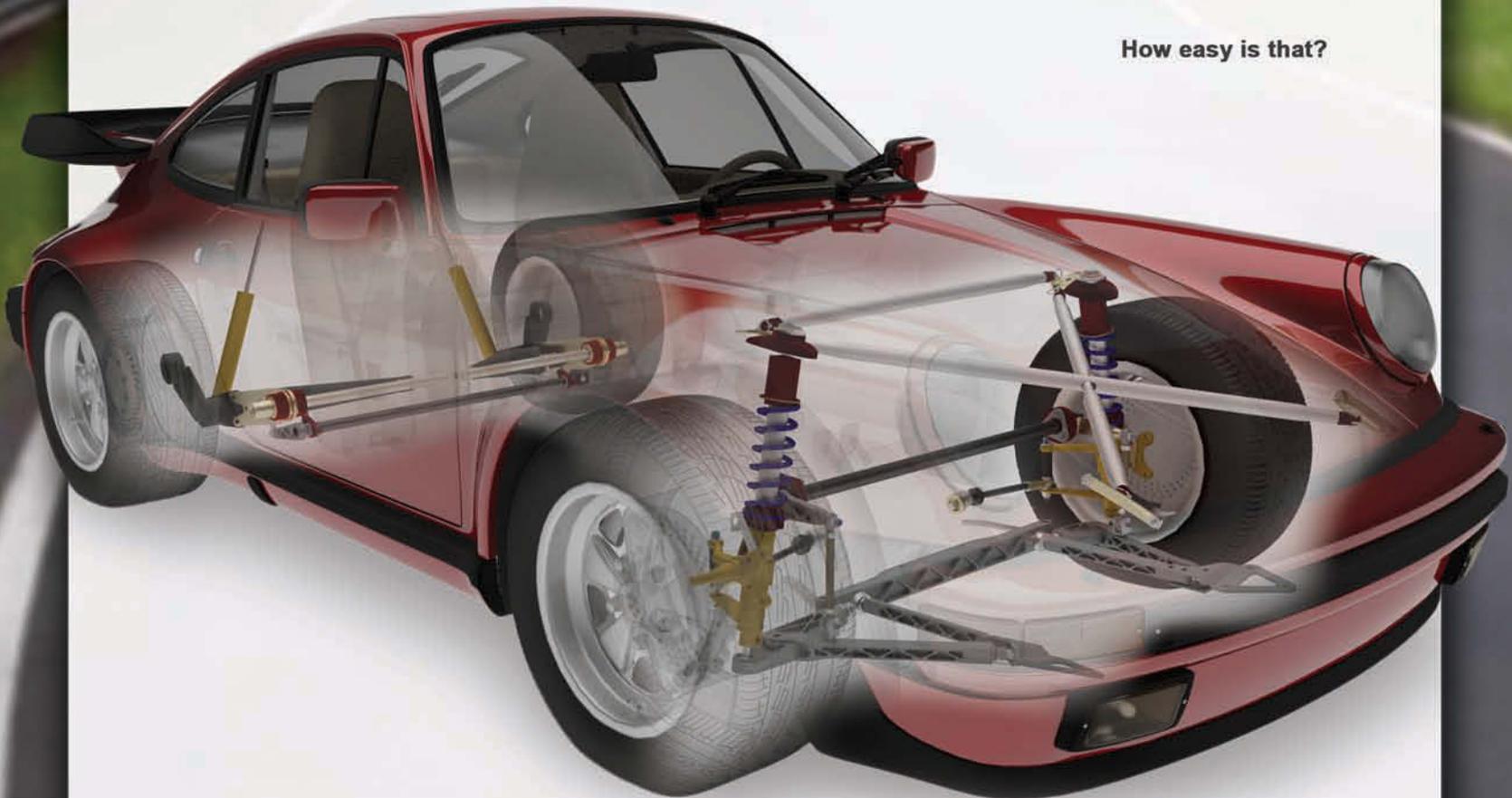
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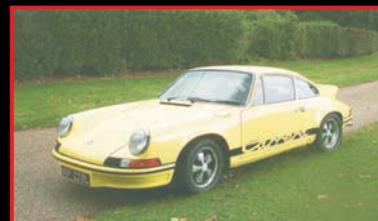
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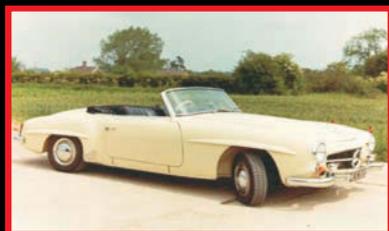


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FOR ALL THINGS PORSCHE

BLOODBROTHERS

Two Porsches, both red and both called 'Speedster' - but is that where the similarity ends? Or is the late-1980s Carrera 3.2 Speedster a direct descendant of the original 356 Speedster? Look and read - and then decide...

Words: Britta Bau Photos: Stefan Bau



Original Speedster carried the moniker on its flanks, while 1980s 're-issue' wore the name with pride across the engine lid



Fifty years and still going strong, the Porsche 911 can look back on an outstandingly successful yet turbulent history. But once upon a time, in the early 1950s, no one would have guessed that the sleek little 356 would be the progenitor of the most popular Porsche ever.

When, in 1954, the creative team of Porsche and Reutter were discussing a facelift, along with a number of

other modifications, for the Porsche 356 Cabriolet, it had already become clear that it was time for a new model. The 356 was a very popular car amongst Porsche's clientele, but there had been a growing number of requests for a more sporting model. Besides, Ferry Porsche was set on attracting a younger, sportier clientele. He took up the roadster idea Max Hoffmann, Porsche's US importer, had suggested, learning from the 'American Roadster' which

sold in the USA in small numbers back in 1952. The idea was to build a two-seater 356 roadster model that was more simply equipped, more race-styled and – in view of the desired younger target group – clearly lower-priced than the 356 Cabriolet. Type 540, better known outside Zuffenhausen as the Speedster, was to fulfil all the recent demands from customers, not only in Europe, but mainly from the growing

“The 356 was very popular, but there had been a growing number of requests for a more sporting model...”

Many people are surprised how little difference there is in physical size between the 'old' and the 'new' – the biggest difference, however, is in the weight...

number of gentlemen drivers in the USA, who called for a sportier version of the standard Porsche. To emphasise the 'racing car character', the Speedster's doors were fitted with simple Plexiglas windows, which could be removed to save weight, while the rag-top with its simple scissor mechanism could be stored down in the bodyshell to minimise aerodynamic drag. It was covered by a black fabric top secured with Tenax fasteners, which would also

other modifications, for the Porsche 356 Cabriolet, it had already become clear that it was time for a new model. The 356 was a very popular car amongst Porsche's clientele, but there had been a growing number of requests for a more sporting model. Besides, Ferry Porsche was set on attracting a younger, sportier clientele. He took up the roadster idea Max Hoffmann, Porsche's US importer, had suggested, learning from the 'American Roadster' which





356 Speedster's interior is basic, to say the least, with few home comforts. Trusty dual-carb 1600cc pushrod 'four' develops 75bhp in 'Super' specification

be used to fasten the optional tonneau cover.

