

*Classic*  
**PORSCHE PRE-A 356 ● SUPER 90 GT ● 906 ● 911**

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No.24 JULY/AUGUST 2014

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1954 Pre-A 356



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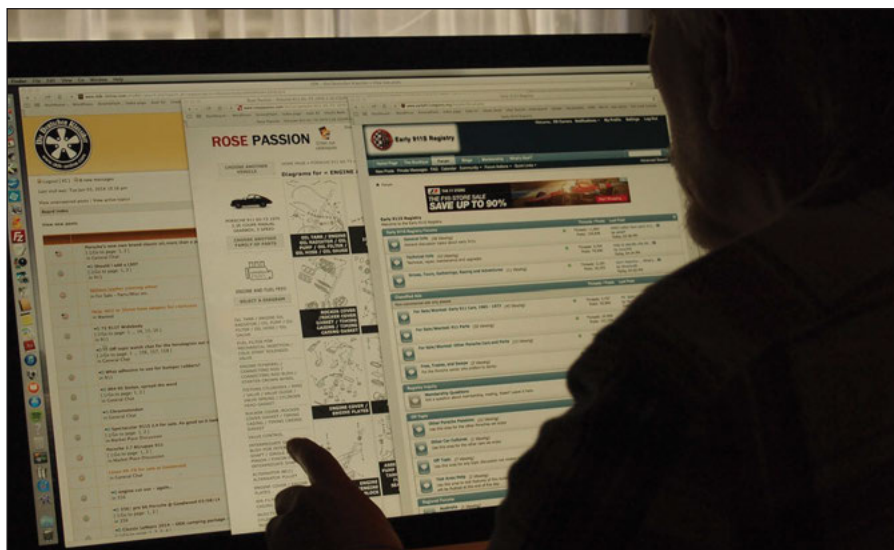
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WELCOME



It's an amazing world in which we live. I'm not talking about the wonders of nature, the endless universe or the fact that there are some people who can do the Rubik's Cube puzzle in seconds. I mean how easy it is these days to get information at the press of a few keys on a keyboard and the click of a mouse on a mouse mat.

I spend a lot of time scouring on-line forums for news and advice on all matters Porsche, and I never cease to be amazed at how the world has been shrunk by Sir Tim Berners-Lee's invention, the World Wide Web. Take today, for example: I wanted to know

“I may be a bit of a traditionalist,  
but I love modern technology...”

what fitting I needed to connect an oil line to the scavenge port on my g11 engine. Within seconds I established that I needed an M22/30mm adaptor and, if I wished, I could buy one from a company in the USA. Simple. And when I needed advice on wiring my car, a quick look on another website brought me the answers.

Add to this the ease with which we can now order (and pay for) parts, thanks to secure on-line ordering, and payment systems such as PayPal, and you soon come to realise it's probably never been easier to restore a classic Porsche than it is right now.

Advice at your finger tips, parts a mouse-click away, payment with a few keystrokes... I may be a bit of a traditionalist in many respects, but I love modern technology and all it can offer.

But that doesn't necessarily extend to the cars themselves! Give me an ABS-free, manual, non-PAS Porsche any day of the week. Sure, modern technology is good - but it's not *THAT* good...

**Keith Seume**  
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The story behind Porsche's original hot-rod 911: the 1967 911S

## RAGS TO REICH'S

Jason Reich has done it again! Take a look at his stunning Pre-A 356 coupé

## NON-STOP WEEKEND

Stefan Szantai reports on an action-packed, if slightly damp, SoCal happening

## 906 APPEAL

The tale of one of the most beautiful Porsches ever raced

## DUXFORD DELIGHTS

Join Delwyn Mallett as he heads for the 356 Day in his Speedster

## HIDDEN TREASURES

Deep inside Porsche's secret museum storage facility...

## LESS IS MORE

The fascinating story behind a 356 Super 90 GT - or is it a Carrera GT?

## CLASSICS BY DESIGN

Paul Davies visits Design 911 to get the whole story behind this UK specialist

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 <p>Perfect reproduction of the factory optional roof rack. All correct pieces and fully chromed.</p>	 <p>For early 911, '65 to '73, "Square" end muffler tip, manufactured like the original out of brass and with four layer chrome</p>	 <p>'68 to '73 headrests, correct for both Sport Seats and Standard Seats, correct finish on the posts, and the internals under the foam is identical to the originals as well.</p>
 <p>1968 to 1977 wiper arms and blades for both RHD and LHD. Finally someone has paid attention to the RHD market! Arms and blades available in pairs.</p>	 <p>For 1967S, inside door trigger caps, chrome over stainless steel, just like the originals.</p>	 <p>'65 to '68 rear bumper end caps, correct for both 912 and 911, correctly finished stainless steel, includes rivets and molding.</p>
 <p>New item! Exact new re-production of the original SWF wipers for 1965 to 1967, painted in correct silver finish. Wiper blades and arms available as a package or separately. Black SWF style wiper blades for 68 to 73 also newly available. Silver arms and blades.</p>	 <p>1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct.</p>	 <p>Horn grills for fog lights! Our exact reproductions for both SWB 65-68, and LWB 69-73. (SWB pictured) Exactly manufactured as original in zinc but with better four-layer chrome.</p>
 <p>SWB standard horn grills for the 1965 to 1968 cars. Cast from Zinc alloy, quad chrome plated, and perfect fit. Absolutely exactly like the original.</p>	 <p>Correct SWB chrome window winders, flawless reproduction. Window winder caps available separately as well! Winder with cap.</p>	



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Eric Linden, 25 year PCA member, 25 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!





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\*Participating centres only. Fixed price maintenance tariffs apply to Boxster Type 986 (1996-2004) and selected 911 Type 996 (1998-2005) models only. Fixed price maintenance tariffs may be withdrawn or varied at any time. Contact participating centres for full details, terms and conditions.





# NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

**GOT SOMETHING NEW? SEND DETAILS TO [CLASSICPORSCHE@CHPLTD.COM](mailto:CLASSICPORSCHE@CHPLTD.COM)**

## PORSCHE CLASSIC OIL



Porsche's new range of classic motor oils has been developed in collaboration with the Porsche Development Centre in Weissach, with the specific aim of meeting the demands of the 356 and 911 models, including the 993 model range. Its operating behaviour and lubricating properties were put to the test in extensive laboratory-based tests and practical trials.

The Porsche Classic Motoroil comes in two different versions: 20W-50 for all 356, 914 and 911 models up to the 2.7-litre G model, and 10W-60 for flat-six engines with a displacement of 3.0 litres or more.

Porsche Classic says, 'The engine is the heart of each and every Porsche, and air-cooled flat engines place particular demands on a lubricant. The thermal load is higher than in water-cooled units, for example, which means that the engine oil has to work harder to

cool the engine down. In short, the older engines in particular can't just use any old oil.

'The development of an engine oil for classic air-cooled flat engines has been something akin to a balancing act between tradition and innovation: it's as advanced as possible and as traditional as necessary.

'Although modern oils are better from a technical point of view, this is not the case when it comes to classic air-cooled flat engines. For example, the low viscosity of a 0W-30 oil means optimum cold-start behaviour, low engine resistance and other benefits in modern engines. In a 356, however, an oil of this kind can result in leaks and increased oil consumption due to the engine's higher production tolerances and lower oil pressure during operation.'

**Check your local OPC or marque specialist for details**

## CANFORD CLASSICS OPEN HOUSE

Alan Drayson dropped us a line here at *Classic Porsche* to tell us some news about Canford Classics:

'We will be hosting an Open Day at our new workshops in Dorset on Saturday 20th September from 10am-4pm. It will be a perfect chance to meet the team and have a tour of the premises. But please book early as places are limited.

'If you want to join us, send an e-mail to

[dominique@canfordclassics.co.uk](mailto:dominique@canfordclassics.co.uk) and let us know how many people will be attending. There will be light refreshments available (and The Brewery pub will be open!).'

You'll also get the chance to check out the latest restorations from Canford's busy workshop, as well as casting your eye over cars for sale, which includes the 'Thunder Road' ST as featured in *Classic Porsche*!

**[www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)**



## REUNITED AT GOODWOOD Fofs HISTORIKA BODYSHOP



Two of sportscar racing's most legendary names, the Porsche 917 and Brian Redman, will be reunited at the Goodwood Festival of Speed on 26-29th June this year.

British ace Redman, 77, will drive the ex-works 917 PA, a car that has had a colourful history. Grand Prix winner Jo Siffert raced it as a works car in the 1969 Can-Am season, with Milt Minter and Sam Posey also racing the car in factory colours.

The 917 PA is now in its original configuration and part of the Collier collection in Florida. Redman drove the car at the Festival of Speed in 2009 and will get behind the wheel of it again to give visitors more thrills.

**[www.goodwood.com](http://www.goodwood.com)**

Marque specialist Historika has just opened its own in-house bodywork/restoration workshop. Historika's Nick Morfett tells us, 'Our new employee has 10 years' experience and for seven of them he worked at Sportwagen (the renowned classic Porsche specialist) before moving to us in January this year. It was the obvious choice for us to create our own metalwork department as we feel that this is the most critical and difficult stage of the restoration process. With everything in-house it means that we can guarantee quality control, and that every single detail will be correct. As they say, the "Devil is in the Detail".

'We can offer our customers all manner of services from rust repairs, race/rally preparation, modifications and full-on concours restorations. We can even offer chassis straightening on one of our three Celette jig beds with Porsche brackets, as used by the factory.' **[www.historika.com](http://www.historika.com)**





## PORSCHE PICNIC: MAKE A DATE

We'll be bringing you full details in the next issue, but for now all you need do is mark Sunday 31st August in your diaries as the date for this year's Porsche Picnic, hosted by *Classic Porsche* and *g11 & Porsche World* magazines.

The big news for 2014 is that we're moving venue, to a beautiful location just north west of Reading, Mapledurham House (pictured), an Elizabethan mansion

set alongside the River Thames and accessed off the A4074 Reading to Oxford road. Check it out at

[www.mapledurham.co.uk](http://www.mapledurham.co.uk)

We'll bring you more info in the next issue of *Classic Porsche*, but in the meantime for all enquiries about this year's Porsche Picnic contact Wildside on 0118 947 5200 or send an e-mail to [wildside@adren-a-line.com](mailto:wildside@adren-a-line.com)



## R-STYLE AT EB MOTORSPORT

Classic Porsche parts specialist, EB Motorsport, has added new panels to complete its comprehensive range of parts for g11R-replica builds. New quarter panels are taken from original SWB panels with hand-tooled g11R flares, high-quality lamp bases making the perfect finishing touch.

'Building our 1965 g11 race car drew us in to the short-wheelbase g11s, and the ultimate: the g11R,' says EB director, Mark Bates. 'No-one was offering a complete range of top-quality g11R reproduction panels, so this was our incentive to step up.'

EB Motorsport now manufactures reproduction 'Deep 6' and '7R' Fuchs wheels from forged billet, a lightweight roof panel, g11R bonnet, bumpers, g11R

front wings with sidelights, super-light doors with aluminium hinges, louvred rear side windows, engine cover with lightweight hinges and now these lightweight rear quarter panels and g11R rear light bases.

EB's love of Porsche projects means they're also now building their own g11R replica, that will tip the scales at less than 800kg. Power for the prototype is yet to be decided, but the 2.5-litre short stroke fitted to EB's original g11ST replica may make a comeback.

The g11R rear quarter panels are priced at £1000, with the g11R rear lamp bases costing £110, not including the widely available Hella lamp units. Prices are plus VAT and carriage. Check for details on [www.eb-motosport.com](http://www.eb-motosport.com)

## NEW 356 PRODUCTS AT KK



Here are two more new products from the crew at Karmann Konnektion, the Southend-based classic Porsche parts specialist.

First up are new door cappings for 356 Speedsters – these commonly rust away under the trim and are almost impossible to repair. They include new ferrules ready to accept the side-curtain pegs, and cost just £550 (+VAT) for the pair.

Next is a new range of wheelarch repair panels for all models of 356. They are currently being used by both Sportwagen and Lionel's Bodyshop, so must be good! They cost £90 (+VAT) each and form just part of an extensive range of repair panels for both 356s and g11s. Check out [www.karmannkonnektion.com](http://www.karmannkonnektion.com)

## FLYING DUTCHMAN

South Africa-based Gavin Rooke, the man behind the Dutchmann 'Weekend Racer' g12 project (see issue #21 for the full feature), mailed us some photos of the latest project car to come out of the workshops. It's called the Carrera WRS – 'Weekend Racer Sport' – and is based on a 1969 g11T and clearly inspired by the 1973 Carrera RS.

'The underlying story of the iconic RS lies in its weight, power and homologation,' says Rooke. 'It's lighter, more powerful and hence faster. But it's still a road-going car. From this came our simple concept of the Weekend Racer 'Sport' – or as a play on acronyms – the 'WRS'. It's a lighter, faster version of the Weekend Racer, which you can use during the week to fetch the kids from school – and yet thrash it on the track on the weekends.'

Powered by a 240bhp 2.8-litre motor, the WRS is fully trimmed to Dutchmann's usual high standards and, in Viper Green, looks pretty stunning. We hope to bring you a full feature on this in the next issue.

For more details, log onto [www.dutchmann.co.za](http://www.dutchmann.co.za)





## 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 companies to become specialist stockists – if you think this could be you, please call Bev Brown on +44 (0)1883 731150, or drop her an e-mail at [bev.brown@chpltd.com](mailto:bev.brown@chpltd.com)

## CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 24-issues old 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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## AUTOMOBILIA MONTEREY 2014



Anton 'Tony' Singer's Automobilia Monterey is the largest automobilia show in America, and the only time during Concours Week at the famous Monterey Historics meeting in California where you can find close to 50 top international dealers in a single venue.

Here, you can enjoy the relaxed indoor setting while buying original vintage posters (no repros are allowed...), photos, rally plates, badges and pins, hood ornaments, signs, original art, display items, scale models, literature and books, signed items, postcards, stamps, unique scarves/ties... Well, you get the idea: you name it, or lust after it, and you can probably find it here!

The event takes place on 12–13th August in the Ballroom of the Embassy Suites hotel, located on Highway 1, just north of the Laguna Seca to Salinas road. Admission is just \$15 a day, or \$20 for both days. The automobilia event is held as a benefit for the Monterey Rape Crisis Center.

[www.automobiliamonterey.com](http://www.automobiliamonterey.com)

## GOODWOOD CHARITY TRACK DAY

How would you like to participate in a charity trackday and show at Goodwood? It's all in a good(wood) cause: Chestnut House, the only children's hospice based in East and West Sussex.

The event is being held on Saturday 19th July, with a trackday supported by specialist Parr Garage, a paddock-based show and shine, and parade laps during the lunchbreak (along with a starting grid photo shoot). The grid shoot and parade laps are limited to 75 cars, so make sure you register your interest early.

Last year's event raised over £6000 for the charity, a figure that's hoped to be beaten this year. There's a raffle on the

day, prizes for which are a half day session at the Porsche Driving Experience and an outdoor cover for your Porsche. For full details, and to register your interest, go to: [www.club-carrera.co.uk](http://www.club-carrera.co.uk)



## CLASSICS AT THE CASTLE PARADE



We make no bones about it: Classics at the Castle is one of our favourite events in the calendar. Set in such quintessentially English surroundings, with one of the finest selections of classic Porsche road and race cars you'll see anywhere, it really is rather special.

This year the special guest speakers for the Classics at the Castle dinner, and at the event on Sunday, will be, in the year that Porsche return to Le Mans, the team that delivered the first Porsche win there in 1970: Hans Herrmann and Richard Attwood (left). Also on hand will be the very car in which they scored Porsche's maiden overall victory.

On Sunday 7th September, special 'Porsche Parades' will celebrate three main milestones: the fifteen-year production span of the 356; Herrmann and Attwood's win in the 1970 Le Mans and the 911 Turbo's 40th Anniversary.

There will also be a parade of a number of special cars from the Porsche Museum brought over specially for the event.

The organisers welcome applications from owners to participate in the special parades and have asked people to contact them by e-mail on [info@classicsthecastle.com](mailto:info@classicsthecastle.com) For more event information, log onto [www.classicsthecastle.com](http://www.classicsthecastle.com)



## CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16 to 23. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: [chp@chpltd.com](mailto:chp@chpltd.com)





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A significant proportion of the cars we have sold this year have been bought to order for clients. If there is a specific Porsche you require not listed on our web site - please call Jonathan Franklin 07522 911911 with your requirements



**1989 Porsche 911 Speedster**  
Guards Red. 9,000 miles. RHD



**1993 Porsche 928 S4 Automatic**  
Blue. 74,750 miles. RHD



**1997 Porsche 911 993 Turbo - RHD**  
Metallic Black, 46,100 miles.



**Porsche 996 C4S Coupe**  
Manual. Lapis Blue. 11,700 miles



**1987 Porsche 911 Supersport Cabriolet**  
White. 47,600 miles. RHD



**1986 Porsche 911 3.2 Carrera Sport Coupe**  
Blue. 55,000 miles.



**1996 Porsche 993 Turbo - RHD**  
Metallic Midnight Blue, 21,450 miles.



**1984 Porsche 930 Turbo**  
White. 39,100 miles. RHD



**1999 Porsche 911 Tiptronic S Carrera - RHD**  
Metallic Blue. 65,000 miles.



**1991 Porsche 911 964 RS**  
Metallic Amethyst. 58,500 miles. LHD



**Porsche 911 Factory Targa Turbo**  
Guards Red. One Owner. 10,200 miles. RHD



**1989 Porsche 911 Speedster**  
Silver. 16,250 miles. RHD



**1994 Porsche 911 S GT2 recreation**  
Solid Guards Red. 51,300 miles. LHD

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# RENN SPOT

Our US columnist David Conklin continues his search for lost treasure, and has some hints for first-time swapmeeters

**B**asking in the sun on a sugar-white beach while gazing out across the crystal-blue waters of the Caribbean; sipping a glass of wine in a 12th century European town square; picking through greasy Porsche parts before dawn in a featureless parking lot... for me all three scenarios qualify as great ways to spend some vacation time. The first two options are pretty self-explanatory, but I suspect few people adore a swap-meet the way I do.

I don't recall exactly when my swap-meet addiction began, but it was probably during my early 20s – long before the Internet – when I discovered that I could go to a swap-meet and buy cool parts for my car on what was a laughably modest budget.

Before long, I developed a sense of what things were generally worth and began looking for bits and pieces that were undervalued. These could then be sold for a profit. I could take that profit and invest it in my project car without hurting the family budget or incurring the wrath of the family Financial Director (aka 'The Wife'). Win-Win, right? Aside from that, swap-meets brought out the treasure-hunter in me.

When I set out in the morning, I never knew what amazingly rare piece I might stumble upon. It always makes for a fun trip, even if you come back empty handed... which rarely happens.

What a swap-meet never was for me was a social event. Sure, it is always good to see old friends while walking

around, but camaraderie and catching up on old times needs to come later when all the parts are put away. For the serious parts hunter, a swap-meet is not a group activity.

Your goal should be to be the first person at the meet. It often makes sense to purchase a swap space ahead of time so that you can get in early, well before general admission. But don't get distracted by the idea of selling anything. Sure, you can bring some items to sell, but they shouldn't come out of your vehicle until much later in the day. You are there to *buy*!

Upon arrival, hit the ground running and use your time wisely. Experienced shoppers can recognise a potential goldmine from 50-metres in the dark. One common rookie mistake is to waste time at vendors who have big professional displays with shiny new parts carefully organised in bins and racks. There are no deals to be had there – you can go back later.

Instead, look for the old guy in the rusty van who looks like he may be cleaning out his garage or basement. This is where the deals are! Take a quick look and move on to the next spot. But remember, just because you looked at a vendor's wares once doesn't mean that you should never go back.

Vendors are often cramped for space, or get distracted, and they may not lay all of their parts out right away. Check back regularly, but keep moving! I was once described as a 'rat in a dumpster' at a swap-meet. You have to move fast to get the good deal.

A swap-meet shopper's

worst enemy is conversation. Keep in mind that while you are standing there telling an old friend about your kid's university scholarship or that great meal you had last night, somebody probably bought a Recaro Sport Seat for \$75, or an NOS 911R muffler for a couple-hundred – or a 7R Fuchs wheel for \$100. (Yes, those are all actual swap-meet stories that I have heard from the past five years.)

Conversation at a swap-meet should be limited to a quick handshake, a 'how-ya-doin?' or even better a nod and a smile. One big danger is the vendor who wants to tell you his life story while you are trying to make a purchase. The best course of action in that situation is to simply give him his asking price and feign a sudden illness, or pretend you have a phone call. Get away and keep moving!

This brings up pricing. As hard-core as I may be about swap meets, I'm not a hard negotiator. I have developed a philosophy that something is either a good deal or it isn't. Sure, I will occasionally make a lower offer – especially if I am buying more than one item from a vendor – but if the asking price is already a great deal for me, I'm not inclined to hammer on the guy for an extra five or ten dollars. It's just not worth the potential hard feelings and the time wasted. Remember, while you were negotiating for that \$5 discount, someone else might have bought a Speedster windshield frame for \$50!

On the flip side of that, I don't feel bad when I get a really good deal. In this

day and age, it is easy for vendors to research what the values of their parts are. It is not the buyer's responsibility to educate a seller on the value of his stuff. If I am offered a rare part at a ridiculously low price, I am going to take it. The seller didn't do his homework.

Of course there are always exceptions to that rule. It wouldn't be right to take advantage of some elderly widow who is selling off her husband's collection – common human decency has to factor into the equation.

So, if you like the idea of a treasure hunt and are ready to put in the effort, swap-meets are a great place to spend your time. Some predict that the Internet age will put an end to swap meets, but I am confident that they will remain for a long time in the future.

For the time being, there are plenty of good deals to be had, so perhaps I will see you at the next big swap meet. Look for me at 5:00am sitting on the curb in an empty parking lot.

Oh, and bring a poncho, because rain only keeps away the amateurs. **CP**



*David Conklin is a long time German car fanatic who has contributed to our sister publications, Ultra VW and 911 & Porsche World. He's owned a 1970 911S for more than a decade and is a longtime R Gruppe member. David lives with his wife Melissa and two Jack Russells in Ohio, USA*

***Surgical, tactical strikes are the way to tackle swap meets. Move fast, talk little and keep your eyes to the ground. Conversation is the bargain hunter's worst enemy, says David Conklin***





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# DELWYN MALLETT

COME THE REVOLUTION, MALLETT BELIEVES HE'LL BE FIRST IN LINE FOR THE FIRING SQUAD. HE COULD BE RIGHT...



With Carrera RSs now breaking the million dollar barrier, come the revolution I fear that I may be among the first batch of 'filthy capitalists' to be put against the wall and shot. As, dear reader, may you.

Even if I am spared immediate execution on the basis that my previous life as a 'Mad Man' (advertising 'creative', for those who didn't watch the TV series) might be put to use in the Ministry of Propaganda, there is no question that my automotive assets will be confiscated. I doubt that my sobbing defence of 'I bought them all when they were just old bangers and cheap' will wash with the revolutionary guard.

As the pundits are now positing with ever-increasing regularity, the rich are getting richer faster than ever before. The wealth gap is expanding at an alarming rate and showing no sign of slowing down – just the sort of conditions that encourage a 'workers' revolution' or, I suppose, more accurately, an 'out-of-workers' revolution'.

The comfortably-off middle classes are feeling far less comfortable, and one government advisor has predicted that if property prices continue to rise at the current rate, within 30-years there won't be a middle class, 'we won't own our own homes, we won't be able to afford it,' and 'in order to pay rent, the traditional middle class will have to take on several jobs. As a result, they won't have time for any hobbies'.

And you know what that means – no more playing with Porsches.

This fearful bout of pessimism and introspection was prompted by my attendance at the recent '356 Day Revived' at Duxford Imperial War Museum. (And a fine day it was too, as you will see from the feature in this very issue.) It pains me to say it but I was one of the day's 'old lags', having bought my first 'funny German sports car' sometime in the back half of the 1960s, soon after joining the Porsche Club.

There was a smattering of other old timers there who had been 356 owners as long as me, but not many. The oldies, as they do, stood muttering together and in particular ruminating on the subject of soaring values, with each trying to outdo the other with Monty Pythonesque tales of how they'd discovered their Porsche at the bottom of a gravel pit or under a farmer's dung heap or somesuch, and how little they had paid for it – a case of reverse snobbery!

I thought that I had secured the bottom spot with £300 paid for my Speedster only to be trumped by Robin Godfrey-Jones who, in the early 1970s, paid £180 for his Pre-A coupé.

None of this was in any way intended as a piece of one-upmanship (or should that really be one-downmanship?) on the more recent acquirers of 356s, a few of whom there had invested north of £100,000 in their cars, with at least one car being a very, very, long way north of that figure.

(As an aside, the fabulous American Air Museum at Duxford, fabulous in both content

and design, is the work of architect Norman Foster who has amassed a collection of streamlined cars, including a recreation of the extraordinary Buckminster Fuller 'Dymaxion', and a split-window 356 for which he reputedly paid in the region of £250,000 – almost one thousand times what I paid for mine! Admittedly I had bought my coupé in 1971 and, I have to say, then it was a bit of a basket case – but even so!)

For me it's no longer reassuring to see our beloved cars rocketing in value on what seems to be an ever-steeper trajectory, zooming through the amazing into the simply incredible.

I felt much more comfortable when they simply kept pace with inflation, reassured that money spent maintaining them would not simply be money wasted.

Well, time has demonstrated that the investment was more than

worthwhile but I can't help feeling that I'm no longer driving an interesting old car but a mobile investment portfolio.

When I venture on to the highway, I'm now wishing I was cocooned in a force-field to keep at bay the speeding missiles threatening to attack my mobile pension plan.

I have already been T-boned twice by speeding vehicles in recent years, once outside my own house by a kamikaze learner driver, so the fear of attack is not entirely without justification.

Having endured years of 'Is it a real one?' in respect of both the Speedster and, to a lesser extent, the Carrera RS, and having usually responded in the positive with a mixture of indignation and irritation, I'm rapidly coming to the conclusion that, with values heading into the stratosphere, in future it could be prudent to say 'Of course not, can't afford a real one, it's a fake'. **CP**

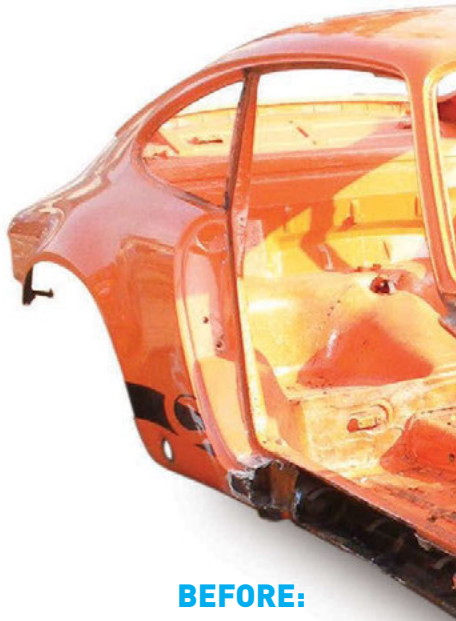
Many would describe Delwyn Mallett as a serial car collector – one with eclectic tastes at that. His Porsche treasures include a pair of 356 Speedsters, a Le Mans-inspired Pre-A coupé and a 1973 Carrera RS. Some of them even work...

'Look, I only paid £300 for my Speedster, so don't shoot me just yet'. Mallett's plea for mercy is likely to fall on deaf ears (ours included, but for a variety of different reasons...)





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# ROBERT BARRIE

IS NOW THE TIME TO BUY A REPLICA INSTEAD OF THE REAL THING? OR HOW ABOUT A SHARED OWNERSHIP DEAL?

I have a confession to make. My first 911 was a 2.7 RS rep. It doesn't reflect well, but hear me out. The car was built at the peak of the last cycle for someone who couldn't – or wouldn't – pay whatever it was that a real one cost then. I bought it for far less than the build cost during the subsequent recession. It sounds cleverer than it was – both he and I should have begged or borrowed to buy the real thing.

Never mind, the rep was fun, fast and reasonably accurate, not least because it was put together by people who maintained and restored – and so knew and understood – the real thing.

We've all got so hung up on authenticity lately, and the prices of real cars have risen so much, that I can't help thinking it's time to take replicas more seriously again. Not any old look-alike, but good, well-built cars on period-correct bases with a number of proper components.

I seem to remember that mine cost about one-third as much as a real car when I bought it. Now a real 2.7 RS could cost more than five times as much as a good rep. That's quite a difference. Is the real thing more than five times as good? Not in most of the ways that matter to an enthusiast, no.

Most of us would be hard-pressed to tell them apart from the driver's or the passenger's seat. I understand the pleasure derived from owning something very special, very rare and very correct.

I also think you can get the authentic classic Porsche experience from a good replica. In fact, I know you can – it's how I will always remember mine.

But if you don't want to own a replica for a fraction of the price of a real car, how about owning a fraction of the real car? Another way to buy an otherwise unaffordable car is to club together with others. It's called fractional ownership.

You need some solvent and like-minded co-owners and, probably, some sort of contract, and then you are good to go. Fractional ownership could make it possible to share some relatively rare and valuable machinery.

Few of us are likely to want to drive a 2.7 RS or, say, a 356 Speedster anything other than occasionally, so the cars lend themselves to the format. I am not sure how widespread the practice is at present, but I could see it becoming more so if prices continue to rise.

If you like, fractional ownership is for the classic car price bulls and replicas are for the bears. The risk is carelessness – because the car is not completely yours or mine we don't take as much care as if it was. The assets are shared and so are the costs, including the cost of carelessness.

That said, my one experience of sharing a relatively rare and valuable car with a co-owner produced exactly the opposite result. We were both so anxious about using the thing and damaging it that neither of us ever did!

Again, a classic Porsche lends itself to the format more readily than some of the alternatives in that it is not as mileage-sensitive and more robust.

I also reckon there is a good business idea in all of this somewhere –

unfortunately, for now, I can't quite put my finger on it. A secondary market in fractions of cars?

If you are keen on historic racing your to-do list is likely to include Le Mans Classic, Tour Auto, the Goodwood Revival, Mille Miglia, the Oldtimer at the Nürburgring, Spa Six Hours, and so on. It may also include the Monaco Historics, though the closest I got this year was watching it on TV.

Hats off to Motors TV for the live coverage and ITV4 for some subsequent highlights. I was able to compare the event with contemporary F1 by flicking between channels. Monaco was much more watchable than Barcelona, even though much less was at stake.

There were several reasons. First, the cars themselves – old cars and old technology are more involving. To me, a steering wheel is something that you turn to go round a corner. It's not something

covered in buttons that changes your fuel consumption.

Second, there were the competitors, many of whom I know as friends and rivals. Third, there was the circuit and the setting – Monaco's glamorous combination of Armco and the Med is historic even when the cars are modern.

Lastly, more surprisingly, perhaps, there was the commentary. An extraordinary amount of what passes for commentary on contemporary F1 is about the tyres. When was the last change? When is the next one? Will there be one or two more? How long did it take this time? It's not very interesting.

Meanwhile, on Motors TV, John Hindhaugh and Marcus Pye were talking about actual cars actually racing. Apparently they were doing so from the Midlands! Even better!

It was a pleasure to hear their knowledge and share their enthusiasm. Can we have more of it please. **CP**



*Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with his early 911 and organising track days, he's also a purveyor of fine classic automobiles*

*Real or replica? Does the real thing at five times the price (or more) really give you five times as much pleasure, asks Robert*





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# LETTERS

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## ZASADA MEMORIES

I really enjoy your magazine. I find British magazines are the best on the subject: classic cars, classic Porsches, cycling, or others which deal with vintage planes.

However mistakes happen and we, the readers, have a duty to point out discrepancies, that are not intentional of course, but in some cases we, the readers, might have a bit more info on a particular subject.

This is the case in your fantastic article 'Kenyan Memories'. Sobieslaw Zasada, who I watched as a kid, was rallying Steyer Puchs, BMWs, Porsches and, at the end of his amazing career, an Alpine Renault. However he never won the Safari Rally.

Here is a quote from the article in your magazine: 'After the Safari victory, Zasada went on to win the European rally championship in 1971'. Zasada never actually won the event. He came close, but, being from behind the Iron Curtain and having, I believe Bjorn Waldegård for a team mate, he was instructed by Porsche to

let Bjorn pass – he refused and ended up crashing.

I lived in Krakow and used to drive up to Zasada's house and his workshop. He was, and still is at his age (he was born in 1930), an incredible rally driver.

He is still winning the annual Rajd Zubrow held in Krakow at the end of each rally season. He is also one of the richest people in Poland today. I'd love to see a more detailed story on the man we used to call 'Sobek'.

**Andrew Turchan**  
Via E-mail

## TYRE CORRECTION

In the interests of accuracy in what is always an excellent publication, I would like to point out a small error in Paul Davies' article on Longstone Tyres in the May/June 2014 edition of the magazine.

In the article Paul states that 'Dunlop... despite having been under Japanese ownership for many years, its specialist tyres are manufactured in the UK at the company's competition department in Birmingham'. In fact, Dunlop Motorsport in Birmingham and all of

Dunlop's manufacturing facilities in Europe have, for many years, been part of Goodyear's European operations.

Although long gone from F1 and primarily associated with NASCAR, Goodyear, through the Dunlop brand, is far more active in European motorsport than it is given, or for that matter seeks, credit for.

In addition, Fulda tyres which are seen on a number of classic Porsches are also part of Goodyear's portfolio.

Already looking forward to the next edition of the magazine!

**Don MacDonald,**  
Seamill, Scotland

## CURRENT VALUES (1)

This is just a quick response to your request for comments regarding the huge prices that are currently being achieved for older Porsches.

I wouldn't be too concerned; the whole classic scene is, in this respect, in a massive bubble that is about to pop. A lot of 'investors' are about to discover that the value of their investments can go down as well as up

– very probably a long way down at that. In due course, things will revert to the mean, whether it be our choice of vehicle or Ferraris, etc. We have been here before...

By the way, I love El Chuco! Put in some decent air-con and a Sporto box and I'll make you an offer you can't refuse!

**I C Wilson,**  
Via E-mail

**Keith Seume replies:** *It will be interesting to see if the bubble bursts and, if it does, how soon. Right now there's no sign of it deflating, but prices can't carry on rising forever. Or can they? As for fitting air-con and a Sportomatic transmission in the project car, I think we'll agree to differ on what makes a perfect early Porsche!*

## CURRENT VALUES (2)

I loved your article on Technoclassica in Essen. I was there in 2012 and was even then wondering how prices of early 911 had exploded so much.

I visited the Retroclassics in Stuttgart in 2013 and 2014 and again came away with the same confused feelings.