The low windscreen added to the sporting look but sadly, the US version of the Speedster was equipped with towel-rail bumpers and larger overriders to meet national road safety regulations, which don't do much to enhance the Speedster's simple lines. Porsche sprayed the Speedster's body in a range of standard colours, the most popular being red, white, silver and, less often, terracotta. Additional colours, as well as metallics, were of course available on request – at extra cost.

From 1955, Porsche offered their US customers fully

'Super', and on upwards to the four-cam Carrera. The 1956 US-export Speedster shown here features a 75bhp 'Super' engine which, thanks to the low 794kg overall weight, powered the car from 0–60mph in under 14 seconds, before pushing it to a top speed of around 95mph. OK, so it's not really fast by present day standards, but it was quick enough in its day to win praise from owners.

Driving a Speedster fast could be an interesting experience and it took skill to get the best from the little roadster. 'Sawing' is the expression used to describe the antics of experienced 356 drivers pressing on at speed, as

“The Speedster's interior was a compromise between minimalist race-style and the usual Porsche elegance...”

chromed 4.5-inch-wide rims on request. Chromed 'baby moon' hubcaps were standard fitment.

The Speedster's interior was a successful compromise between minimalist race-style and the usual Porsche elegance. Inserted in the curved, partially-upholstered dashboard were the three main gauges, comprising a combined oil temperature and fuel gauge, tachometer and speedo. Bucket seats guaranteed improved side support on the race track.

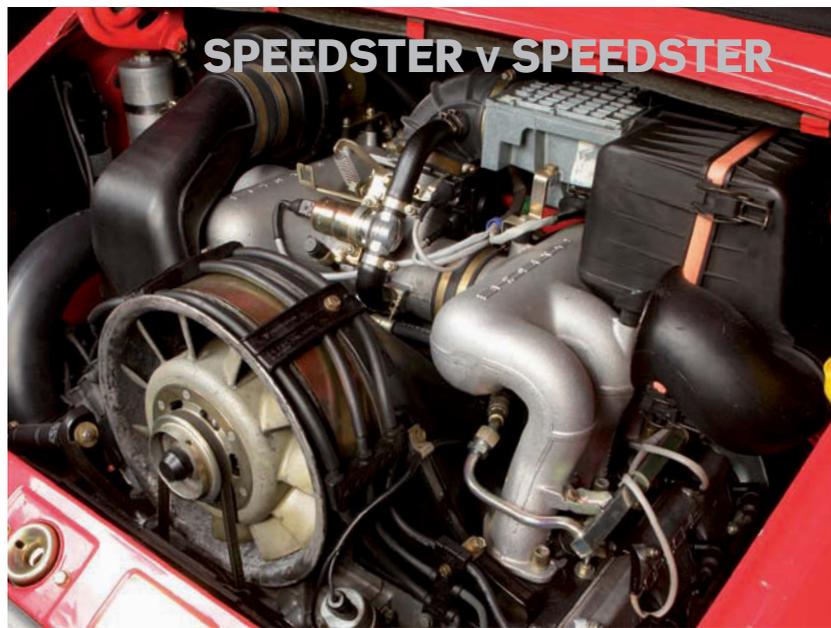
Speedsters came equipped with the regular range of Porsche engines, from the 60bhp 'Normal' to the 75bhp

they turned the steering wheel entering a corner, then backed it off, before reapplying the turning force, backing off again, and so on. It might sound odd but it works...

At peak production, Porsche managed to build up to eight Speedsters a day, but however desirable the 356 Speedster is today, back in the mid-fifties only a few people could afford to buy one, even if it was the cheapest Porsche ever made. Then, among those few people who could afford to spend 12,000 DM on the little Porsche, there were still fewer who seriously considered buying a luxury car lacking any, well, luxury!

Probably the most thought-provoking comparison of all. In profile, the original Speedster almost looks bulkier than its modern 1980s counterpart...





Luxuriously-trimmed cockpit of the 3.2 Carrera Speedster is in stark contrast to that of the original, as is the 3164cc 231bhp 'six' in the rear...

So, by 1958, falling sales prompted Porsche to stop production of the Speedster (although a limited run of Carrera Speedsters was produced the following year). Today, enthusiasts are faced with prices of £100,000 upwards for a good Porsche 356 Speedster – more for an exceptional one and far, far more for a Carrera Speedster! But the Porsche 356 Coupés and Cabriolets kept going strong until 1965, ultimately replaced by the Porsche 911, soon to be the most successful model from Zuffenhausen. During the early 1980s, Porsche enjoyed a boom period that came to an end as early as 1987, when sales started

regardless', there was only one way for Porsche to go and that was forward. An in-house design study for a lightweight 911-based roadster, first hinted at by new boss Peter Schutz as far back as 1981, reminded Porsche's creative heads of the glory days when Max Hoffmann's Speedster had helped raise Porsche's profile in the USA back in the 1950s. After all, die-hard members of the 911 community in Germany didn't refer to themselves as 'Die Gusseisernen' (The Cast-Iron Men) for nothing! The new 911 Speedster was first shown as a prototype

“But true to the motto ‘carry on regardless’, there was only one way for Porsche to go and that was forward...”

High waistline flowing from the headlights all the way to the rear has been a trademark of Porsche styling for over 60 years. Blood brothers after all?

falling drastically. Since its introduction at the 1964 IAA in Frankfurt, Porsche had sold around 250,000 of the various 911 models all over the world, a success that had just been celebrated by the introduction of a new limited-run Jubilee edition of the Carrera 3.2. Nevertheless, the total number of vehicles produced in the 1987/88 period dropped to just 31,000. There were rumours that Porsche would be taken over soon by a high-volume manufacturer and, by the end of the 1980s, Porsche was said to be suffering the worst crisis in the company's history ever. But true to the motto 'carry on

at the 1987 Frankfurt show, before eventually going on sale in January 1989. Based on the bodyshell of the Cabrio, the Speedster featured an aluminium-framed and raked-back windscreen, echoing the style of the original 1950s 356 version. There was a temporary lightweight folding roof (again, very much in the spirit of the original) and a moulded 'Speedster hump' covering the area over the deleted rear seats. The Speedster was very much a no-frills model, which was available in both normal and Turbo Look versions. The design divided opinions, some loving its fresh-air, back to





Speedsters have always looked better with the hood down, and the modern Speedster is no exception. Flimsy roof is far from being water-tight or wind-proof

basics character, others feeling it looked humpy and well, to be honest, plain ugly...

As with the 356 Speedster, the side windows were kept as simple as possible by the omission of the quarter windows. The spartan, unpadded top was barely water-tight – but at least it spared about 70kg excessive weight – and customers were even asked to sign a disclaimer that they were prepared to accept increased levels of wind noise and some water ingress in inclement conditions!

Porsche explained the use of what was described as an emergency folding roof as follows: 'A Cabriolet is a closed car which may optionally be driven open. A Speedster is an open car which may optionally be driven closed.' When not in use, the soft top had to be stowed manually underneath

This helped give the 911 a clear advantage in performance over its ancient ancestor, owners of which could only dream about such power and performance.

But while the two models may be very different in terms of performance and specification, they do share one common element: desirability. Just as the 356 Speedster has rocketed in value over the years, the 911 Speedster is showing signs of following suit. The original price in Deutschmarks is about what you'd have to pay today in Euros in Germany, where there is a strong following for this rather quirky bare-bones 911 roadster.