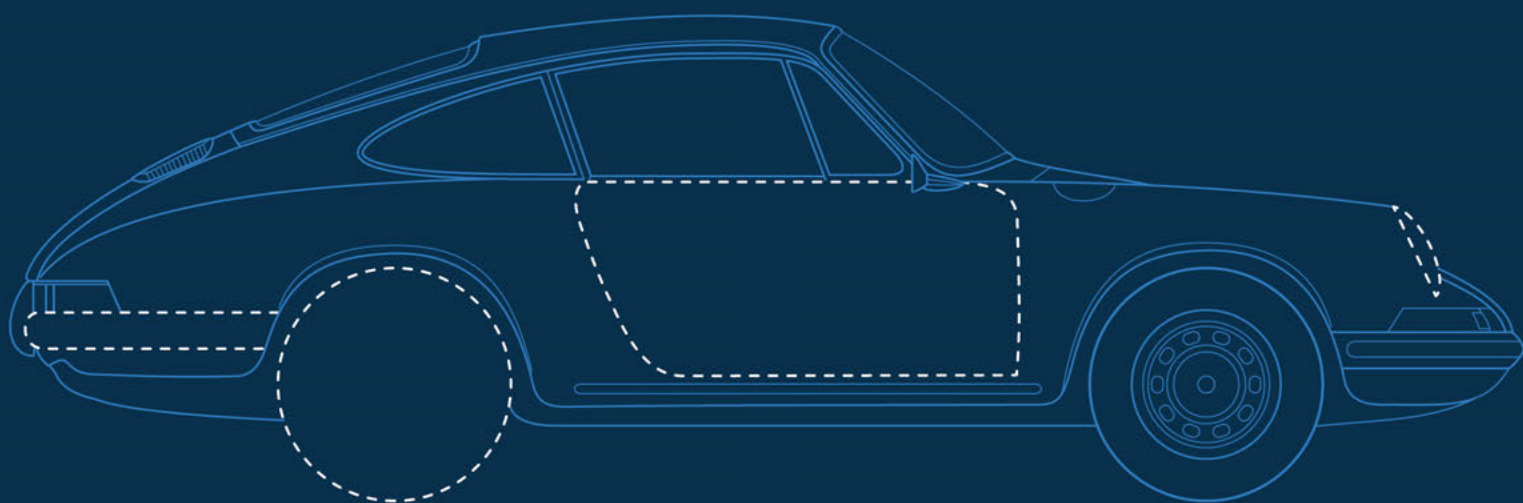
To my mind it's absolute nonsense to buy 911s for €150,000, and more. These cars will only ever be placed in private museums, but Porsches deserve to be used on both road and track.

I own a 1989 3.2 Carrera (which is completely original) and I have been looking for an original 1969 2.2 T. But now I have changed my mind about originality as this particular aspect is not so important to me any more: now it is all about the driving...

**Philip Knerim**  
Germany

*Far left: Sobieslaw Zasada never actually won the Safari rally, points out Andrew Turchan...*





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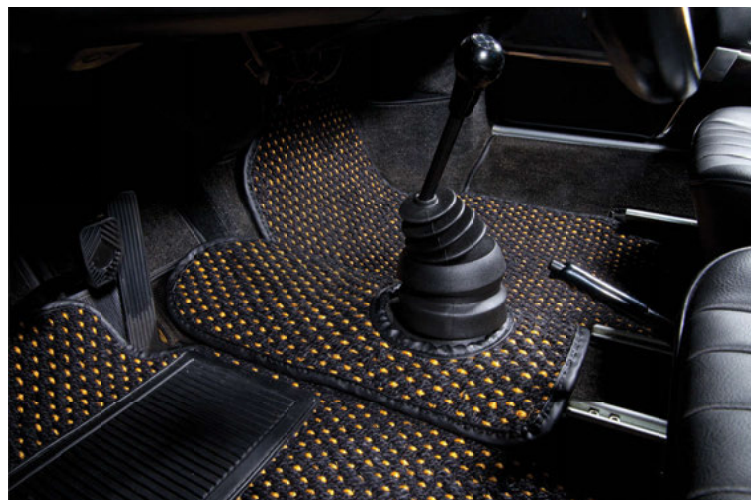
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# CON BRIO!

**Launched in the autumn of 1966, the original 2.0-litre 911S may have needed to be driven with conviction, but it helped lay the foundations for a whole new generation of factory 'hot rod' Porsches**

Words: Keith Seume  
Photos: Etienne Crebessegues

**W**hen Porsche launched the new 901-series coupé in the autumn of 1963 as a replacement for the ageing 356, it was clear to most that this was a superior car in every way. The new engine, a free-revving 1991cc flat-six, and the stiffer, more aerodynamic body, resulted in a car that was faster, more powerful and better handling than its predecessor.

Hitting a top speed of just over 130mph, and accelerating from 0-62mph in around 8.5 seconds, the 901 was in a different league, and it wasn't long before customers – and potential gentlemen racers – came to appreciate its attributes. But there was also a general consensus that the chassis could handle more power.

Following the renaming of the new car '911' in October 1964 (thanks to Peugeot...), the announcement of a new Targa-roof version in September 1965 – followed by its release in Spring the following year – Porsche finally announced the model which everyone had been waiting for, the 911S, which appeared in the autumn of 1966.

The 'S' was said to stand for 'Sport', or 'Special', depending on who you asked, but one thing was certain, this was the first 'hot' 911 offered by the factory. It featured a more powerful version of the classic 1991cc engine, producing a cool 160bhp at 6600rpm – an increase of 23 per cent over the original. Several upgrades were made to achieve this increase, including larger intake (42mm) and exhaust (38mm) valves, forged pistons with domed crowns to increase compression from 9.0:1 to 9.8:1, modified cylinder heads with larger ports, and nitrided con-rods. In addition, the engine featured camshafts with new profiles – the famous 'S' cams, with revised valve timing, giving more duration and overlap, but with essentially the same valve lift.

Weber carburettors, first introduced in February 1966 on all 911s, also featured on the 911S, but were now



*Well, wouldn't you be smiling if this was your 911S? This car was originally sold in Cologne in December 1966 and has now recently been restored in France. Note the thicker deco trim on the bumpers, which was a hallmark of the 911S*



## 1967 PORSCHE 911S

“Porsche finally announced the model everyone had been waiting for, the 911S, which appeared in the autumn of 1966...”







40IDA3C triple-chokes in place of the former 40IDA3C, with larger chokes (32mm instead of 30mm) and revised jetting. The specification of the Bosch spark plugs changed, too, to a colder or 'harder' type to cope with the increased combustion temperatures. Interestingly, the diameter of the cooling fan was reduced by 5mm on the 'S', and the engine shrouding was finished in red as opposed to the black of other models.

The net result of the increased output was a rise in top speed to just over 140mph, with a corresponding decrease in the 0-62mph time of around half a second. Torque was up, too, at 132lb/ft but this was delivered at a heady 5200rpm, some 1000rpm higher than previously. The lack of low-end pull earned the early 911S the nickname 'the torqueless wonder' in some circles.

The 911S came with a five-speed gearbox as standard, with four different sets of ratios available to the more discerning customer. The gear sets bore names which hinted at their intended use: 'Airport', 'Hillclimb', 'Nürburgring' and 'Fast Circuit'. Customers could also specify the installation of a ZF limited-slip differential.

As one might expect, Porsche wasn't content to simply make the new model faster – it also had to stop and go round corners better, too. The brake discs were swapped from solid to thicker vented castings, with the same cast-iron calipers (aluminium 'S' calipers wouldn't appear for another two years), but the dampers were swapped for Konis and anti-roll bars were added all round (15mm front, 16mm at the rear).

The effect of the new brake discs was to increase the track by 16mm at the front and 8.4mm at the rear, helping give the car a slightly more aggressive look, but the biggest visual change was the use of new forged five-spoke wheels made by Fuchs. Measuring 4.5J x 15, they had the same dimensions as the older steel rims, but saved over 2kg at each corner. Finished in raw anodised aluminium (the car shown here has had the wheels detail-painted at a later date) with natural-finish aluminium wheel nuts, the wheels wore 165-section Dunlop SP tyres.

Wheels apart, the 911S was only subtly different to its siblings when viewed from the outside. There was the '911S' badging on the engine lid, certainly, but you'd need to know your Porsches to spot the wider and thicker rubbing strips on the bumpers. But inside there were several changes which helped differentiate the 'S' from the rest.

The dashboard sported a new tachometer, red-lined at 7200-7400rpm (a limiter was fitted to the ignition system to prevent the free-revving engine from being abused), while the steering wheel now featured a rim covered in black leather rather than the wood-rimmed type used on

“The net result of the increased output was a rise in top speed to just over 140mph...”



*Interior is the highly-desirable combination of red with red/black hound's-tooth inserts. 911S featured a leather-clad steering wheel, along with basket-weave dashboard trim. '911S' badge was attached to passenger side of dashboard*





# 1967 PORSCHE 911S







other models. The wood trim across the lower part of the dashboard was replaced with a basket-weave vinyl at the same time. Customers could specify seats covered in leather, vinyl with cord inserts or, as shown here, vinyl with hound's-tooth inserts.

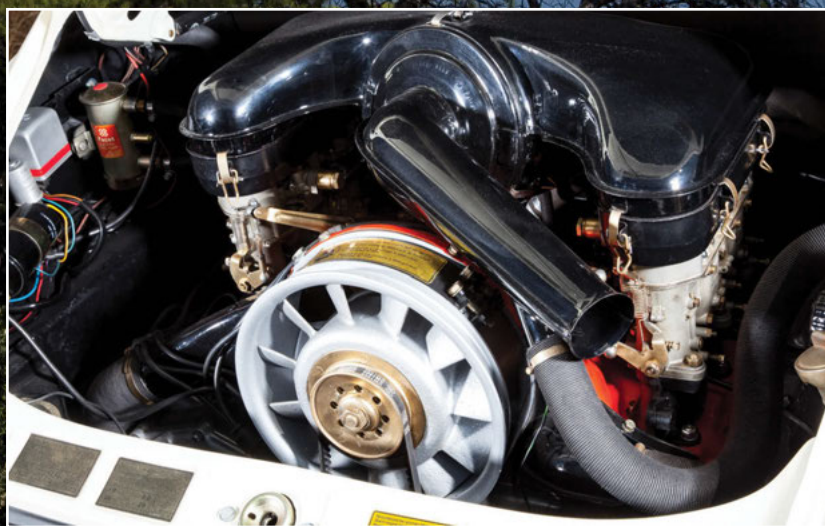
The new Porsche was scheduled for launch on October 1st 1966, but it made its first public appearance at the Nürburgring at the beginning of August when PR director Huschke von Hanstein took a pre-production model to show to journalists at the German Grand Prix. Initial response was most favourable, although some were quick to point out that the 911's infamous 'tail-happy' handling was still evident, despite the attention paid to the suspension. *Auto Motor und Sport* writers also commented on what they considered to be excessive feedback through the steering wheel.

However, most comment was directed at the performance of the 911S, most notably the sudden change in character when the tachometer needle rose to 3000rpm, or more. *Autocar* claimed to experience wheelspin in third gear on wet roads, while the surge of acceleration was judged to be akin to that of a jet aircraft taking off down a runway. But if there was a criticism, it was that the car didn't seem very happy in city traffic, with plug-fouling being a common problem. *Road & Track*, however, defended the new Porsche, suggesting that if you really wanted a trouble-free city car, you should probably buy a Volkswagen...

The car shown here is chassis number 306877S, which was sold new in Cologne, Germany, in December 1966. It is one of the first 523 911Ss made and still retains its original engine and transmission. It was recently restored – and subsequently sold – by classic specialists Virage C, 50kms from St Tropez in the south of France. Finished in Light Ivory (6604), it sports what is possibly the most desirable of all interior combinations: red with hound's-tooth seat inserts.

Driving an early 'S' these days is a most enlightening experience. If you're accustomed 'only' to driving more modern Porsches, the delicacy of feel and the rather uncompromising power delivery might come as something of a surprise. The narrow tyres make for incredibly light steering, while the lack of urgency at low rpm can make the car seem sluggish. But drop down a ratio and let the tachometer needle head a few more degrees round the dial, ever closer to the red line, and then you'll see what all the fuss is about.

This car loves to rev and it loves to be driven hard, its wailing exhaust note and deep induction roar screaming 'Harder! Faster!' as you attack a favourite piece of road. As the first of the factory hot-rods, it promised to be a hard act to follow... **CP**



*Thanks to new camshafts, upgraded Weber carburettors and larger valves, the 911S engine produced 160bhp, some 23 per cent more than the 'normal' models. It liked to rev, with a 7200rpm red line*





## 1967 PORSCHE 911S



“The surge of acceleration was judged to be akin to that of a jet aircraft taking off...”





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# FROM RAG TO REICH'S

Back in 2012, *Classic Porsche* featured a rare 1955 356 Continental, owned by Jason Reich and his dad Jack, a Californian duo with an eclectic taste in automobiles. Another early Porsche has joined their fleet of fine cars since, specifically a 1954 coupé – possibly the first model ever equipped with a factory sunroof – restored to concours level by the renowned Liberty Motorsports shop!

Words & photos: Stephan Szantai





Jason and Jack Reich certainly fit the description 'gearheads' as we call them in the United States. The younger Reich, Jason, likes vehicles with some vintage appeal, as he drives 1960s-70s American trucks, a 1958 Beetle with a rubbed-out original paint job and a customised 1950 Ford coupé. Dad has a keener interest in modern German daily commuters in the shape of Audis, like a 450bhp RS5 and a 560bhp RS7; yet both San Diego County-residents enjoy early Porsches to the fullest.

During the first part of the decade, they purchased a Pearl Grey 1955 356 Continental, which graced the pages of issue #9. Then came the urge to get an even older model... 'My father and I are really drawn to Pre-As, but their low production numbers makes them hard to find,' explains Jason. 'We checked a few cars before going with the obvious choice: Jim Liberty.'

This enthusiast, highly-regarded within Porsche circles, has made a name for himself by bringing 356s back to life in his small shop, Liberty Motorsports. Based in Costa Mesa near Los Angeles, it has produced a number of top-notch restorations, including the aforementioned grey Continental, as Jim ponders: 'Jack saw the '55 at a concours here in So-Cal and contacted me the next day

at my shop. The car was not really for sale, but he was so passionate about it that we made a deal. He also saw the '54 prior to any work being done and he told me "Please let me be your first call when it is complete."' Jim kept his promise. He and the Reichs sealed the sale over the phone, sight unseen.

Now, before digging into the subject of the red 1954 coupé, let's digress a minute to reveal the philosophy behind Liberty Motorsports... Jim founded his company in 1986 to engage in Porsche restoration, concours preparation and vintage racing. Not a big surprise, really, considering his background: his father had a restoration and repair shop in the late 1950s, which specialised in Porsches. In truth, Liberty Motorsports was a side job for Jim until he retired from the real estate development and construction in 2003, thus allowing him to devote more time to his Porsche business.

His interest for the marque also led him to become a trustee of the Porsche 356 Registry, that has 7500 members worldwide. He and his wife, incidentally, keep a 1959 356 coupé in Germany, touring western Europe for a month each year. You might have seen the couple at the International Porsche 356 Meeting in Portugal at the end

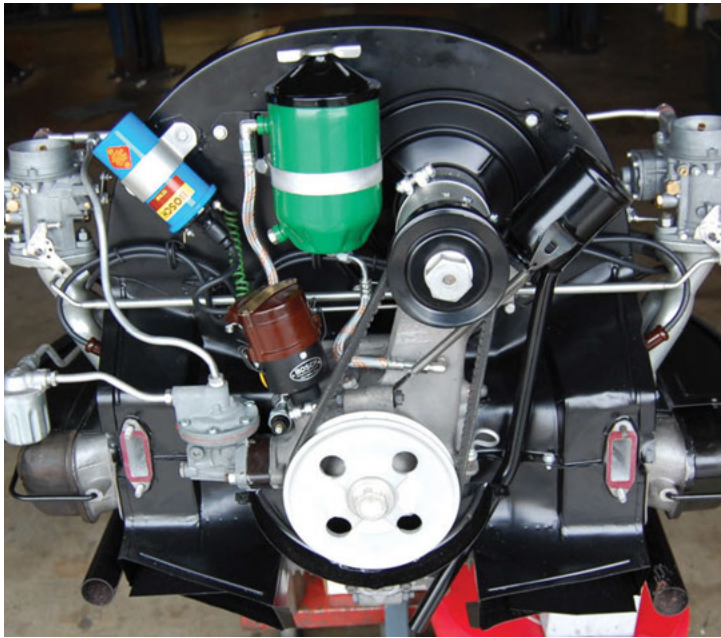




“The red '54 seems to have had only two owners from new, the second keeping it for over three decades...”







of May, one of their stops during a 3500-mile journey.

Jim restores one or two cars a year in his shop, at his own pace. 'I do not do any customer work; that way I can finish cars when and the way I want. One of the joys of being retired and running a boutique business... That said, I would do a car for someone I knew well. Presently, our bodyshop is booked for the next six months; but we are open for mechanical work any time with a few days' notice,' he says.

The red '54 seemed to have had only two owners from new, with the second keeping it for well over three decades in Oregon, and driving it regularly all through the years. Being supplied with a sunroof makes the vehicle very special, as such an option remains a rarity on a 356 of this vintage. Porsche did not keep track of them on their build-sheets, so it is impossible to confirm how many the company manufactured. Only a handful for sure, especially when you consider this is the first documented sunroof Pre-A, according to the 356 Registry.

Interestingly, the owner created walnut interior parts, including door caps, rear garnish rails, plus knobs on the

dash and window cranks, providing evidence that the coupé was a love affair for this gentleman. It came up for sale in 2011, through his estate after he passed away, and Jim managed to buy it.

It proved to be quite a find. Taking it apart revealed an original-paint, and largely accident- and rust-free car, aside from the typical battery box repair. And, amazingly, all five date-stamped factory rims had remained on/in it since new!

Now, Liberty Motorsports has two levels of restorations, respectively called 'Driver' and 'Signature', as Jim explains: 'The basic difference is in the minor details, such as correct nomenclature on the fasteners; or, for example, we will not disassemble the windshield wiper mechanism if it is functioning correctly on a Driver.

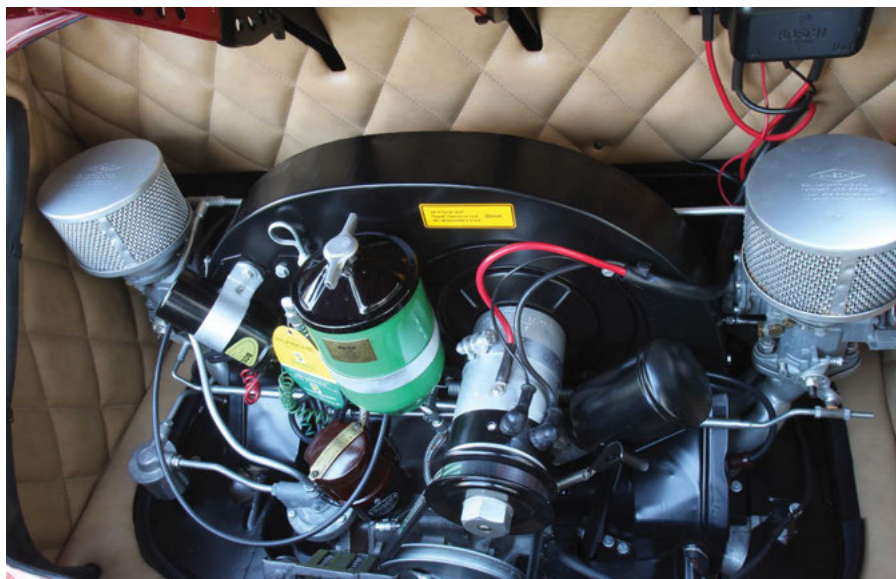
'That same mechanism on a Signature restoration would be completely disassembled, reconditioned, painted the correct colours, and the correct plating applied as was the case when it rolled off the assembly line. A simpler explanation of Signature would be: As it was the day it left the factory.' Incidentally, both 356s purchased by the Reichs belonged to the Signature category.