Within the context of their time, each of these two unique Porsches could be considered to be in a class of its own. The sleek and elegant 356 Speedster represents the

“The 911 Speedster represents the ‘boomtown’ feeling of the 1980s before the stockmarkets turned sour...”

that aerodynamically-shaped, but rather bulky, plastic cover, which gave the Speedster its characteristic profile.

The India (Guards) Red 911 Speedster you see here was delivered to its proud first owner on 12th July 1989 for the not insignificant sum of 100,000 Deutschmarks (roughly 50,000 Euro). Incidentally, included among its four past owners is former Formula 1 driver Olivier Panis.

Where the forefather of the 911 Speedster required almost 14 seconds, the modern generation Speedster made it from 0-60mph in only six seconds, with a top speed of over 150mph. The Speedster was powered by the standard Carrera 3.2-litre six-cylinder engine, which produced 231bhp and benefited from the all-new digital motor electronics (DME) management system.

free-living spirit of its era, just as the broader and bolder 911 Speedster reflects the ‘boomtown’ feeling of the 1980s before the stockmarkets turned sour.

Both remain relative rarities and they've lost none of their fascination in the eyes of their admirers. The choice between 'good old vintage' or 'modern classic' remains merely a question of individual taste. For some, nothing can compare with the simplicity of a 356, for others there's no substitute for the modern specification and greater performance of the Carrera 3.2.

But what can't be denied is that these are two very special models which helped to put the fun back into driving – not that driving any Porsche is anything but fun, of course... **CP**

Speedsters with the roof up almost redefine the meaning of 'claustrophobic'. Vision is severely restricted in all directions, more so in the 1950s model



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SLEEPING BEAUTIES

A visit to Carparc USA gives us the opportunity to discuss the future of the early 911 market with Henk Baars

Words & Photos: Lorenzo Gargiulo

In the minds of most Europeans, California's Pacific coast has to be your destination if you are looking for sun, white sands and surfing. While that is true, there is also an area in Orange County which has the highest concentration in the world of companies working in the classic car market.

So if you find yourself 30 miles south of Los Angeles, surfing the waves at Newport Beach, turn your back to the sea and head inland by half a mile to the Costa Mesa area. There you will find all the workshops you could possibly need, supporting every make of car in the world.

In Costa Mesa we had a pleasant meeting with Henk Baars, the owner of Carparc USA, a company which established itself in the area in 2000. Carparc USA is dedicated to restoring early Porsche 911s from the very

beginning until 1973. No 356 will enter Henk's facility or anything from the 'G' model on. Henk explains the reason: 'If you want to reach the highest levels in your work, you have to specialise in some models. We work only on the early 911 because I believe this is a car with an enormous potential, especially in the near future.'

'We don't work on 356s, because there are a lot of highly skilled companies specialising in that model already, and so we don't want to enter that market. I love the 911 because when Porsche designed it, they not only built a car to be fast, but also built a car with the needs of who'll work on it in mind. And the 911 is the perfect example of this theory.'

Entering Carparc USA is a trip into the 911 world. All the cars here are not just ordinary pre-1974 911s, as Henk's

Modern unit on Pomona Avenue in Costa Mesa is home to Carparc USA, a thriving Porsche restoration business that concentrates solely on early 911s

Henk Baar moved to California in 1999 to specialise in pre-1974 Porsches. Here he poses next to his 1964 911, one of less than 250 built that year



mission is to find the rarest and oldest 911s and offer them to serious collectors.

The workshop can work on seven cars at a time and the team is made up of five people: Henk, Mark, Adam, Art and Denzel. The team may appear small for a company that completes five cars a year, and there is a reason for this: 'When I was in the Netherlands, I had a restoration company with close to 30 employees working on many different makes. It was too big, so in 1999 I sold the company and moved to California. Now I work only with a small team, no more than five people, because the atmosphere is better and the final quality is higher.

'We don't work on quantity but on quality, and we are known for this. Our prices may seem high compared to other companies, but collectors and purists recognise our quality and appreciate that.'

Walking around the workshop we see some very special cars. The first is the 911 with VIN number 300824, which is a well-known car on the early-911 Internet forums, as there's been a lot of discussion on it. It is believed to be the first 911 officially imported into the USA in 1965 and is

now waiting restoration to get underway.

But the most interesting car is laying in a corner... it's the company's personal car. This apparently black 911 (originally Bali Blue) has the VIN number 300215, which makes it one of only 232 cars produced in 1964, and one of the last 58 believed to still exist. 'A lot of people have offered to buy the car, but this is our 911 and I want to rebuild it to keep,' says Henk.

While looking over an almost-finished Bahama Yellow 911S soft-window Targa, we ask Henk about parts availability for early 911s. 'We're lucky because Porsche has started to remanufacture many parts. We can buy original body panels and all the mechanical spares we need to rebuild these cars to mint condition. There are some parts which are still very hard to find, like a Targa soft top, and some trim parts that don't exist anymore, so we use the original parts, strip them to bare metal and then have them re-chromed.'

We took a close look inside this beautiful soft-window Targa. It appeared new, as if it had just rolled off the production line 46 years ago. There is a part of the classic

Henk prefers to work with a small team of skilled technicians, each with his own specialist area of Porsche knowledge





car scene who believe that this level of restoration shouldn't be done as it wipes all the car's history away. We asked Henk what he thought: 'I'm happy if an old car is still in good working order for it to be driven daily, but sometimes it's not possible to keep them going, so a complete rebuild becomes necessary.'

'Our customers want a classic 911, but they want it like brand new and most of them want a car they can drive whenever they want. This is the reason why we do everything exactly the way Porsche intended, and if possible, we try to keep the original parts of the car.'

To help make the point Henk shows us the dials of the yellow Targa that appear brand new: 'Take a look, these are the original dials from this car. We send them to a specialist and they come back completely refurbished to appear like new, but they are 45 years old! If a customer wants more reliability, we can address the less reliable

areas of the old 911 and upgrade them. We install later parts to improve reliability if needed, or requested by the customer, but generally speaking we prefer to keep the cars 100 per cent original.'

As our discussion with Henk progresses we become curious how much a customer might pay to have his 911 rebuilt by Carparc USA, or to buy a finished car. 'Usually we buy cars and, before starting to work on them, we advertise them on our website. The advertised price is the finished price for the car. If a customer is interested in a 911, we discuss the final specification and price of the restored car. He pays us a percentage of that price and becomes the owner of the car right from the beginning.'

'Then, we start work and the customer pays us the balance of the price monthly, until the car is ready. The advantage for the customer is fixing the price at the beginning, and if the restoration did go over-budget he

Workshop area is spotless and open to view. Fully equipped with the latest equipment, Carparc USA is ready to tackle all areas of 911 restoration



Many customers choose to send their cars back to Costa Mesa for service, regardless of their location in the country. Carparc USA will only work on their own restorations, though



The end results are better than new but Henk is anxious to use as many original components as he can in a restoration. Bahama Yellow 911S soft-window Targa looks absolutely stunning

wouldn't have to pay anything more.'

While this is a sensible way to do business for the customer, you have to be skilled in assessing and selecting the candidates for restoration. Henk agrees adding: 'If you want a concours-winning car, it is best to start from a good base, but even if the car appears in good shape with no visible rust, you know that you'll have to strip it to the bare metal and open the cavities, as these cars rust from the inside.