*The engine (above left) is the original for the car – not many Pre-A 356s can boast that! Bodywork proved to be in remarkably good condition considering its age...*

*Jason Reich (below) is proud of the rare sunroof coupé, and he has every reason to be. Side profile of the Turkish Red '54 shows Erwin Kommenda's design to perfection*







*Quilted engine bay looks quaint today and must have been a devil to keep clean. Leather interior trim is beautiful, perfectly complementing the red exterior colour*

Porsche's Certificate of Authenticity showed that the old coupé came off the assembly line with that sunroof (made by Golde, the same company that supplied Volkswagen back then) and painted a striking Turkish Red, enhanced by a beige leather interior.

Jim performed the two-year-long resurrection, with challenges common to Pre-A models, as he tells us: 'Parts need to be sourced from other cars or often made. We have a full machine shop and can fabricate anything we cannot find. In the case of the '54, the entire restoration was performed here with the exception of the final colour shoot and the upholstery.'

The Super 1500 motor is original to the vehicle, certainly an enviable fact. But the trained eye might also detect a handful of other unique features, in the form of period-correct accessories, such as the Hirschmann cowl-mounted red tip antenna – an option installed by dealers. Jim has only seen one of these before and the example found here came as a New Old Stock piece in its original box. Check out the body-mounted fog lights, too, another sought-after factory option.

Move inside the cockpit and you will notice the smell of fresh leather, along with additional rare vintage goodies. The Telefunken radio, refurbished both operationally and cosmetically, might have been in the vehicle since new. To the right of the dash, we find a map light located by a German friend ('I've seen maybe one or two in the past 30-plus-years,' says Jim), in addition to a VDO eight-day wind-



up clock, an accessory offered by Porsche and therefore correct for the car. As you would expect, this fully-operational unit has been reconditioned.

The seats feature unusual headrests, another 356 option not often found on the rather basic Pre-A models. As Jim points out: 'Remember, these cars cost as much as a new Cadillac and had no efficient heater, air-conditioning or power anything!'

The driver faces a rare and authentic Derrington steering wheel, which came to him through the wife of a very good friend after his passing. He was an instructor who gave Jim his first track lessons. 'The wheel was on his Pre-A Speedster race car and I bought it only for the sentiment. It was covered with many layers of tape. I thought it was plastic underneath; but when I removed the tape, it turned out to be an original early '50s wood wheel!' Jim had it restored and it looks perfect in the coupé.

Though this amazing vehicle has only seen limited street use at this point, Jason and Jack have enjoyed bringing it to a couple of shows: the prestigious VW Classic and Carmel's The Quail motorsports gathering, which takes place during the Pebble Beach concours and is an 'invite-only' event.

The father/son duo is constantly on the hunt for other Pre-A cars to add to their collection, though they have a Porsche of a different kind lined up now, a genuine 1973 911RSR that will be restored to its race spec. Looks like good material for a future piece in *Classic Porsche*, too! **CP**

*Steering wheel is an original Derrington wood-rim acquired by Jim Liberty from the widow of an old friend. Interior retrim was one of the few jobs not handled by Jim's shop*






“Remember, these cars cost as much as a new Cadillac, and had no efficient heater or air-conditioning...”









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Visit #7: European Collectibles  
In the repair facility, check out the two four-cam motors, one of which powers the grey Carrera GS/GT

# NON-STOP WEEKEND

Porsche meets are pretty much non-existent in Europe during the winter season. So, how about travelling to Southern California to visit the inimitable All Porsche Weekend? It had plenty to offer with a busy programme spread over three days. Yet, it surprisingly lacked a key element – the sun. *Classic Porsche* still managed to take part in eight different events!

Words & photos: Stephan Szantai

**F**loods, drought, record temperatures... The media keeps on reminding us that the world's climate proved rather unpredictable last winter. In California, lack of sufficient rain since 2012 worries the powers that be, as water reserves reached dramatically and worryingly low levels – showers have generally been few and far between this season.

Yet, the local weather created quite a surprise in March, dumping more water in three days than throughout the whole previous year! Good news for the environment, but not necessarily for Porsche enthusiasts, as the events depicted on these pages happened to take place during that very wet time period.

In spite of this small hiccup, a sizeable crowd participated in the All Porsche Weekend, eager to enjoy a busy schedule. Friday and Saturday were devoted to several open houses, with the famous LA Literature & Toy Show squeezed in between on Saturday morning. For logistical reasons, it was simply impossible to cover all the gatherings, due to the sheer distances of the various destinations! And on Sunday, enthusiasts converged on the city of Anaheim for the All Porsche Swap & Car Display, the climax of this crazy marathon. Follow the guide!



## VISIT #1: KLASSE 356

This small facility located in Torrance, about 20 minutes away from Los Angeles airport, specialises first and foremost in 356 restorations. But the smiley business partners, Ed and Mike, occasionally tackle 912 project cars. The layout of the place is quite typical of thousands of Californian shops, with a small office next to the entrance and the rest of the space devoted to repairs/restos, with an area that gathers old and new parts.

Mike (left) and Ed (right) handle the day to day business in a small shop filled with Porsche components!



## VISIT #2: STEVE HOGUE ENTERPRISES

Situated in Torrance as well, this shop offers comparatively more space and focuses on bodywork. The crew beats on both metal and aluminium to revive legendary automobiles, including the following models during our visit: RS61 Spyder, 1958 356 coupé, 1963 AC Cobra, along with a '50s Jaguar convertible. We also noticed a 1951 and a 1955 356 coupé (which hung high above the ground against a wall) and a bunch of parts attached to the ceiling and beams, to save space! The highly-regarded company additionally manufactures in limited quantity a handful of 356 body panels.



*Workshop is filled with great projects, including an RS61 Spyder receiving a new set of body panels*

*A 1958 Speedster hangs out with a Jaguar XK. We know which we prefer...*



“Despite the weather, a sizeable crowd participated in the All Porsche Weekend, eager to enjoy a busy schedule...”

## VISIT #3: LA LITERATURE & TOY SHOW

Saturday morning, enthusiasts filled two conference rooms from the Hilton Hotel, located near LA's airport (LAX). Early birds were already scouring for deals by 7:00am after spending \$30 to get in; but the entry fee dropped to \$10 dollars after 9:00am. Posters, toys, brochures, books, restoration parts, accessories... Thousands of goodies were put on display by 250 vendors. This annual rendezvous caters to Porsche fanatics and, to a smaller extent, their VW counterparts.

*Karmann Konnection head-honcho Richard King travelled from the UK to show his steering wheels, together with a range of products brought over from Europe*



## VISIT #: TRUSPEED AND CREVIER CLASSIC CARS

An expert in air-cooled Porsches established in 2001, TruSpeed has impressive headquarters that cover no less than 28,000 square feet. Visitors can admire dozens of Porsches and a few other German cars, all for sale, while a wonderfully equipped shop deals with repairs and race preps.

But the surprise doesn't stop there... We stumbled across TruSpeed's neighbour, located next door, Crevier Classic Cars. This company specialises in a much broader range of classic automobiles, either for sale or carefully stored. American vehicles represent the bulk of the inventory, with a handful of German models here and there, such as a 1963 356 coupé for instance. We even noticed a Carrera GT... although we had just seen another one at TruSpeed a few minutes earlier!



*Museum? No, this is Crevier Classic Cars. The quality of vehicles seen here is second to none*

*Maintenance, repairs, race car preparation... TruSpeed offers a wide range of services*

*Beautiful showroom at TruSpeed, eh? In the foreground, a 1986 Carrera awaiting a new owner*







### VISIT #5: CARPARC USA

Carpark USA has had a long experience within both Porsche and British car hobbies. Today, the Costa Mesa-based shop handles, almost only, repairs and restorations based on pre-1974 911s, thanks to a team of six people. Several rare models have had the attention of the crew in recent times, including one of the very first 911s produced in 1964.

*A project car almost finished following Carpark USA's attention, this 1969 911S is getting ready to hit the road*

*Bodywork, mechanical interventions, rebuild... The company offers a wide range of services to classic 911 fans*



### VISIT #6: JIM LIBERTY AND CALIFORNIA PORSCHEs

Jim Liberty works mostly alone in a small shop, where he rebuilds 356s at his own pace. The place was absolutely packed with visitors when we stopped by; but we still had a look at a nice yellow 356 T6 convertible and a fantastic 1960s Crew Cab VW truck, fitted with a Porsche 914 engine, a Pre-A dash and Speedster seats.

In the same building, we also discovered a second shop called California Porsches, which repairs and restores early 911s.

*California Porsches (above) had three different Targas on show. Jim Liberty's small facility (below) was filled to capacity, with enthusiasts enjoying food and drink offered by the host*



*European Collectibles has a large number of Porsches for sale, in the vein of this great 911S*



### VISIT #7: EUROPEAN COLLECTIBLES

Amazingly, just a hundred yards from Jim Liberty and California Porsches, another company caters to the early Porsche fanatics: European Collectibles! The brick building houses a beautiful showroom, where rare cars abound, whilst a large facility next door is devoted to the maintenance, repairs and restorations. Among the most noticeable vehicles on site, visitors could admire a 1956 GS/GT, soon to be completed...

*Between two rain showers (above), enthusiasts shared stories... In the foreground, a 912 which has had only two owners since it left the factory in '68 was on display*





Unfortunately, rain disrupted Sunday's excellent annual get-together

Benton Performance displayed this gorgeous 911E Targa, which was fresh out of restoration

A few generations of four-cylinder cars: 912, 1955 Continental, followed by a duo of 356Bs



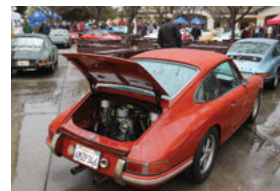
Great 356 T-5 fitted with whitewalls featured a rather uncommon colour combination

CPR (California Porsche Restoration) brought several cars, including this Jade Green 1973 911RS

'Bras', such as the example seen here, used to be very popular back in the 1980s

## VISIT #8: ALL PORSCHE SWAP & CAR DISPLAY

The main event of the weekend remains the All Porsche Swap & Car Display, which actually gathered 95 per cent of classic Porsches. They met on the grounds of the Phoenix Club, a cultural centre dedicated to the local German community. Early 911s represented the bulk of the entries, escorted by a squadron of 912s. Though sponsored by the 356 Club, 356s ultimately came in fairly small numbers, as their owners were probably not too keen to drive in the heavy morning downpours. The German restaurant and the huge marquee that gathered the pros of the industry were therefore filled to capacity, when more showers disrupted the festivities. We should also comment on the reasonable entry fees: \$20 per car, \$10 for visitors and \$60 for swap meet spaces.



Fabien Bécasse of Vintage Autohaus battled the rain in his 1973 911T, equipped with American Racing rims

We fell in love with this 1968 911 coupé that rolled on steel wheels



912s have become quite collectible models, as exemplified by the squadron seen on site

Some enthusiasts now spend large stacks of dollars to restore 912s to perfection



American 911 classics of the post-1973 era can often be recognised thanks to their bulky bumper guards. In the front: a 1975 Carrera

914s seem to be getting more popular than ever within the collectors' world

Expect to put plenty of man-hours (and money!) in the resto of this sad-looking 911!





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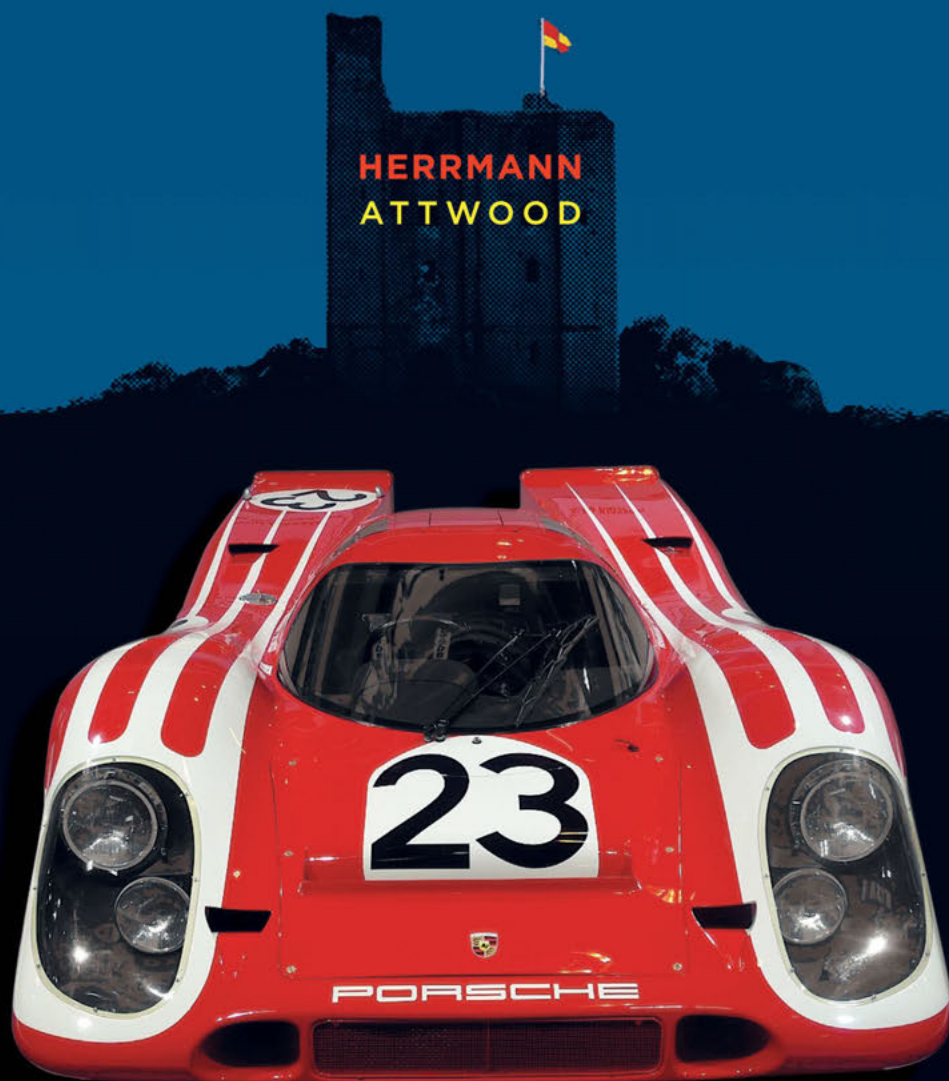
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# 906

## APPEAL

Porsche's Carrera 6 – otherwise known as the 906 – was born out of Porsche's determination to beat Ferrari in the mid-1960s. Stunningly beautiful, it owes its origins to the 904 GTS and the cars built by Porsche to tackle the European Hillclimb Championship

Words: Keith Seume

Photos: Etienne Crebessegues



*The side-on view shows how low and lean the Carrera 6 was. It was largely the brainchild of Ferdinand Piëch who would later be the driving force behind the mighty Porsche 917. Has there ever been a prettier profile than this?*

Porsche had shone in motorsport throughout the 1950s, especially in areas which tended to favour smaller, lightweight machines where a good power to weight ratio was more beneficial than outright horsepower – hillclimbing, for example. In fact, Porsche had tended to dominate this area of sport until 1965 when Ferrari's Dino 206 burst onto the scene and sent Porsche packing, its tail between its legs.

You can read the full story of this period in Porsche history in Delwyn Mallet's feature in issue #16 of *Classic Porsche*. It's a fascinating tale of how the factory responded to this invasion of its 'territory' by creating the infamous 'Kangaroo' – a flat-eight-powered ultra-lightweight machine built from a 904 with the sole intention of reclaiming the European Hillclimb Championship. It handled badly but was quick. Hot on its

heels was the 'Ollon-Villars' hillclimb car – a radical departure with a full tube chassis, and suspension and wheels from a Lotus.

Hillclimb competition had further demonstrated that the production 904, with its pressed-steel chassis, was too heavy as an all-out race car. It had been conceived as a dual-purpose machine, for use on road and track, and as such had been something of a compromise. Although the 904 was extremely successful in its role, and an essential stepping stone in the development of the successful hillclimb cars, it did not represent the future as far as Porsche racing was concerned. The Kangaroo had only served to prove the point... But these purpose-built specials were ultimately responsible for spawning an entirely new model: the Carrera 6, or 906.

To accomplish what the race department – or more



“It was clear that designing a new car around a purpose-built chassis was the only way to go...”



specifically Ferdinand Piëch – wanted to achieve, it was clear that designing a new car around a purpose-built tubular chassis was the only way to go. This decision has been regarded as indicative of the ‘new wave’ flooding through Porsche at the time, headed by Piëch. For the new young designers and engineers, the past was just that: the past. Or so they thought.

In truth, the whole concept of using a fully-spaceframed chassis was anything but new. After all, as you can read elsewhere in this very issue, the Porsche Spyders, starting with the 550 back in 1956, relied on a tubular frame. It was only the 904 (and production-based race cars, such as the Carrera-Abarth) that deviated from this path. Another advantage in using a tubular frame was that it was deemed easier and quicker to build – or modify – than the pressed-steel frame of the 904.



Gullwing doors were necessitated by the shape of the roof – it would have been impossible to use conventional doors with such a curved roof and wide sills. The Cd figure was 0.35 – slightly higher than the outgoing 904...