'Having been doing this for a long time, we know from the very beginning how much it will cost to do all the bodywork. Usually we start by stripping and then media-blasting the car, removing all the visible rust and old paint. We then spray it using a modern primer. Then we do all the welding, repairs to the frame and replace any rusted parts, before sending the car to be media-blasted again before starting the preparation for the final paint.

'We put original German wax inside the hollow sections even if the car will live here in California. We know this is an expensive way to restore a car, but it's also the best if you want a perfect result.'

The subject turns to maintenance and we learn that Carparc USA only services 911s bought from them, no third-party cars will be worked on, 'just to remain focused on our restorations.'

This also to ensure a high level of customer

satisfaction is maintained in all aspects of ownership and, as Henk mentions, 'if a customer is happy, he will talk about me with other Porsche enthusiasts. It is not unusual for cars restored by us to be shipped back from anywhere in the country to our shop here, just so we can do the service ourselves! Sometimes the owner flies in at the same time so he can drive the car here in CA for a short vacation, after which we ship the car back again to his house when he's done.'

As our visit nears its end we ask Henk his opinion on the future of the early 911 market and which models are likely to increase in value. 'There are a lot of people who buy a 911 because it's a good investment, so the demand for classic 911s is growing while availability is going down. This is making the values increase on all early 911 models.

'Finding a matching-numbers 911S will be very difficult in the future, so the interest in the next few years will move towards "sleeping models" like the E, L and T versions. I believe the 911E and L will increase in value the most because they are very close to the S. They, too, are rare but for now their value is relatively low because all the interest is focused on the 911S.

Our last question: 'Is there a Porsche you'd like to work on, but you've never had the opportunity?'

'No, I've worked on almost every 911 - obviously mainly those built prior to 1974!' **CP**

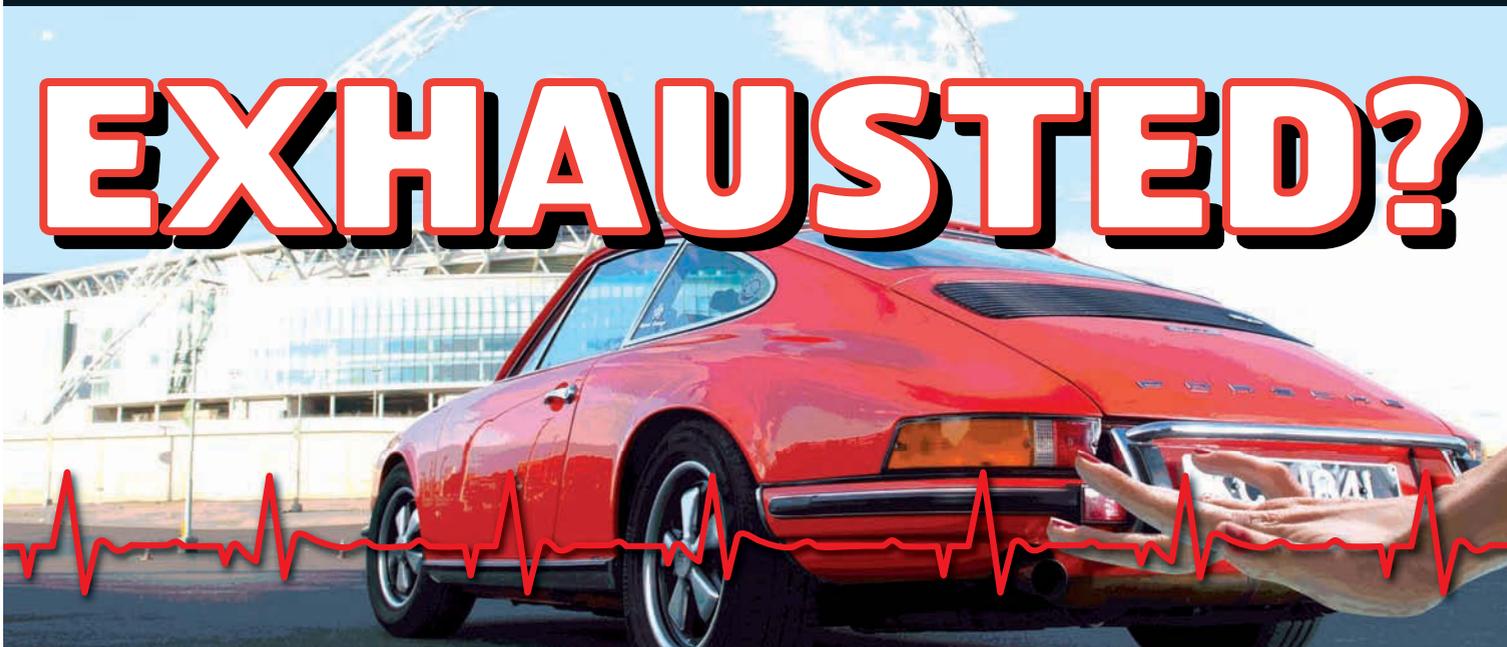
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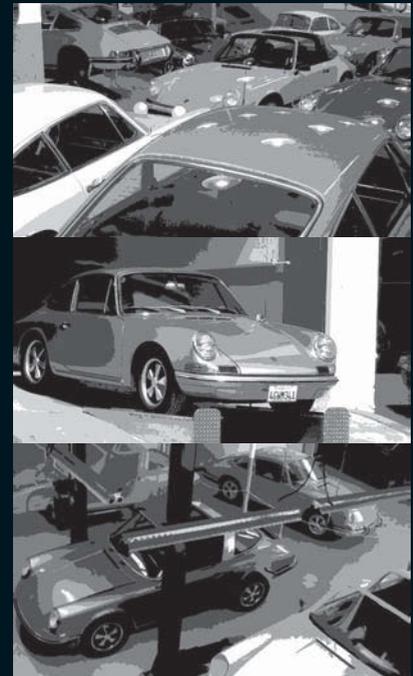
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PROJECT 912/6

Part 7: Finally, El Chucho gets to wear his war paint! The gold is on, the stripes are on, the lacquer is on - now we just have to start bolting it all back together...

Words & Photos: Keith Seume Artwork: Christopher Jury



Chris Jury's artwork has helped keep us focused when our enthusiasm started to wane a little. Now the car's in paint, we're back on track and raring to go!

Well, the car is finally painted and, boy, do we like what we see! But now the real fun starts as we begin the long job of reassembly (with fingers crossed that we've not lost too many parts along the way!).

There is nothing - absolutely nothing - like seeing your freshly-painted car roll out of the paint booth and into the sunshine for the first time. Suddenly, all those months (maybe years) of hard work become a thing of the past as what was once a weather-beaten, dented bodyshell now looks as good as - no, make that better than - new.

When we left you in the last issue, the car had just been treated to its primer coats at R-to-RSR, which then needed to be rubbed down finally and any small imperfections taken care of. Graham Kidd spent a lot of time going over the 'shell looking for any areas he wasn't happy with before deeming that it was time to get it in colour. Me? Excited? You bet!