But even before the ultra-light Ollon-Villars Spyder had hit the track, work had begun on the Carrera 6, which was seen as the direct replacement for the 904. The latter had been built around the venerable Fuhrmann four-cylinder four-cam engine, and then been the subject of a transplant when the new 901 six-cylinder engine was squeezed in to create the 904/6. There had even been a 904/8 Spyder. But a change in rules for the 1966 FIA World Sports Car Championship, requiring a minimum series of 50 examples to be built, gave Porsche reason to reconsider developing the 904 still further.

The Carrera 6 may look radically different to the 904 – more aerodynamic and more, well, modern – and featured an all-new chassis, but it borrowed heavily from its predecessor's parts bin. The engine and transmission were carried over almost directly from the 904/6, as were the brake and suspension components.

However, the 904's principle weakness when it came to handling – rubber-bushed suspension – was addressed on the 906, when more rigid spherical bearings, similar to those used on the 904/8 Spyder, were installed.

As far as the braking system was concerned, the 906 used the same 911-derived ATE discs and calipers as the 904 (actually using what were referred to as the 904's 'Le Mans' calipers), but with dual master-cylinders operating the front and rear brake circuits independently.

There was a sound financial reason for using the same brakes and major suspension components as the 904: Porsche had plenty of such parts already on the shelf, following the decision not to build a second series of the 904 GTS. Rather than develop new parts from scratch, why not simply use these tried and tested parts which were going spare?

The brakes were tucked away behind composite aluminium-rimmed/steel-centred wheels, similar to those of the 904 with the exception of the width: the 906 was equipped with 7J x 15 rims at the front and 9J x 15s at the rear, while the 904 used rims varying in width between 5J and 7J according to tyre choice.

The wheelbase of the two cars remained the same at 2300mm, but the front and rear track of the new cars were both wider, by around 25mm at the front and 90mm at the rear.

The engine of the Carrera 6 was referred to by the internal type number 910/20. Although outwardly similar to the production flat-six used in the new 911, it differed in several ways. The aim of the development team, headed by Hans Mezger, was to elevate the power output from the 130bhp of the 911 to 210+bhp while, at the same time, saving weight. The crankcase, for example, was cast from magnesium, whereas the 'regular' 911 unit featured a cast aluminium case at this point in its development.



Plexiglas rear window gives the rear a distinctive look. Accommodation is best described as 'cosy'! Small winglets (right) were added to works cars to reduce front-end lift. Front-mounted oil cooler (middle right) is fed oil channelled through the chassis. Wheels (far right and above) feature aluminium rims on steel centres



“The aim of the development team was to elevate the power output from the 130bhp of the 911 to 210+bhp...”





While cylinder heads and cam carriers resembled the aluminium castings of the 911, internally there were several changes made to shave a few more grammes: the camshaft drive sprockets were made from aluminium instead of steel, as were the cylinders themselves, which were then hard-chromed. Forged slipper-skirt pistons, made by Mahle, replaced the regular cast items, but the biggest weight savings came from using titanium con-rods, each weighing 150g less than the standard forged-steel parts. That's a saving of almost a kilo right there...

New camshafts, with longer duration but roughly similar lift to the stock 911 profile, proved to be hard on the valvetrain. The standard rocker arms in particular came under scrutiny and these were modified and strengthened by hard-chroming the pads, and doing away with the tappet adjusting screws altogether. To set the valve clearances, it was now necessary to use lash-caps of varying thicknesses which were placed over the tips of the valve stems.

Induction was taken care of by a pair of triple-choke 46IDA3C Weber carburettors with 42mm venturis, while exhaust headers feeding individual megaphones looked after the waste gases.

The end result of all this was a 1991cc engine (the same size as the production 911 unit) which produced a targeted 210bhp at some 8000rpm, although official sources say that in reality power output was closer to 220-225bhp, with peak torque of 145lb ft at 6000rpm.

The transmission also came under scrutiny. Although similar to that of the 911 (but reversed to take into account the engine's location ahead of the rear axle), the new unit featured magnesium casings, again in an effort to save weight. A wide variety of ratios were on offer to customers – some 33 different gear sets were available to allow the Carrera 6 to be used in various theatres of motorsport, from hillclimbing to endurance racing.

The design and construction of the Carrera 6's frame caused a few problems. In essence, it was carried over from the Ollon-Villars Spyder, the design of which allowed the installation of dual 100-litre fuel tanks, one in each of the door sills. The complex tubular frame proved to be considerably lighter than the pressed-steel chassis of the 904 but was also its match in terms of torsional strength.

In theory, building a tubular chassis would be relatively straightforward for a company like Porsche, but it was a time-consuming process and, if the requirement to build 50 examples was to be met, it was deemed necessary to call in an outside contractor. Karosseriewerk Weinsberg was given the contract.

In the ever-continuing search into ways of saving weight, it had been decided that two of the main tubes would carry oil to and from the front-mounted oil cooler. It was soon discovered that internal leaks at some of the welded joints meant that oil could begin to fill adjacent tubes without being visible on the outside. Faulty chassis were repaired but Porsche felt it necessary to warn customers that it could not guarantee the oil tightness of anything other than a new chassis – basically, race it at your own risk...

There is also another interesting twist to the tale. While the Carrera 6 may look substantially more aerodynamic than the 904, wind-tunnel testing proved otherwise. The 904, which had been designed largely by eye by Butzi Porsche, had a coefficient of drag of around 0.34, while the 906, which was expected to be superior in this regard, proved to have a Cd of 0.35! This was largely due to the slightly increased frontal area (wider tyres didn't help) and those large ducts in the leading edge of the rear wings.

“The complex tubular frame proved to be considerably lighter than the pressed-steel chassis of the 904...”

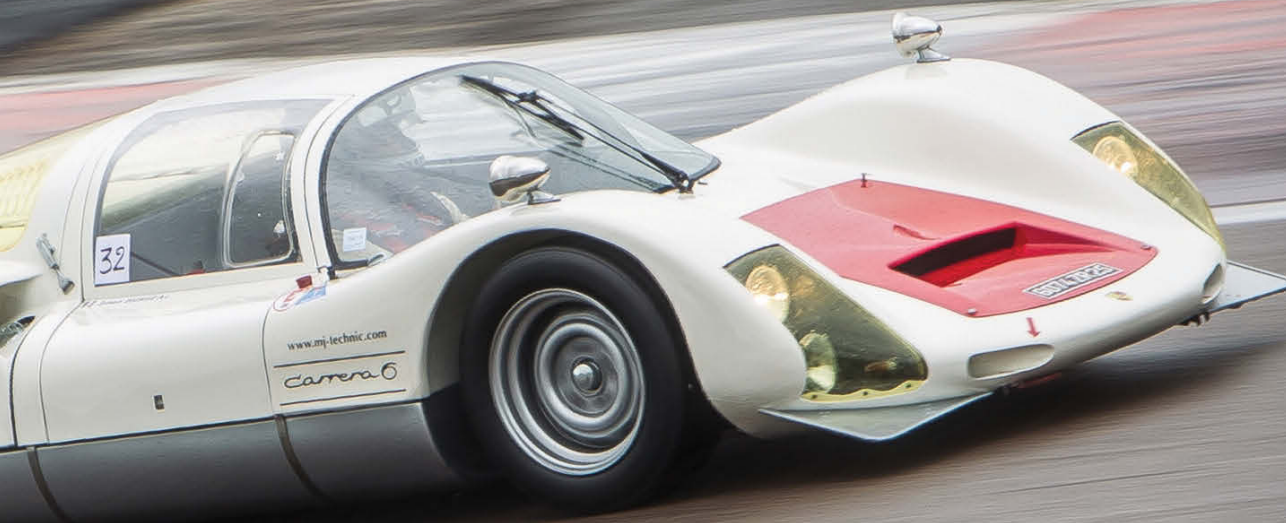
Sylvain Regnier (bottom left) is the new owner/driver of the Carrera 6, seen here testing at Dijon. Michel Paulin (bottom right) is co-owner of MJ Technic, who rebuilt the car to race-ready condition





## 906 CARRERA 6

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



The 1991cc engine produces around 220bhp and features a host of weight-saving features, such as a magnesium crankcase and titanium con-rods. Maximum power is produced at 8000rpm

The Carrera 6 was first raced at Daytona in 1966, driven by Herrmann/Linge, where it acquitted itself magnificently, finishing first in the 2.0-litre Prototype class and sixth overall. At Sebring just seven weeks later, a Carrera 6 finished first in class again, and fourth overall, pushing the arch-rival Ferrari Dino 206 back into fifth. The svelte 906 had made its mark and Ferrari was forced to rethink its strategy in the 2.0-litre classes.

The car shown here is the 23rd Carrera 6 to be built. It was the subject of an extensive restoration over a two-year period by French-based MJ Technic, which is run by Michel and Marc Paulin. They were determined to make this a 100 per cent accurate restoration and went out of their way to track down as many correct parts as possible.

The concern for authenticity was a real challenge, as Michel Paulin explains: 'Nothing has been changed. This means that if in 1966 there was a defect in the body, it

can be found here on this car. Mechanically, it is the same as it would have been back in 1966. I guess you could say it is a 1966 Carrera 6 reborn in 2013...

'The engine required almost 200 hours to rebuild. Between research and construction of missing parts, that's what gave us the most trouble. But this is the price you pay when you search for authenticity...'

The photos were taken at the car's shakedown session at Dijon with its new owner, Sylvain Regnier. Rain may have limited the amount of running time, but his smile says it all. Well, wouldn't you smile, too? **CP**

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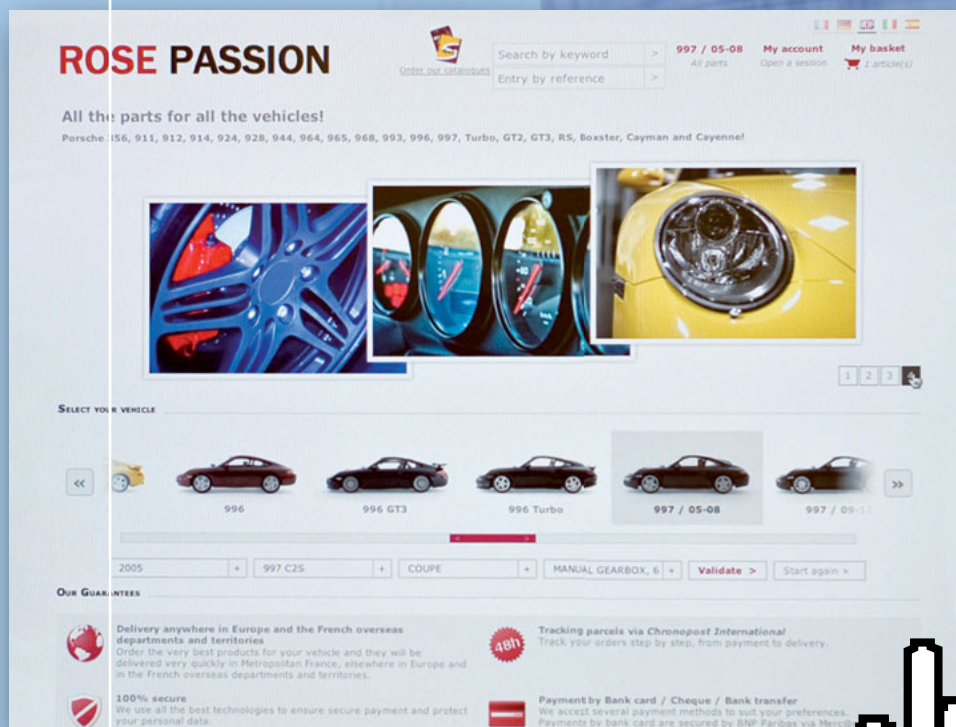
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On a gloriously sunny Sunday in May more than forty 356s throbbed into the Duxford Imperial War Museum for a low-key get together organised by PCGB 356 registrar, and Carrera owner, Fred Hampton

# DUXFORD DELIGHTS

Words & photos: Delwyn Mallett



I guess that there was, if any of the participants noticed, a certain irony in the fact that the allocated display area was in the shady lea of the Battle of Britain Hangar.

If Germany had not gone to war in 1939 there would not have been a Battle of Britain Hangar, or a Duxford as it now exists – and Dr Porsche, rather than diverting his energy into designing the Kübelwagen and tanks, would have concentrated on getting his streamlined VW-based sports car into production a decade earlier than he did.

I'm pleased to say that the 356 Day was not a concours event, but more of a social gathering, and as such it brought out a full spectrum of cars from the dented and time-worn (with drivers to match), to the freshly restored '100 pointers'. This was via a few 'outlaws' and even a

'rat-look' A that looked like the paint had been applied with a trowel. All were made welcome and everyone enjoyed the cars and the company.

The 'rat look' A, which belongs to Marcus Carlton, takes patina to a new level, and aroused considerable curiosity. Most of the once-black paint had abandoned ship and that which was left seemed to be only tenuously attached to the underlying metalwork.

The very epitome of 'barn find', the car had been imported from the US and given a structural rebuild by PRS Services with a brief, as Mike Smith put it, to disturb as little as possible the 'as found' look. Providing an intriguing contrast to the time-worn exterior, the interior was retrimmed in bright red leather, factory fresh and luxurious.

Perhaps surprisingly, given the superb weather,

only two Speedsters made the day, one finished in an eye-popping Signal Yellow, which made a standout car stand out even more, and the other (mine) sporting a period-made unpainted aluminium hardtop.

A trio of Roadsters and a lovely A Cabriolet with a subtle pale grey leather interior made up the rest of the top-down brigade.

For long-term 356 owners like myself it is fascinating to see how our cars have gone through several cycles of 'fitness for purpose'. What once was a cheap secondhand esoteric sportscar with niche appeal and, due to neglect, of frequently doubtful structural integrity has, in line with Porsche's success and desirability as a status symbol, now matured into a highly desirable and increasingly valuable, and to many an unobtainable, trophy.



The old stagers – me included, have certainly got value for money out of their 356s. Robin Godfrey-Jones paid £180 for his pre-A in the early 1970s and he is still driving it in its largely original and slightly time-ravaged condition.

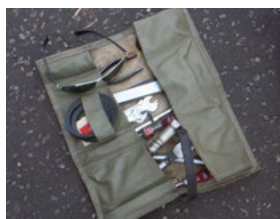
At the other end of the spectrum, Simon Bowery arrived in his just-restored, mouth-wateringly gorgeous, but let's not ask the price, 1957 Carrera, fresh from winning 'Car of the Show' a week earlier at the Warren Concours.

Later in the day Simon's car attracted an admiring group of worshippers when he started up the beast and shattered the peace while adjusting the tick-over. It struck me that his complete Carrera toolkit, casually tossed on the tarmac, would now fetch more than some of the participants had paid for their cars!

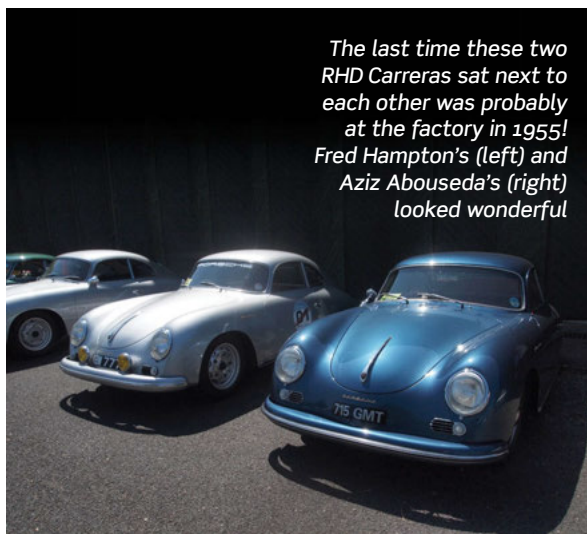
Fred Hampton pointed out that we were actually in the presence of perhaps a unique 'Carrera Moment'. His Carrera and that of Aziz Abouseda, sitting next to it, were the only two RHD Carreras built in 1955, and that this was the first time that they had been together since they left Stuttgart 59 years ago.

As the day drew to a close and cars began to drift away, Fergus MacLeod arrived in his modern Carrera GT and, while they were arranged for a photo opportunity, Fred observed that in the topsy-turvy world of escalating Porsche values, you could now buy two 200mph 2005 Carrera supercars for the price of just one 1955 version.

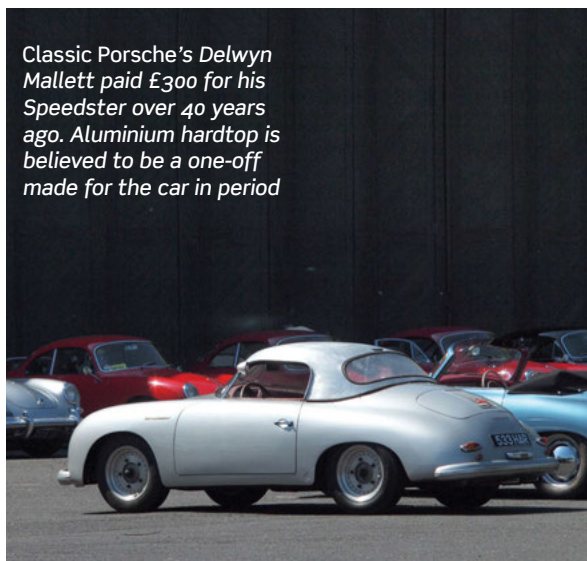
A fine day, hopefully to be repeated next year, but as I left I wondered if anyone else had noticed that on the other side of the hangar there was another of the WWII projects that the Porsche concern had been co-opted into – the V1 flying bomb, known as the 'Doodlebug', over 9000 of which were directed at England in 1944. I think I'll stick with my Speedster... **CP**



Simon Bowery put the tool kit (left) of his freshly-restored Carrera to good use, setting the carbs on its four-cam motor. Yellow Speedster (below) was one of only two in attendance



The last time these two RHD Carreras sat next to each other was probably at the factory in 1955! Fred Hampton's (left) and Aziz Abouseda's (right) looked wonderful



Classic Porsche's Delwyn Mallett paid £300 for his Speedster over 40 years ago. Aluminium hardtop is believed to be a one-off made for the car in period





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# THE INNER SANCTUM

There is a secret storage facility in Zuffenhausen that houses some of the rarest, weirdest and most special Porsches the world has ever seen, and we managed to get an exclusive look inside. Behold the magnificence...