The first thing was to completely disassemble the car again - the doors and wings had been hung to check the

alignment, but it's best to paint all the separate panels off the car, to make sure you get adequate coverage inside shuts and round the edges of each panel. And then, of course, it was time to redo the masking.

When Graham laid on the first of the gold base coats, it was slightly worrying to see the colour bore little relationship to what I had expected. It was certainly nothing like the Gold Metallic I'd seen on other cars, appearing more green-ish in tone. However, I put my trust in everyone concerned and sat back to watch through the window of the spray booth as the 912 started to look like a real car again - albeit not quite how I imagined it to look!

Graham and Andy Hornby seemed pleased, assuring me that once the car was clear-coated, the gold would look totally different. The individual body panels - wings, doors, front and rear bumpers, bonnet and engine lid - were then painted to match.

Allowing a day or so for the paint to harden, it was time to turn our attention to the planned stripes. I'd always envisaged the 912 running 'racing stripes', no matter what

Seeing the car fully masked up, in primer and rubbed down ready for paint was a major boost. When the gold basecoat was first applied, it looked dull, with an almost green-ish tint. But that would soon change...





the final choice of body colour had turned out to be. And, coincidentally, I'd always ended up sketching out designs which revolved around using silver for those stripes.

Graham suggested using an early Porsche 356 silver, to keep it in the family, and I was happy to go along with the plan. But deciding on the colour was only the beginning. We had to decide whether to stripe the whole car, from front to back, or simply do the front and rear lids. At one point, we even considered continuing the stripes inside the car, over the dashboard...

I spent a lot of time studying photos on various Internet forums which showed g11s of all vintages with racing stripes in a wide variety of widths and designs. It wasn't long before I made the (final) decision to run a pair of wide stripes, each set off by a single narrow one on the outer edges. But what about the extent of the striping?

Again, I looked at dozens of photos and soon came to the decision that, to me, stripes that run all the way over the roof of a car visually bisect it. It's a personal choice, obviously, and you may or may not agree, but I just felt

happier with simply striping the bonnet and engine lid. If the stripes were being done in vinyl, things might have been different, as it would be easy to make changes at a later date. But as the stripes were to be painted on, and then lacquered, I had to choose now.

If anyone ever tells you that striping a car is easy, don't believe them. The two hardest parts of the operation are first of all finding the exact centre line of the bonnet and engine lid, and then laying perfectly straight lines of masking tape. The engine lid was definitely easier as, apart from it being a far smaller panel than the bonnet, the divided engine vent makes it easier to find a centre point. The bonnet (OK, hood for our Trans-Atlantic readers) is more tricky. It's relatively simple to establish a centre point at the front and rear of the panel, but in the middle things get more difficult.

Once you have that centre line marked out, then comes the small matter of masking up the stripes themselves – how wide should they be, for example? Looking at the back of the car, the clue lay with the

This is how the car looks now it's been lacquered and demasked. The colour came alive following the application of the clear coat. Panels were only loosely hung at this stage, so ignore the gaps!



Far left: Graham isn't really that short – far from it! Individual panels were painted off the car to make sure every part was covered. Standox paint was used throughout the process

It's the attention to detail in unseen areas which sets a good paint job apart from an OK one. This is one of our favourite areas of the car, but will remain out of sight

A keen eye and a steady hand - it took two hours to mask up the stripes but as they were to be painted on, it had to be right. Lost count of how many times the masking tape was applied and then removed!



engine grille – the distance between the bars that hold the individual slats of the grille together gave us the reference points we needed. But it still took an age just to mask up the engine lid! However, once we'd set the width, it was relatively easy to transfer the dimensions to the bonnet/hood.

As for the two thinner stripes down each side, we used some special pre-cut masking tape from the paint supplier. All you do is lay the tape on the panel and then peel out a centre strip to reveal the paintwork beneath. It worked a treat and, some two hours later, we were finally ready to go.

Seeing the silver applied, followed a few hours later by the clear lacquer, lifted the spirits. Suddenly the car was starting to look like Chris Jury's artwork, which had been our inspiration for the last few months. And when the bodyshell was finally rolled out into the sunshine, it was smiles all round – and time for a celebratory cuppa.

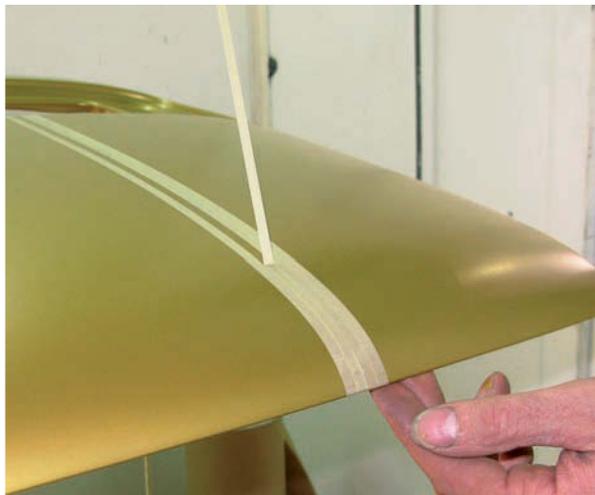
As things now stand, we're beginning the long process

of building the car back up to a rolling shell. At that point, the aim is to tilt the whole lot on its side so we can apply seam sealant and stonechip underneath.

Another milestone was reached when we finally collected our wheels from the refinishers and could get the tyres mounted. They've been powder-coated in dull silver to maintain the look of bare aluminium, without all the worries of them suffering from corrosion on damp British roads. We could have had them clear anodised but, to be perfectly honest, they would have needed quite a bit of fiddly preparation to get every tiny mark out of them before they would have stood up to close examination, whereas powder-coating does tend to hide a multitude of imperfections.

There was a slight hold up prior to mounting the tyres when we had trouble tracking down some new valves. The space-saver rims take a smaller 8mm-diameter motorcycle valve and the recess machined into the rims was too small to accommodate the washers and locking

Special striping tape was used to get the thinner stripe on the outside edges. The removable centre strips make it easy to achieve a perfect line. Graham (far right) lays on the silver





The colour is very difficult to capture on camera, especially inside using flash. But these photos give you some idea of the quality of the spray job. The doors came out amazingly well!



Stripes may have been a bear to mask up, but the end result justified all the hard work. This is the 'out of the gun' finish, so will look even better when mopped. Bumpers turned out well, too

nuts that came with our first set of valves. In the end, the tyre fitters managed to source a set from a visiting supplier that fitted and we were on our way.

Right now, we're in the process of refitting the suspension and sorting out the brakes. There's still an awfully long way to go, but at least the car looks pretty sitting in the corner of the workshop in its new war paint... **CP**

CONTACTS

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Hanging the doors for the first time brought the car to life. The gap looks big here but it's just the angle we've taken the photo from. Spot anything different about the dashboard yet?



We chose Vredestein tyres in 195/65 section to use with the 15in space-saver wheels. These have been powder-coated in dull silver to replicate aluminium colour. Couldn't resist offering one up to the car to see what it looked like



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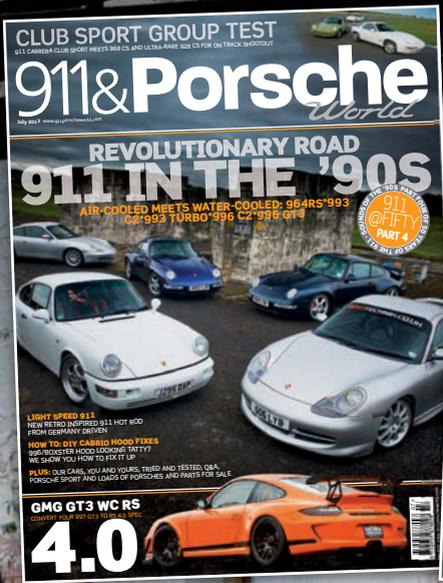
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ALMOST THERE... **BUT NOT QUITE**

The T-8 prototype showed the final shape of the forthcoming 901 for the first time – but there were still several details to be ironed out ahead of full-scale production...

Words: Keith Seume Photos: Porsche Archiv



The year is 1962 and Porsche's new model is less than a year away from making its public debut at the IAA show in Frankfurt. There are just some last-minute details to sort out, such as the final engine specification – and body styling. Not a lot to worry about, then...

There were some important decisions to be made, the first concerned engine development, but the second concerned whether or not to pursue the idea of a four-seater Porsche – after all, the T-7 prototypes had been developed to an

advanced stage and looked to be almost ready for production. But Ferry Porsche stepped in and made the decision based on his preference for a nimble sports car, rather than a four-seater like the T-7: the new car would be a 2+2 coupé.

This decision presented a new problem in that the existing prototypes had been built around a 94.5in wheelbase, which Ferry Porsche considered unnecessarily long. However, he acknowledged that the new coupé needed to be longer than the 356 to offer superior accommodation so, after much debate, a

wheelbase of 87ins was decided upon – 4.4ins greater than that of the 356, but 7.5in less than that of the T-7.

These two major changes to the wheelbase and body style meant a return to the drawing board. Butzi Porsche retained certain elements of the T-7 – notably the entire front end from the A-pillars forward – and adapted them to a shorter coupé profile. The windscreen was raked back slightly and, to compensate for this, the B-pillar angled back to aid access. The roof profile was redrawn as one single curve from the top of



the windscreen to the tip of the tail. The new design was given the title 'T-8'.

The T-8 is instantly recognisable as the forerunner of the 911, but there were still several details that needed to be finalised. Among them was engine cooling – several variations on a theme of incorporating intakes in the engine lid were tried, ranging from a pair of 356-style grilles, to wide louvres punched laterally, as shown here.

These photos show the T-8 (chassis number 4) in January 1963 at a snowy Weissach proving ground. At the wheel is Herbert Linge, who was clearly having fun! Within nine months, the 901 made its public debut. **CP**

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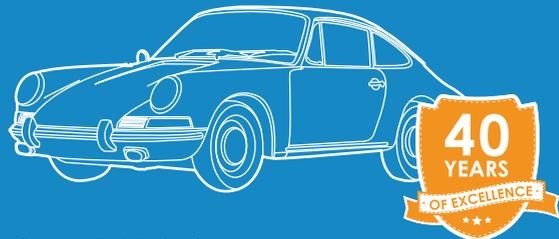
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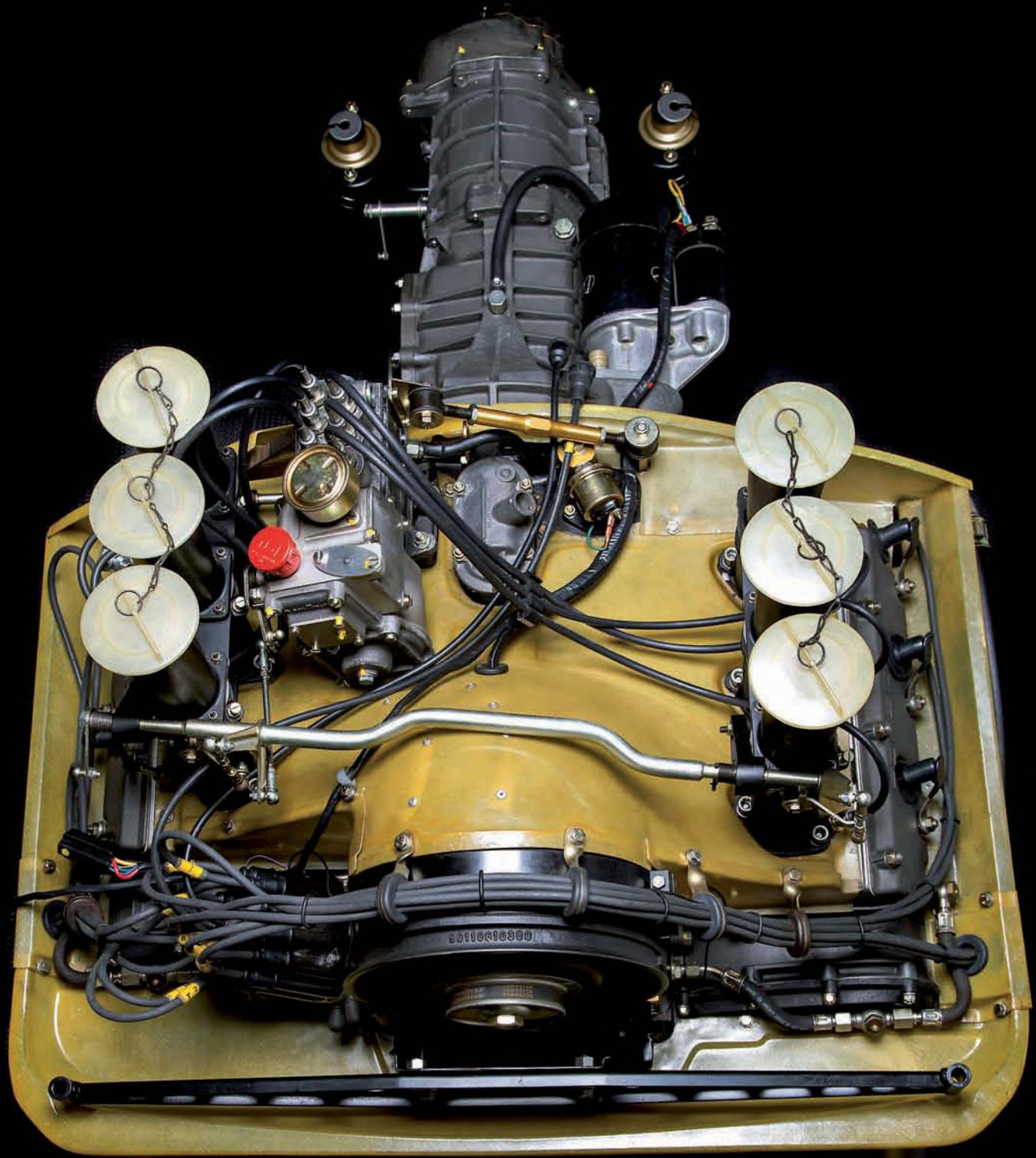


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INSIDE STORY

We take a glimpse inside the 342bhp RSR-spec engine of Mike Moore's recreation of the 1973 Targa Florio 911, featured in the last issue of *Classic Porsche*

Words: Keith Seume Photos: Mike Moore

It's difficult to know where to begin when talking about the engine in Mike Moore's incredible Targa Florio RSR re-creation, which we featured in the last issue of *Classic Porsche*. The incredible amount of research, the unbelievable attention to detail and, ultimately, the truly impressive dyno figures stand as a tribute, not only to Neil Bainbridge's engine building expertise, but also Mike Moore's determination not to cut any corners at any stage of the build.