Words: Andreas Hedegaard Photos: Soren Juul





Porsche's museum in the car maker's hometown Zuffenhausen is an impressive modern building made of steel and glass. Inside are 85 of the greatest Porsches imaginable, but today they are only the entrée to an even better feast. We've been invited to a secret warehouse where Porsche keeps some 350 of the wildest, most outrageous and special cars from the entire history of the company.

historical collection, and he explains that the factory building was built during the 1960s, but Porsche only took possession in 2011. Now it is almost bursting with cool and crazy models from the German manufacturer.

Porsche's historical collection has more than 510 cars in its possession and many of these are constantly taking part in classic races and exhibitions all around the world. Klein explains that the purpose of the warehouse is to

*Moby Dick takes centre stage, but the main hall is lined with a staggering selection of historic Porsches, some racers, some prototypes. Targa Florio 908/3 on the left is one of the crown jewels in the collection*

“Porsche's philosophy is that the cars should be maintained rather than restored...”

Porsche's sacred storage facilities are located just five minutes' drive from the official museum, but the old and anonymous buildings form a sharp contrast. Our guide, Alexander Klein, is the man in charge of Porsche's

serve as a centre that ships cars off for these occasions, and that the philosophy is that the cars should be maintained rather than restored. This point becomes even more obvious when he shows us a rally-prepared Porsche



Alexander Klein is in charge of Porsche's classic car collection. Every day he has unlimited access to over 500 extremely rare and special cars. That must be one of the coolest jobs any Porsche-loving fanatic can think of.

The classic collection is part of Porsche's official museum, and the warehouse is mainly used to store the main part of the collection that is not on display. Porsche puts a great deal of effort into preserving its own history, and at the museum there is also a dedicated Porsche library with more than 2000 square metres of book shelves.

There is also a repair shop that maintains all the special cars, and Alexander Klein assists here as well - he test drives the cars when they have been restored to make sure they meet the standards of the collection. Indeed, when we met him he was driving a 1966 911 Targa from 1966 which had just been restored. It's a tough job, but somebody has to do it...



*Below, clockwise from top left: 959s include early prototypes; covers disguise identity of many in Porsche's 'secret' collection; check the 944 on the top shelf – it's powered by a rear-mounted 911 engine and features a 4x4 drivetrain; Porsche's IndyCar heritage is well represented; looking for all the world like full-sized Matchbox toys, some exhibits have their own dedicated storage crates*

911 that took part in the African Safari in 1978. The Martini stripes have faded, and the relentless African sun has partly melted the first aid kit placed under the rear window. Even the sand in the bottom of the car comes from the African desert.

But the Martini rally car is far from being the only competition car in the warehouse. Actually there are 120 pure race cars, and all of them have a special history. One of the most sublime of these is the legendary 'Moby Dick'.

In fact, in the secret warehouse they have two of them. The Moby Dick has a 3.2-litre engine fitted with two turbos producing an insane 845bhp. All this power gave it a top speed of around 370km/h on the Mulsanne Straight at Le Mans. Such was the winning recipe that the 935s won an impressive 123 races out of a total of 370 entered – including Le Mans in 1979.

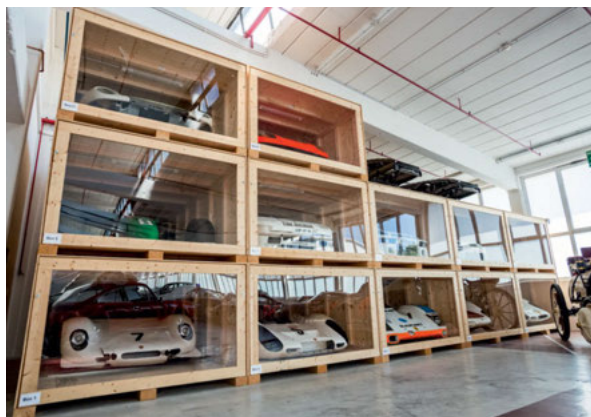
Behind the ageing white whale is another 935, but this one is fitted with a small 1.4-litre engine, which still manages to put out a massive 390bhp. The small-capacity

engine was the reason this car was nicknamed 'The Baby'.

As we walk around the warehouse, I'm conscious that I've never seen such an extraordinary number of successful racing cars gathered in one place. Behind me, for example, is the Gulf-liveried 908/3 which took second place at the Targa Florio in 1970, with its flat-8 three-litre engine producing 350bhp. The body is made of fiberglass and the chassis of aluminum, which kept the weight down to only 550kg.

There are also several more modern GT racers parked along one side of the building. Amongst these is the special Dauer 962 Le Mans of which only two were produced. This particular car won the Group C class at Le Mans in 1994.

But the race cars are only a part of Porsche's legacy. On a number of occasions the expertise of Porsche's famous engineers has been sold to the benefit of other car manufacturers. One well-known example was the collaboration Porsche had with Audi in the development





*Below, clockwise from top left: 993-based police car is a popular exhibit at shows, but check the Paris-Dakar 959 behind; Audi turned to Porsche to develop the RS2 and as did Lada, for the Samara; Porsche-powered Mercedes G-Wagen was used as back-up on Paris-Dakar; four-door 928, anyone?; stretched 911 four-seater was at Hedingham last year; Porsche hasn't forgotten its humble VW origins...*

of the RS2. But there is also a brown Lada Samara parked under a cover. Alexander Klein explained that Porsche assisted in the development of the engine and an optimisation of the assembly line for the Samara, as they have also done with the Opel/Vauxhall Zafira.

As we continue to explore this wonderland it becomes more and more apparent that Porsche's engineers must

“ You could easily spend two or three days looking round this unique collection... ”

have a sense of humour. In several areas, projects are piled on top of each other and they all seem to have been made for one reason only: because they could. Take for instance 'The Onion', which is a bodyshell is put together from panels from seven different generations of the 911. Or what about the peculiar 944 that is equipped with the

engine and the four-wheel-drive system from a 911, complete with a rear-mounted engine...

Porsche has collected a large number of prototypes in the warehouse, each deserving of its own separate article. One of the more modern, yet still intriguing, resembles a regular Cayenne on the outside, but there is obviously something different about it because the engine is

lowered by 100mm. The reason is that this is a prototype for the Panamera, camouflaged with a Cayenne-bodyshell to deceive curious onlookers.

You could easily spend two or three days looking round this unique collection but, sadly, it is unlikely ever to be open to the public. It's just Porsche's little secret. And ours... **CP**





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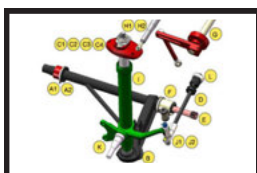
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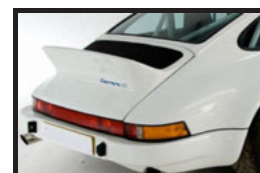
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# LESS IS MORE

Words & photos: Bill Nakasone  
Archive photos: Scott Boggs collection





## RALLY SUPER 90 GT

One of just fifteen 356B Super 90 GT coupés built in 1961, #115381 with 'Rally Harry' Bengtsson at the wheel achieved legendary status in Sweden and also played a pivotal role in securing the 1961 European Rally Championship for Hans-Joachim Walter. But, is #115381 really a Carrera GT or a Super 90 GT?





“All Super 90-powered GTs were ‘customer special order’ cars...”



**D**ocumented racing provenance and low production numbers are the two essential ingredients for Porsche bragging rights, and this 1961 Porsche Carrera GT (chassis number 115381) has Renn Sport bragging rights in spades. It is one of only fifteen Super 90-powered GTs produced in 1961, and it is one of the most successfully campaigned examples of its era.

All Super 90-powered GTs were ‘customer special order’ cars. Porsche followed a standard formula of ‘less is more’ when transforming a production car into a GT. The recipe is best described as having three elements: substitutions, deletions and additions.

With the major objective being to remove weight while still maintaining structural integrity, Porsche Werks made the following substitutions: all steel opening panels (doors, bonnet and engine lid) were replaced with thin-gauge aluminium; all glass (except the windscreen) was replaced with lightweight Plexiglas; steel wheels were replaced with lighter ones with aluminium rims on steel centres; the standard exhaust was replaced with a low restriction ‘sport muffler’, the door-mounted mirror was replaced by a ‘Spyder-style’ fender-mounted mirror, and normal touring seats were replaced with aluminium-framed Speedster-style seats.

The list of deletions was equally as extensive and included removal of all sound proofing and undercoating on both the underside and cabin, similarly the heat exchangers and heater mechanism, rear seat back, radio, side rocker panel

deco trim, window winding mechanisms in the doors, and front trunk handle.

The additions consisted of a factory-installed roll-bar, two air plenum chambers on the underside of the engine lid, directly feeding the twin Solex carburettors, a substantially larger 80-litre fuel tank, leather belt arrangement to operate the two side windows, vinyl door sill covers, and wider brake shoes with correspondingly wider and lighter aluminium drums. The cumulative total of all of these changes shaved some 200lbs off the all-up weight, resulting in a final svelte 1780 pounds total.

But the question remains, why put a pushrod engine in a Werks-built competition Porsche? By 1961, the Super 90 pushrod engine was becoming a formidable performer in its own right. Utilising a counterweighted crankshaft, short-skirt pistons, an increased compression ratio, sodium-filled exhaust valves, low restriction exhaust and twin Solex P40-II carburettors, this powerplant produced 90bhp. This was now just shy of the 100bhp produced in the slightly detuned version of the original type 547/1 four-cam engine (1498cc, 9.0:1 compression ratio) used in the early 356 Carrera GS street cars.

One additional caveat was that the Super 90 pushrod engine was lighter in weight by approximately 80lbs as compared to the four-cammer, aligning perfectly with the ‘less is more’ Carrera ethos. Although the four-cams were potent performers, they were extremely complex and labour

*Externally, it looks much like any other 356 Carrera GT, but the difference lies in the tail... Built to satisfy a customer's special order, this 1961 356 has a long competition history*





intensive to service. The pushrod Super 90, on the other hand, was a lesson in simplicity, and servicing was relatively easy. Likewise, the better fuel mileage enabled a greater range (especially with that 80-litre fuel tank), which was well suited to the long distance rally competition which #115381 was about to take on in the hands of 'Rally Harry' Bengtsson.

Harry Bengtsson was a privateer rally driver in Sweden during the 1950s and '60s. His first foray into racing occurred in 1950 in his father's Chevrolet in local rally competitions, but Harry quickly learned that the Chevrolet was ill-suited for racing in the Nordic climate. A man of modest means, he hoped someday to get his hands on a Volkswagen Beetle for reasons of its excellent traction and independent swing-axle rear suspension.

Then, in a fortuitous moment of luck, Harry won a lottery that provided enough funds to purchase his Beetle. With that Volkswagen, Harry quickly rose through the rally racing food chain and won the Rally to the Midnight Sun in 1956. From that point forward, he became referred to as 'Rally Harry' and took on almost rock-star status in the Swedish rally world by winning numerous events.

On 18th April 1961, which just happened to be his 33rd birthday, Rally Harry took delivery of his Super 90 GT coupé, chassis number #115381. This new S-90 GT would prove to be the ultimate weapon on his assault of the 1961 and 1962 seasons of the Nordic rally and hill-climb events. His list of results reads as follows:

#### 1961 Season

Tulip Rally, Holland – 2nd in class  
Rally to the Midnight Sun, Sweden – 1st in class  
Hallstabakan Hill Climb – 1st in class  
Zandvoort, Holland – 10th overall  
Falkenberg, Sweden – 3rd in class  
Kariskoga, Sweden – 6th overall

#### 1962 Season

Rorfors Hill Climb – 1st in class, 1st overall  
Rally to the Midnight Sun, Sweden – 1st in class, 2nd overall  
Jyväskylä Rally (Finland) – 1st in class, 10th overall

The records clearly show that Rally Harry and his trusted steed earned podium finishes at seven out of the nine events entered in the 1961 and 1962 seasons. This only served to further solidify Bengtsson's legendary status in the annals of Swedish rally champions.

Although he had the skill to compete professionally on the international stage of the then European Rally Championship, he remained a privateer racer limiting his sphere of participation primarily to Sweden and Finland for reasons of limited financial resources. However, fate would intervene and put Rally Harry in a pivotal position to help secure the title for another driver competing in the European championship. Enter Hans-Joachim Walter...

Hans-Joachim Walter was a famous German rally driver

*Top right: 'Rally Harry' Bengtsson (left) and Hans-Joachim Walter (right) with the car at the end of the 1961 Rally to the Midnight Sun, a showing which helped Walter take the 1961 European Rally Championship. Pushrod Super 90 engine looks out of place in the engine bay of a Carrera GT, the space more normally being filled by a four-cam motor*





“All the factory documentation from Porsche clearly states that #115381 is a Carrera GT...”

participating in the European Rally Championship in 1961 (driving a Porsche 356, of course). During this era, the championship was sanctioned by the FIA and considered to be the premier rally series in the world. Hosting over 30 events annually throughout the European continent, it attracted many factory entries and professional drivers.

Hans-Joachim Walter was in pursuit of the series championship in this hotly-contested 1961 season, and the only rally in Sweden that was recognised for driver and manufacturer points accrual that year was the famous Rally to the Midnight Sun. It is here that Hans-Joachim Walter joins Rally Harry Bengtsson.

The Rally to the Midnight Sun first started in 1950 (and still exists today as the Swedish Rally in the World Rally Championship). It is best described as a gruelling three-day event that can either destroy your ego and your car, or catapult you to the top echelon of respect in the rally world. Since the beginning, this rally had always been won by a driver of Nordic origin (in fact, it wasn't until 2004 when a 'non-Nordic' driver took top honours).

This event is three rigorous days of unrelenting snow, sleet, slush and ice on roads littered with ruts, rocks and debris. Tall trees lie adjacent to the course as do throngs of brave and, usually, intoxicated spectators. The climate and terrain is second nature to the Swedish and Finnish drivers who encounter these extreme conditions on a daily basis. However, foreigners have always feared the Rally to the

Midnight Sun thanks to its unique and infamous reputation.

Hans-Joachim Walter was well aware of the challenges facing him at the upcoming event. He had personally competed against Rally Harry at the Tulip Rally in Holland and saw first-hand his advanced levels of race craft. Hans-Joachim then approached Rally Harry and asked to be his co-driver in the upcoming Rally to the Midnight Sun.

It was a shrewd decision. Hans-Joachim could be the co-driver and get a private tutorial on the fine art of swing axle/sideways driving in snow and sleet, all the while accruing valuable points for the European Rally Championship since the co-driver was awarded equal points to the driver. The dynamic duo won first in class with #115381, and Hans-Joachim Walter was ultimately crowned the overall winner of the 1961 European Rally Championship.

At the conclusion of the 1962 racing season, #115381 went through a string of private owners. From 1962 to 1988, the car remained in Sweden, before heading to Germany, where it remained until 2002. Prior to arriving in the United States in 2003, #115381 had undergone an arduous and comprehensive restoration under the tutelage of Michael Rook (renowned Porsche racer and restorer from Leverkusen, Germany).

The current owner, Scott Boggs of Redmond, Washington purchased the car in 2003 after responding to a listing on eBay. The car was in the New Jersey area under the custodianship of an American friend to the then owner Peter

*From every angle, this looks like a Carrera GT, but the badging simply says 'Super go'. This is the way it came from the factory, whose original Kardex refers to it as a 'Carrera GT'*





## RALLY SUPER 90 GT

Agne of Cologne, Germany. The person knew little of the car or the car's history.

Scott recognised the chassis number after reading a story about the sister car (also delivered to Sweden) so he agreed a deal and began an intensive background search into the history of #115381. Through sleuth detective work and persistence, he finally located the first owner, Rally Harry Bengtsson. With the help of an intermediary interpreter, Scott received a complete history of the Carrera.

It is rare when the provenance of a car from this period is brought to life with both the first-hand recollections of the original owner/driver, as well as a plethora of supporting documentation.

But is #115381 a 'Carrera GT' or a 'Super go GT'? It has always been common wisdom that a Porsche 356 tagged with the name 'Carrera' meant the presence of the famous Fuhrmann four-cam engine in the rear. But #115381 proves to be an exception to that rule. All of the factory documentation from Porsche clearly states that #115381 is a Carrera GT coupé with a pushrod Super go engine. How could this be?

There are four logical scenarios that could explain this. First, it is possible that all (15) pushrod-powered 356B GTs produced in 1961 were christened with the name 'Carrera GT' coupé. After a cursory investigation of this theory, this does not appear to be the case. Second, maybe it was originally intended for a four-cam engine installation at inception but (for whatever reason) had a pushrod engine installed instead.

This seems to have some credence in the fact that the mounting bracket for the front-mounted oil-cooler, and the two holes in the inner front fender for oil lines (found on the plain-bearing four-cams), are all present. However, the two dash-mounted coil activation switches (to activate the two coils on the four-cam engine) are not present, which seems to disprove that theory.

A third hypothesis is that #115381 is a special variant within the run of 15 356B GTs equipped with the Super go engine. However, close inspection shows #115381 is textbook GT and does not appear to have any feature that deviates from Porsche's standard practice on this model run. A fourth explanation is that a clerical or administrative error mistakenly named #115381 a '1961 Carrera GT coupé'.

If that is the case, is this the only car (or one of just a few) that was affected by that mistake? Could #115381 conceivably be the only 1961 pushrod engine-powered 356 GT that is a 'Carrera GT' (as opposed to a 'Super go GT')? One can only speculate.