Perhaps it should come as no surprise, considering Mike's profession as a press photographer, that he took care to photograph the entire build process from start to finish, with results which would suggest the images were captured, not in a workshop, but a fully-equipped studio.

The end result of the build was an engine which surpassed everyone's hopes, with a final power output a substantial improvement over the factory's claimed figure of 317bhp in period.

Of the dyno testing, Mike says: 'There were a couple of raised eyebrows at the 317bhp we got first time round from what is "only" a 3.0-litre. One or two thought it may be a 3.4 or 3.6 in disguise, but I religiously wanted to stick to the factory spec of the "werks" 3.0 with high butterflies and a compression ratio of 10.3:1, and keep it fully legal for 3.0-litre racing.'

'Special attention was paid to all the polishing, gas flowing, balancing and porting, and it certainly seems to have paid off. Run in and loosened up with a dizzy giving 32 degrees at 8000rpm, it put out over 330bhp.'

'But Neil decided to turn the dyno cell temp right down to see what happened, the theory being that cold air is dense therefore it better affects the fuel/air mix, so we gave it another go with the intake temp at only 12 degrees. The result was 342bhp at 7917rpm!' **CP Neil Bainbridge: <http://www.bsmotorsport.co.uk>**



The 2.8 RSR ran as a 3.0-litre late in '73, and now due to the fragility of the 7R case the FIA has homologated the 930 Turbo cases for the car, which is what Mike opted to use. They were gas-flowed and finished by hand, and then treated with a protective no-friction coating used in the Formula 1 industry that's only 20 microns thick



Mike managed to locate a standard/standard crank which is shown just back from polishing and balancing with the Patrick Motorsports RSR flywheel, ring gear and a Sachs power clutch. It's coated here with a tectyl protective wax, which has given it the golden colour



Far left: Mahle RSR cylinders were used for the build

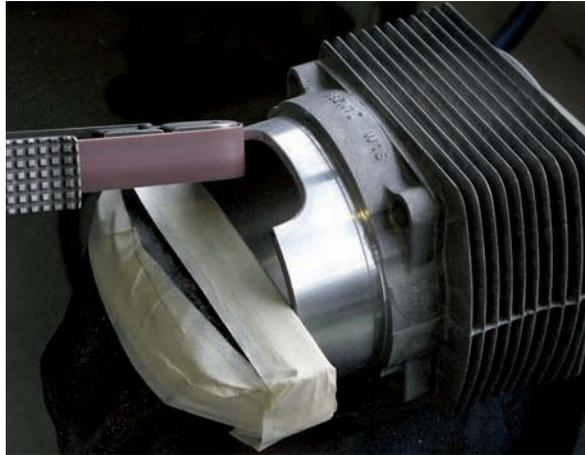
Left: Carrillo conrods were chosen for their light weight and exceptional strength. They look too good to hide away inside the engine!



Far left: Shuffle-pinned cases with crank, Carrillo rods, straight-cut and lightweight inter-gears and aluminium cam gears in situ. Note high-flow GT3 oil pump with modified scavenge pipe and strainer to allow use of flat early sump plate

Left: Buttoned up and ready to attack the top-end... Wossner pistons were chosen over Mahle

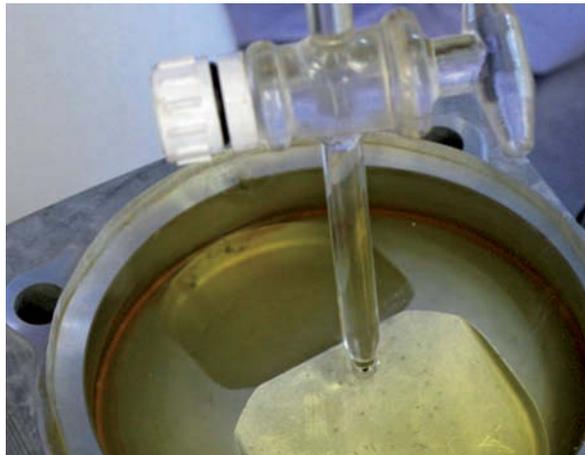
Right: 'Spend £2000 on a set of Mahle cylinders and then attack them with a grinder', laughed Mike. The shape of the cut-out exactly matches that of the spark-eroded arched web where the cylinder sits in the case



Far right: Close-up of the oil-fed RSR camshafts



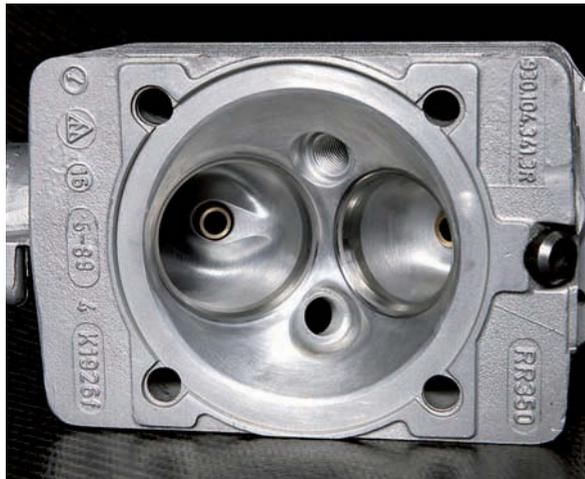
Right: Burette was used to measure deck height volume - not so straightforward when using heavily domed pistons



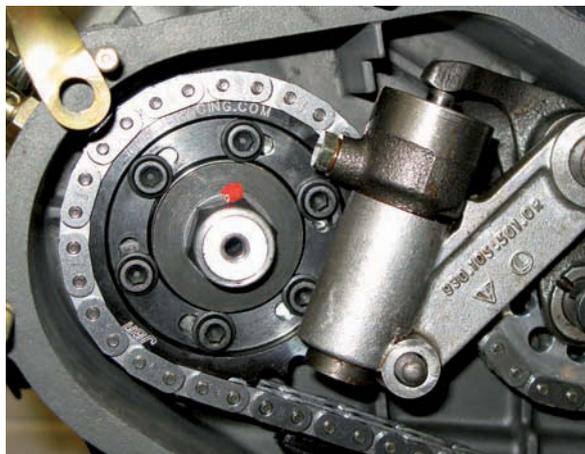
Far right: Solid rockers were specially made using F1 technology and then sent to specialists in France to be DLC coated. This is an extremely hard coating, giving it the black finish, and allows use of both cast or steel cams



Right and far right: Cylinder heads are a real work of art. The work was carried out by a well-respected head engineer who has worked with Formula 1 teams and knows Porsche heads inside out. After flow-testing for the final time, he reckoned they're the best flowing heads he's ever done



Right: JB racing vernier adjustable cam sprocket, a beautifully made piece giving infinite adjustment for perfect cam timing



Far right: Mike's engine uses solid rockers, which are adjusted by the shim, or lash cap, method. The shim sits on top of the valve stem, complete with titanium spring caps