At the end of the day, the only certain facts are that #115381 has been clearly designated a Carrera GT by Porsche and it came factory-equipped with a Super go engine. Perhaps most importantly, it earned seven out of nine podium finishes during 1961 and 1962, and played a pivotal role in Hans-Joachim Walter securing the 1961 European Rally Championship. Now, that's what we really call Renn Sport bragging rights... **CP**

*Car came from the factory with Speedster-style lightweight bucket seats and huge 80-litre 'GT' racing fuel tank. There is a slight mystery, though: is the car a 'Super go GT' or a Carrera with a factory-fitted Super go engine?*



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# CLASSICS BY DESIGN

**Design 911 boss Karl Chopra has recognised the massive growth in interest for classic Porsches and has re-aligned his aftermarket parts business to meet increasing demand**

Words and photos: Paul Davies





Five years is a long time in the wide world of Porsches, just ask Karl Chopra. Back in 2009 I sat down in his London showroom to learn about the company for our sister publication *g11 & Porsche World*, surrounded by glitzy wheels, big wings, body panels, performance upgrades and engine parts, predominately aimed at the 'modern' Porsche owner. Customising water-cooled g11 coupés as well as 'vandalising' unsuspecting Carrera 3.2s to recreate early RS lookalikes was big business back then.

Now it's all changed. You could always get vital parts for an early g11 from Design g11, but now it seems the emphasis has changed and what might previously have been located towards the back of the shelf is most likely occupying the front row. Yes, you can still get all you will ever need for a 996, 997 Turbo, Boxster, or even Cayenne, from the massive stock of items the company holds at its Ilford headquarters, but now there's an ever-growing move towards satisfying the demands of the air-cooled Porsche owner.

You could say that Karl has seen the light, and recognised what readers of this publication have always

one of the leading UK suppliers of Porsche parts, and now he's recognised a change in the market and is reacting appropriately. He's also (as we shall learn) going where his heart really lies.

'In just five years we've seen demand for air-cooled g11 parts increase tremendously. The value of the early g11, and the g12, has increased to such a point that many owners now see their cars as an investment, and recognise the need to maintain them in their original state', he says.

'Attitudes have changed. It's no longer a cheap car, and people are prepared to seek out the correct items and pay for them. Orders for parts to carry out back-dates have fallen off, and now owners are looking to rebuild their cars to put value back into them. After all, putting money into a classic car is now probably a better investment than a bank.'

Many customers, says Karl, are now undertaking lengthy projects to put that value back. They order parts progressively, returning for more as the rebuild continues and their budgets allow. Design g11 has responded to the new demand and expanded its range of early Porsche

“In just five years, we've seen the demand for air-cooled 911 parts increase tremendously...”

known: real Porsche men (and girls, of course) are in reality most likely pre-'89 Porsche guys. In fact, it's not so much an uplifting experience that's driven Mr Chopra, it's just good business.

Karl is a successful operator. He's built Design g11 into

parts to the point where the company can now claim it can supply almost everything necessary to keep an early g11 on the road. There's also a growing list of bits for the 356 range.

Here's another reason why the Design g11 list of early



DESIGN 911  
Porsche Centre



Karl Chopra (above) started out by sourcing body panels primarily for customising and back-dating Porsches. Now Design g11 can supply all that's needed to restore an early g11. Selection of lights and parts (top right) includes headlamp lenses for both g11 and 356, along with



indicator lights essential to bring an imported early car up to legal requirements in the UK. Engine service parts (above) include new cam covers, valves, bearings and gaskets. In fact all the 'oily bits' needed to keep an air-cooled classic Porsche on the road



car parts has mushroomed. Within the company there are currently some 30 early Porsches, restored to near perfection. Like a mint 911S, a Carrera 3.0, and a number of Targas, stretching from a soft-window example right through to a Carrera 3.2. Demand for regular service items, and hard to get bits, to restore these cars has been

other independent specialists. Customising current model Porsches, as well as undertaking back-dates, was big then. Soon a lock-up became his first commercial premises.

'Doing body kits created a demand for complementary parts, wheels, exhaust systems, brake upgrades, mirror kits, to finish the conversion. Then people started to say,

“ Within the company there are currently some 30 early Porsches, restored to near perfection... ”

*Performance parts from US specialists: adjustable mounts (top left) from Rennline, RSR front arm bush sets (top right), Rebel Racing rear arm bushes (bottom right), and 964 adjustable spring plates. Stainless steel heat exchanger for 911, along with oil cooler pipes – also replacement bumper bellows for post-'73 cars*

fuelled by a personal, corporate, need. The result is we're all winners.

There's more. The resourceful boss is not someone to stand still for long. Look out for a Design 911 showroom soon, located not far from the current parts business, displaying the Karl Chopra collection of cars and engines. It's mainly personal, not a move into the car retail business, he says, but it's highly likely that some cars will be offered for sale from time to time. When is a showroom not a sales room, you may well ask, but I for one will go along just to look.

So how did Design 911 get to this stage? At first – as often in these tales – Karl, always a Porsche enthusiast, operated from home, in effect project managing the production and supply of body panels that were fitted by

we've got a beautiful car on the outside how do we make the inside look better?' Karl says. 'Then I started to get enquiries, some from abroad, from people who wanted to do their own work, then came a few requests for mechanical work: 993 and 964 engines into 3.2 Carreras, for example.'

The big move came when Karl bought out Europorscha, a Porsche specialist in Wembley, north London, which came complete with his first staff member. 'They had a really big customer base, which gave me access to trade suppliers as well as Porsche owners,' he recalls.

At first, the parts side of the operation took precedent as contacts were made with big name suppliers, such as Bosch, Dansk and Brembo. Relocation to the present premises at Hainault, Essex, saw the business move up a





few gears, with expansion of the product range. Replacement parts come from top aftermarket suppliers and, where possible, from Porsche itself. Karl quotes the creation of the factory's own Porsche Classic division as further proof of the recognition of the increasing value of the early models.

Good examples of how Design 911 has made previous hard to get items more attainable are the 911 dash top mouldings and carpet sets on the shelf. Also take note of the Targa soft top repair kit now available – I have!

In addition to standard replacement parts, Design 911 has also gathered together a catalogue of products aimed at the early 911 owner who wants to upgrade his car for fast road, track day or track use. Suspension parts from US specialists such as Rennline, Rebel Racing and RSR, are high on the list, as are replacement composite material bushes from both SuperPro and Powerflex. Oils stocked are Millers, Mobil and Castrol, while there's always a good supply of tyres – many to fit the alloy wheels the company imports.

The past five years has, of course, seen another leap forward, this time in the use of the Internet as a shop window. While the company has its walk-in shop – complete with lounge area – the majority of business is mail order, either direct from the website, or from telephone enquiries. Four operatives man the phones full time, and the dispatch department sends out some 200

boxes a day from the, approximately, £1.5m-value of stock. Staff count at Ilford now totals 25.

Design 911 does not nowadays provide workshop services, but for calling customers has always had close links with Joe Austin's HP Motorsport concern, which used to be 'just round the corner'. In fact it's still 'just round the corner', but has now moved to more spacious premises on the same industrial estate. With a bit of forward planning you can buy your parts from Design 911 and then take them 'round the corner' and Joe and his men will fit them. In the same way, Karl's men don't handle bodywork, but they know someone nearby who does!

You'll have gathered that in Karl Chopra's world, things keep moving on. As well as putting the final touches to the forthcoming classic Porsche showroom, he's also expanding his Prestige Performance franchise which retails parts for (non-Porsche) quality cars and currently has seven regional branches.

He says he'd like to ease off a bit and take some time out from the business, but you can bet he'll still be keeping his eye on what's trending. As we said, things don't stand still in Porscheworld for long. **CP**

### *Design 911*

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*Look out for Design 911's own showroom launched soon, which will house the company's own collection and selected sales cars. Here's my favourite, a very smart Carrera 3*







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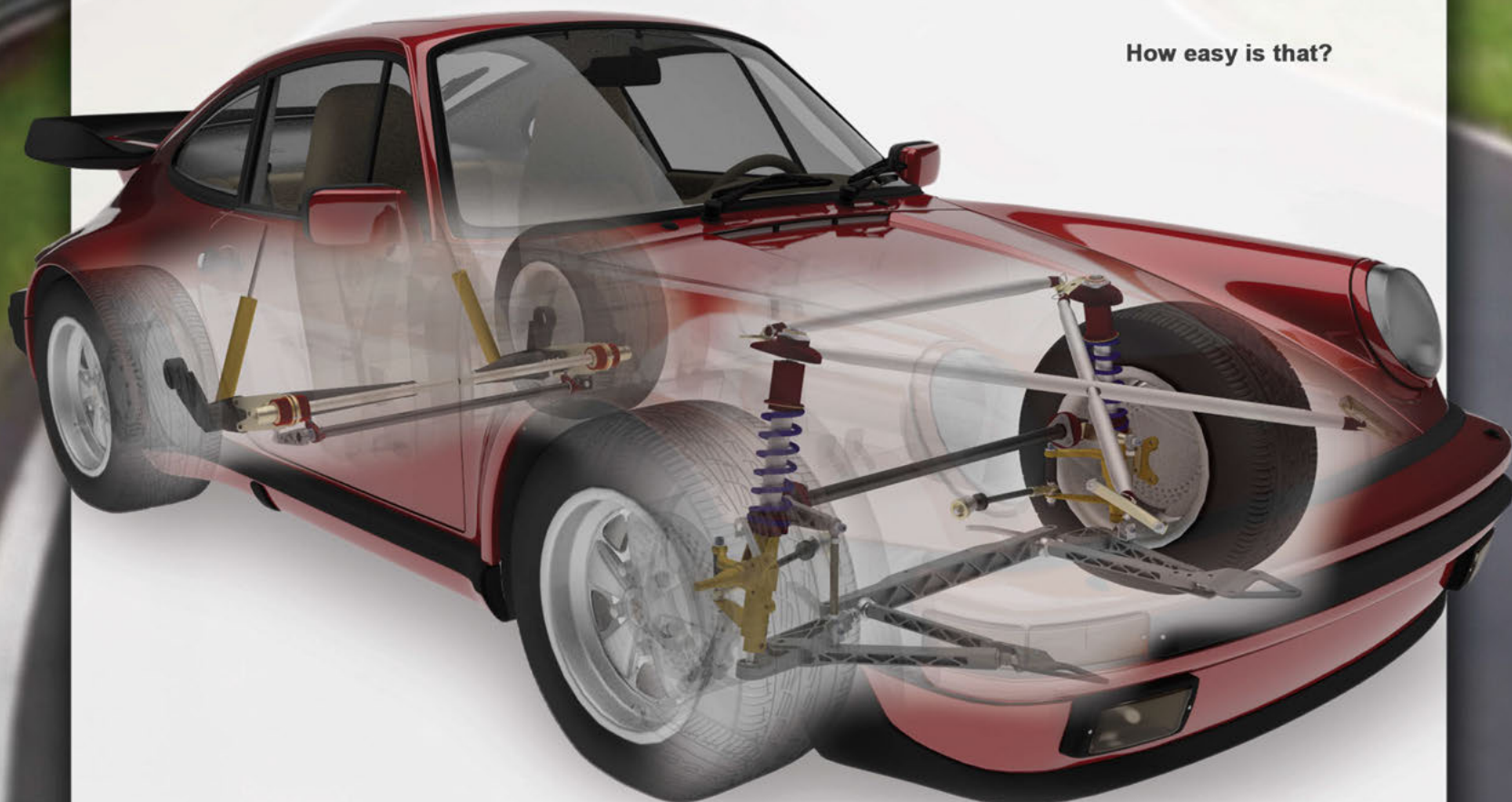
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# Spyder Tales

**Paul Davies takes a look at the development of Porsche's first real racing cars, from the legendary 550 Spyder to the equally significant 718-RSK, with a side-long look at the car that undoubtedly inspired them all: the Glöckler-Porsche**

Words: Paul Davies

Photography: Porsche AG







Porsche Number One, the first eponymous car of Dr Ferdinand Porsche was mid-engined, but the production car that emerged from the famous sawmill in Gmünd, Austria, and would thereafter carry the designation 356, had the power unit behind the rear axle. But when Ferry Porsche's team designed the company's first purpose-built racing car they reverted to the concept of placing the power unit in the centre. From then on, as they say, the rest is history...

From the first appearance of the 356, enthusiasts recognised the motorsport potential of Porsche, and took to race circuits and hillclimb tracks with their own modified versions of the little coupé. While supporting drivers campaigning the 356 (such as Auguste Veuillet at Le Mans in 1951) the factory held back in producing a bespoke racing car, and it was left to Walter Glöckler to blaze that particular trail.

Walter was a Frankfurt motor dealer from a family that, pre-1939, had sold Hanomag cars. That marque was big in the 1930s (Glöckler rallied one with Porsche motorsport and PR man of the '60s Huschke von Hanstein, incidentally) but post-'45 went into terminal decline.

Firstly a motor cycle racer, Walter gravitated to four wheels with a self-built, mid-engined, Hanomag-powered racer which proved effective in European hillclimbing in 1948/49. It was a time when sports car-starved enthusiasts world-wide built their own 'specials'.

In 1950 Walter built his first racing car, utilising a 1.1-litre Porsche engine and VW running gear. Termed the 'VW *eigenbau*' ('homebuilt') this 58bhp machine achieved class wins in Germany, beating that other VW specialist of the time, Peter-Max Müller. By the following year, Glöckler's success was such that Porsche allowed Glöckler Special No2 to

carry the company's emblem on the nose, and were happy to supply their own 85bhp, roller-bearing crank, 1.5-litre engines.

Glöckler No 2 was as successful as its predecessor, racing at one point with a removable hardtop to improve aerodynamics, and ultimately was sold to the US enthusiast, Max Hoffman, who would later play a big part in bringing Porsche to North America.

No3 was somewhat of a backwards step, being rear-engined and based on a 356 floor pan, although Walter's cousin Helm did achieve victories with it in the German sports car championship.

Walter's creations were moving closer to the factory, and by now more often known as Glöckler-Porsches. For the '53 race season, Glöckler's concern built two more cars for customers (Nos 4 and 5 if you're counting) with centrally-placed, pushrod engines and, as always, aluminium bodywork fashioned by Weidenhausen. The sixth and final Glöckler, a coupé fitted with a Porsche four-cam engine, appeared in 1954.

At the time Walter was building his final cars, Porsche was cracking on with the development of its own sports racer in answer to the increasing domination of other makes – particularly the British Jowett, East German EMW, and Italian OSCA – in the smaller capacity classes.

Early in '53 two Spyders, inspired by the Glöckler-Porsches, rolled out of the Stuttgart-Zuffenhausen factory. These cars, with pushrod engines, and with coupé hard tops fitted to the Weidenhausen bodies, achieved a dead-heat first place in the 1500cc class at Le Mans that year.

The 1953 Le Mans 'prototypes' carried Porsche chassis numbers 550-01 and 550-02. Production of the definitive 550 Spyder started in the 1954 model year with cars fitted with the Type 547 four-cam engine, not the pushrod.





“The 1954 Porsche 550 designed under Karl Rabe, followed the parameters established by Glöckler...”

The 1954 Porsche 550 Spyder (or 1500RS as it was officially called – Type 550 was said to refer to the 550kg weight) designed under Karl Rabe, and with the support of the influential, competition minded, von Hanstein, followed the parameters established by Glöckler.

The ladder-type chassis (two longitudinal side members with cross-bracing) was constructed of welded tubing, with variations of the 356 suspension and braking system attached.

The familiar 356 front

crossmember, containing the transverse torsion bar of the front suspension, and twin trailing arms locating the front hubs, was attached to the new chassis, while at the rear the production coupé's swing-axle, torsion bar suspension was also used.

The Le Mans cars of '53 – like the Glöcklers – had the rear suspension reversed, with the radius arms behind the rear axle reaching forwards from the torsion bars, while later production cars reverted to standard 356 configuration, with the radius arms trailing

from torsion bars newly positioned forward of the axle line.

The chassis frame was low slung, side members running below the rear swing axles to bring the centre of gravity down. Configuration underwent detail changes between the two Le Mans cars and the production 550 versions.

As with the 356, telescopic shock absorbers were fitted at both ends, the standard coupé worm and peg steering box was used, and 280mm-diameter 356 drum brakes and 16in steel or aluminium wheels

fitted. Like the Glöckler cars, the 550 was small and lightweight, but the one-piece open, aluminium, body of the first cars was fashioned by a new company, Weinsberg.

The main difference between the Le Mans cars of '53 and the cars that followed was the power unit. With the addition of the Fuhmann-designed Type 547 engine the definitive Spyder was born.

Fuhmann's masterpiece took the four-cylinder boxer engine to its ultimate: all alloy construction, two-piece crankcase, four

*Bridgehampton, USA, May 1952: Max Hoffmann with Glöckler-Spyder No2.*

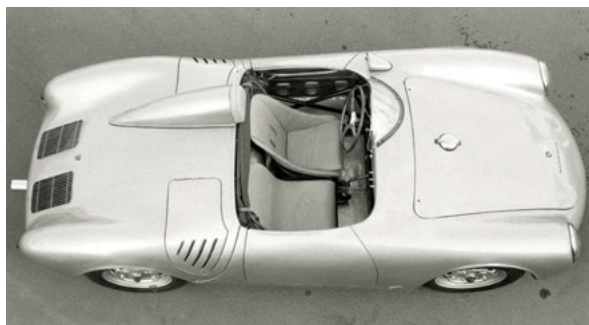
*Walter Glöckler's specials were the catalyst for the 550 Spyder*



*Far left: Le Mans, France, June 1953 – von Frankenberg and Frère give the prototype 550 with coupé hardtop a class win, dead-heating with the similar car of Helm Glöckler and Herrmann. The Spyder was the first mid-engine car to race at the Sarthe circuit*

*Left: Mexico, November 1953 – Porsche Spyder 550-02 wins the Carrera Panamericana with José Herrarte driving*





Top left: Zuffenhausen, Germany, 1956 – Type 550A Spyder (1500RS) of '56/'57 had a lighter tubular space frame chassis compared with the ladder-type of earlier Spyders

Top right: Santa Barbara, California, 1957 – Ken Miles with the 550A Spyder



Bottom left: Solitude circuit, Germany 1956 – between the Type 550A and the Type 718 came a single, narrower and aerodynamic, development car, Type 645, nicknamed 'Mickey Mouse'. Von Frankenberg was the only driver who liked the twitchy car. It ended its life off the Avus banking

Bottom right: Sicily, Italy, May 1956 – Umberto Maglioli gives the Spyder its first outright win on the 45th Targa Florio. Von Hanstein was also down to drive, but the Italian stayed at the wheel

## PORSCHE'S SPYDERS - DATA

Year	Type/Model	Cyl	Bore/Stroke	Capacity	BHP	Notes
1950	Glöckler	4	73.5x64mm	1086cc	58	VW/Porsche special
1953	550 Proto	4	80x74mm	1488cc	78	Le Mans, pushrod
1953-55	550/1500RS	4	85x66mm	1498cc	110	Type 547 4-ca
1956-57	550A/1500RS	4	85x66mm	1498cc	135	Space frame chassis
1958	718/RSK	4	85x66mm	1498cc	148	Lightweight chassis
1959	718/RSK	4	87.5x66mm	1588cc	160	
1960	718/RS 60	4	87.5x66mm	1588cc	160-180**	
1961	718/RS 61	4	87.5x66mm	1588cc	160-180**	
1961	718/RS 61	4	92x74mm	1966cc	185***	W-RS Le Mans '61
1962/63	718/Spyder/GTR	8	76x54.6mm	1981cc	210****	'Grandma'
1962/63	718/Spyder/GTR	8	80x54.6mm	2195cc	270	

\* Also 1300cc engine for smaller class, \*\*Also 1498cc (150bhp), \*\*\* Type 587 engine series, \*\*\*\* Type 771 engine  
Note: Two 8-cylinder cars were built (718-046/047) and appeared with both 2.0- and 2.2-litre engines

overhead camshafts, fuelled by dual Solex 40P1 carburettors, the first 1498cc engines delivered 110bhp at 7800rpm.