Far left: Heart of the fuel system is the MFI pump, a Bosch 010 unit that has been converted to RSR spec but retains the normal circulatory oil system. Pump was rebuilt by Koller in Nurnburg, who have taken over all factory MFI service work



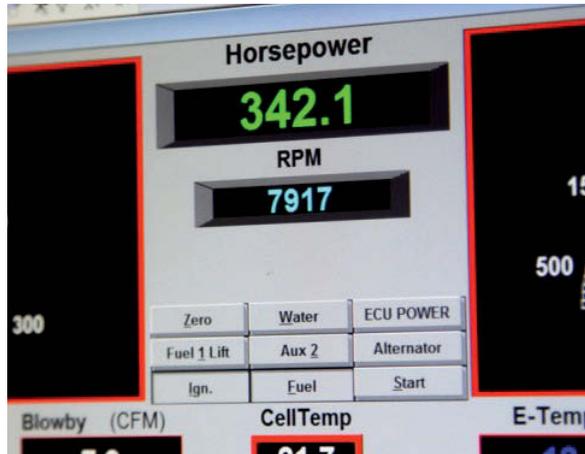
Neil Bainbridge buttons up the top-end of Mike Moore's motor. RSR-spec air deflectors were used between cylinders - they're aluminium rather than steel



Far left: Shroud and the other 14 pieces of 'tinware' were specially made for the engine. MFI stacks were mounted using correct barrel nuts

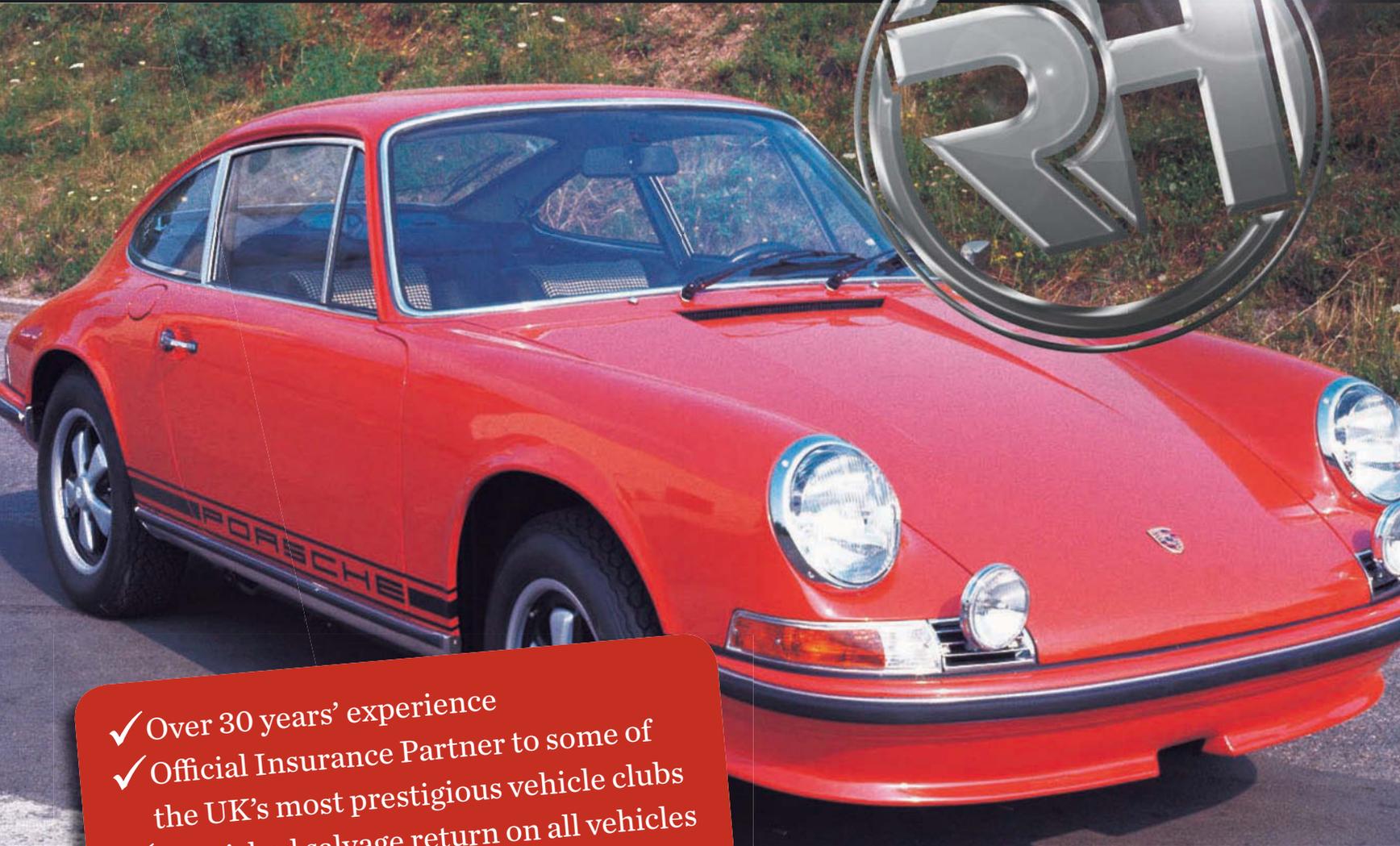
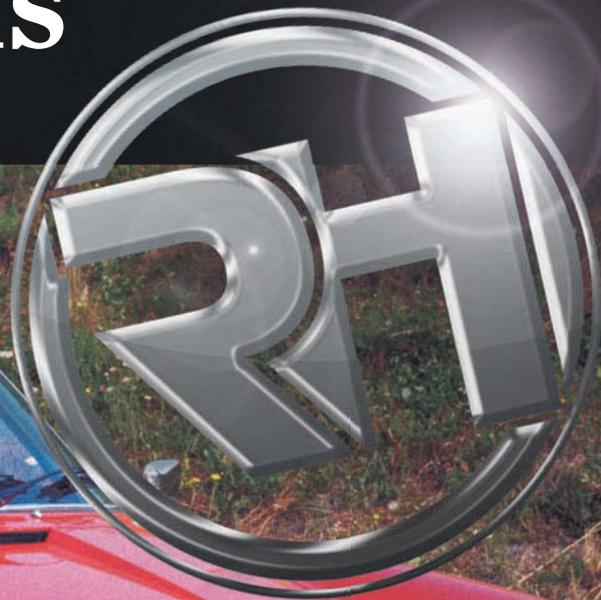


Left: Distributor took three years to assemble, the internals alone taking months to research and develop, with the work having been done in the US. The cap and rotor arm were acquired at Essen in 2011



Left and far left: Onto Neil's new dyno for the last time and the results were impressive, to say the least. 342bhp at 7900rpm is better than expected, and higher than factory cars in period. Time for celebrations all round

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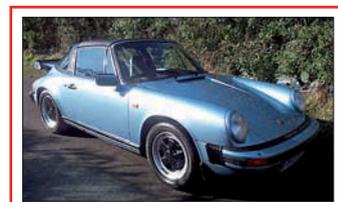
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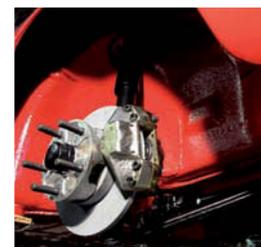
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