The camshafts, two to each cylinder bank, were shaft-driven by bevel gears from the auxiliary shaft below the four roller main bearing crankshaft. Each hemispherical combustion chamber had two valves and two spark plugs.

The four-camshaft engine (detailed in *Classic Porsche No3*) was to

continually develop through the life of the Spyders, and would also be fitted to the 356 Carrera GS and GT. Later versions fitted to the Type 718 Spyder would have Weber carburettors, capacities increasing through 1588cc to 1966cc.

A final, two-litre, unit developed 185bhp, at which point Type 547 had become Type 587. Porsche would also produce both 1100 and 1300cc versions to allow Spyders to compete in the smaller capacity class.

The first 550 Spyders were fitted with a four-speed gearbox, with hydraulic clutch operation, but from 1956 a five-speed transmission with dog-leg, non-synchromesh, first became standard equipment. A ZF limited-slip differential was fitted.

As a customer racer, the Spyder was a runaway success around the world. During 1954 and 1955 Porsche produced around 90 cars – with various detail changes to bodywork in

both open and closed forms – for factory drivers and private owners before, for the '56 model year, the 550A was introduced.

The new Spyder had a spaceframe chassis, instead of the ladder frame of the 550, which was both stronger and lighter. The 550A also featured revised 'low pivot' swing-axle rear suspension, improved ZF steering box, and wider, 280mm diameter, twin-circuit, drum brakes.

With the power of the four-cam engine increased to 135bhp, it was to continue the success story of the Spyder, and 37 or 38 (depending which records you consult) 550A chassis were produced over a two year period.

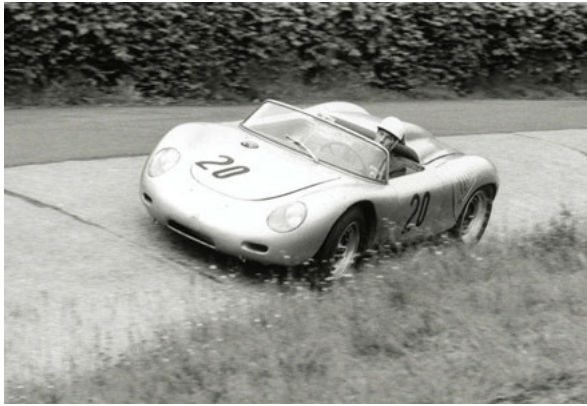
Porsche's Type 718 Spyder of 1959 (model year, production commencing late-1958), or RSK as the first cars were known, replaced the 550A, but



Far left: Nürburgring, Germany, 1957 – testing the RSK, the first of the Spyders to be designated Type 718

Left: Zuffenhausen, Germany 1960 – an RS 60 leaves the Porsche factory. FIA regulations forced the latest Spyder to be longer and wider





between these two comes a single, Type 645, development car, known as 'Mickey Mouse'.

With narrow, low drag, bodywork and revised suspension it represented a transitional period in Spyder design, and lasted just two months in 1956, before Richard von Frankenberg survived a famous and fiery accident at the banked Avus circuit in Germany.

Type 718 was more aerodynamic than its predecessors. In particular, international rules demanded that sports cars have a windscreen at least 100cms wide and 20cms deep. Porsche complied, but at the same time produced a body that had a lower drag coefficient than the previous 1500RS. In part this was achieved by extending that regulation screen to wrap-around either side of the cockpit.

The front of the body was narrower and more streamlined than the 550A (shades of Mickey Mouse?) incorporating faired-in headlights, whilst the tail section was more rounded – Porsche utilised different styles for different races.

Small vertical tail fins were added for some fast circuits, while a faired headrest for the driver, a full width aerodynamic rear 'hump', and an aluminium tonneau cover over the (mandatory) passenger seat were also employed at events such as Le Mans.

Under the skin, the 718 was also a much different car from the 550A. The space-frame was lighter, with extruded rather than seamed tubing, and the wheelbase extended.

The front suspension was modified, with revised pick-up points, longer torsion bars, and spherical (ball) joints. The steering box was centrally mounted and the steering column was double-jointed – useful when Spyders would later be raced as Formula 2 'monoposto' cars.

At the rear, there was, initially, no change from the 550A, but it wasn't long before on-going development introduced a coil-spring over tubular shock absorber system along with a Watts linkage to further control the swing axles. The aluminium drum brakes were modified, with



cooling fins that were set at an angle across the drum (so called 'turbo fins') to improve heat dissipation. Power output of the four-cam engine (now officially Type 547/3) was upped to 142bhp, and increased to 148bhp using larger Weber carburettors.

A lot changed in the 12 months of RSK production, particularly in the area of the rear suspension. By the end of the year, the traditional Porsche swing-axle design had been replaced by upper and lower wishbones – very much like much of the sports car opposition and the Formula One cars of the time. In effect the RSK was morphing into the RS 60 and RS 61 that were to follow in the (appropriately) 1960 and 1961 model years.

Once again it was the international motor sport regulations that forced the direction which Porsche followed to re-develop the Spyder. This time the FIA demanded a wider frame (not just the body) and a further (10cms) increase in the minimum depth of the windscreen.

Cockpits and doors both

had to be wider and, in a move to bring sports racers closer to road going vehicles, there had to be a 'luggage compartment' suitable for a small suitcase. The RS 60 also had a longer wheelbase than the RSK.

As in many things Porsche, the RS 61 was a logical development of the previous model (with the seemingly regular suspension upgrades) and would prove to be the last of the line of the company's first purpose-built race car. A total of 13 cars were built in the 1961 model year (from mid-1960) and two further, factory-entered, variants followed.

A pair of two-litre, four-cylinder, 718 W-RS (engine Type 587) cars raced at Le Mans in 1961 as coupés, and a further two cars with two-litre, eight-cylinder, engines (Type 771) were produced. In coupé form these were referred to as 718 GTR.

The Spyder goes down in the annals of history not just as Porsche's first real racing car, but also as the starting point of even greater things to come. **CP**

*Far left: Nürburgring, Germany, 1961 – Stirling Moss (at the wheel) and Graham Hill raced the RS 60 but the engine failed. The pair then joined Linge/Greger in a 356B Carrera to win the class!*

*Left: Le Mans, France, 1961 – the RS 61 Spyders sported a coupé body for the fast circuit. The basic shape of the 904 which followed can be seen here*

Thanks to:

Andy Prill of Maxted Page and Prill ([www.maxted-pageand-prill.com](http://www.maxted-pageand-prill.com)) for technical input  
Jens Thörner, Porsche Museum, Stuttgart.

References:

'The Porsche Book', Lothar Boschen/Jürgen Barth  
'Excellence was Expected', Karl Ludvigsen  
'Porsche Story', Julius Weitmann



*Far left: Nürburgring, Germany, 1962 – the near-ultimate incarnation of the Spyder was the W-RS with the final 1966cc version of the 'Fuhrmann Four' (Type 587). The striped helmet reveals this is Graham Hill, who shared driving with Hans Herrmann to finish third overall*

*Left: Nürburgring, Germany, 1963 – Phil Hill (left) and Jo Bonnier with the 718 GTR (8-cyl) coupé (chassis 718-046) before the start of the 1000kms race. An accident resulted in retirement*



## Spyders in Action

The Spyder aptly sated the appetite of racers who'd recognised a lot more could come from the 356 concept. Modified road cars were fine as far as they went, but serious types in Europe and the USA wanted more. And whilst many private entrants won their own battles, the factory also clocked up numerous wins with their own cars and drivers.

The efforts of Walter Glöckler and his amazing specials, we've already touched upon. Porsche's first real factory success came with those two 550 prototypes manufactured in the Glöcker mould at Zuffenhausen in the early days of 1953. Famously the two cars dead-heated for Up to 1500cc class honours at the Le Mans 24 Hours of that year, but the official results have the car of Richard von Frankenberg/Paul Frere in 15th place

overall, and the Helm Glöckler/Hans Herrmann car 16th, both on 247 laps.

Those original prototypes did not hang around for long. Wary of the need for income as well as publicity, and after a string of hillclimb victories in Europe, in the same year Porsche sold both to a Czechoslovakian enthusiast, Jaroslav Juhan, based in the Central American state of Guatemala, who promptly entered them for the fourth running of the Carrera Panamericana.

Jose Herrarte won the class with 002, whilst Juhan – who retired in Mexico – took 001 to class victory in the 1000kms of Buenos Aires just two months later.

The first major outing of the works four-cam 550 came on the 1954 Mille Miglia, when Herrmann and Herbert Linge finished 6th overall, whilst production

cars were getting into customers' hands by the end of that year, bringing in the results, often in the all-popular hillclimb events in Europe at that time.

Through the life of the 550, the 550A and onto the RSK then RS 60 and RS 61, class wins were the norm for the Spyder: the Le Mans run stretched from '53 through to '58 without break. What was not so easy, of course, was to achieve overall victory with the little car.

The break came in 1956 when Italian driver Umberto Maglioli took a 550A to first place overall in a solo drive on the Targa Florio. Edgar Barth (with Wolfgang Seidel) was to repeat the win in 1959 in a 718 RSK, and Jo Bonnier/Hans Herrmann ran out overall victors in the Sicilian classic the following year with the RS 60. Success in Sicily culminated in '63, when Jo Bonnier and Carlo



Abate took the eight-cylinder 718 GTR to victory.

The 46th Targa Florio was the last major race win for the Spyder (actually it was a coupé!), but it wasn't quite the end. Edgar Barth took control of 'Grandma' (as the eight-pot 718 W-RS was nicknamed because it got so old) and took it to victory in the European Hillclimb Championship in both 1963 and 1964. But by then the 904 was in the pit lane, and the Spyder's reign was over. **CP**

*Sicily, Italy, May 1963: Jo Bonnier gave the 718 its third Targa Florio win with the eight-cyl GTR coupe, Carlo Abate sharing the driving. It was the fourth Targa Florio victory for the Spyder family*

*Nürburgring, Germany 1963: Edgar Barth with 'Grandma', the eight-cylinder 718 W-RS that took the European Hillclimb Championship title in both 1963 and '64*



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# PROJECT 912/6

**Part 12: The engine is finally built up as a long-block and is now ready for final assembly prior to installation in the car. Our problem is not having enough time to work on El Chucho!**

Words: Keith Seume Photos: Bob Watson & KS Artwork: Chris Jury

*El Chucho*



*It's hard to keep the enthusiasm going at times, but hopefully the car will hit the road this summer...*

**W**e have an engine at last! While I was away in the USA on business, Bob Watson was beavering away down at Canford Classics assembling the pile of parts that I had acquired to build the engine for El Chucho. To come back to these less than sunny shores to discover a complete engine sitting ready to install was just the boost I needed.

The engine I'd originally bought as a 'plug and play' item had proved to be anything but. The seller in the USA was very understanding of my predicament and agreed to refund a substantial amount of the purchase cost, but it did mean I needed to get the engine completely rebuilt.

I'd been gathering parts for several months and was wondering who I could ask to build it for me – I have no personal experience of rebuilding 911 engines and didn't feel up to tackling the job, especially without a garage or workshop of my own.

Fortunately, as mentioned in the last issue, Bob Watson agreed to build the motor for me – he has more experience of assembling 911 engines than most in the UK, so I knew it would be in safe hands.

Bob came to the R-to-RSR workshop in Devon, where I've been working on the car, to have a look at the disassembled engine and consequently gave me a list of what parts I'd need to buy. Over the next few weeks, I acquired most of the components, including Wossner forged pistons, Web Cam cams and rocker arms, ARP fasteners and a ton of engine parts from Pelican Parts. To each of these companies I say a huge 'thank you' for excellent service and great quality components.

There were still a number of parts about which Bob wasn't too sure, and so it turned out that my oil pump was beyond use, as was the lay- (intermediate-) shaft. When disassembled, it looked like the main oil pump shaft had been running out of line – maybe the bush in the pump body was worn. The result was that the gears had been rubbing against the body.

Finding a new pump didn't prove to be as easy as I expected. I'd tried to find a later 'four-rib' SC-style pump but couldn't get one and, after a couple of false starts, DDK member Tim Barker got in touch to offer a three-rib pump. Bob gave it the all clear and we were on our way.

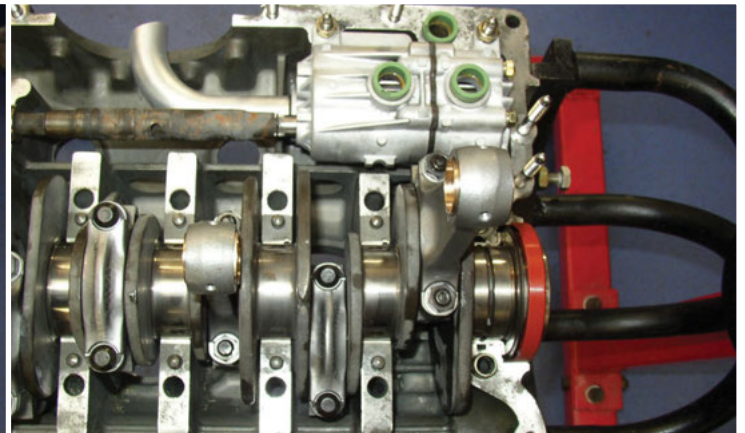
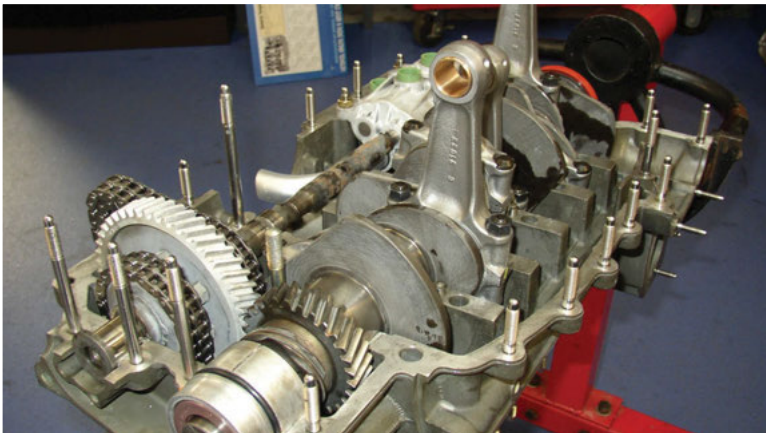
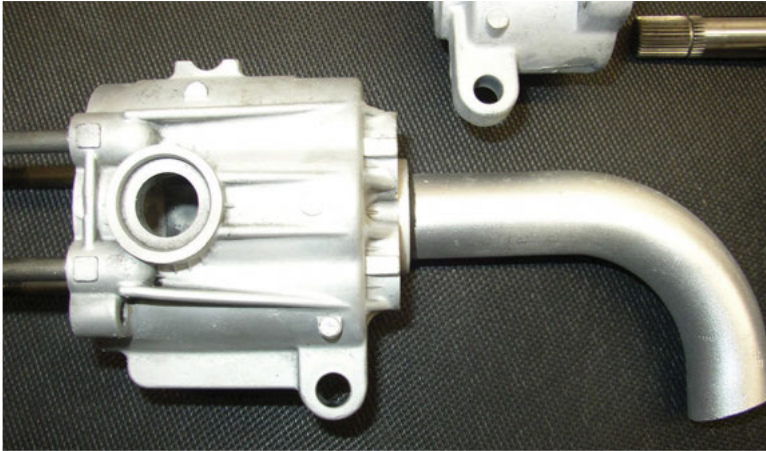
*Right: Just a reminder of what will help liven up this engine – a set of 10.0:1 85mm forged pistons from Wossner, with bored-out stock cylinders*



*Far right: Camshafts are 'S'-spec grinds from Web Cam, and are used in conjunction with their hard-welded rocker arms. Anticipated output is in the region of 190-200bhp...*







Next was the layshaft (intermediate shaft) – or, more specifically, the gears. The aluminium timing gear was badly worn, with loads of backlash. Once again, I thought it would be easy to find a replacement, and spent ages scouring all the usual forums and auction sites to no avail. In the end I sent a round-robin e-mail to several of the UK's specialists and Nick Fulljames at Redtek replied, offering a good used one for a decent price.

Something else I was clearly going to need was a pair of camchain tensioners. I had a chat with Bob about the various options – original '901' type, later '930' style, pressure-fed Carrera type or, maybe, purely mechanical tensioners. Bob is a big fan of the latter but I was unsure, after reading many comments on various Porsche forums about their lack of suitability for a car destined for road use, rather than competition.

But Bob was adamant they would be fine – 'You'll check tension after about 500 miles and then you won't need to touch it again for another few thousand'. Well, as even with the best will in the world, El Chuchito is unlikely to see

much more than 3- or 4000 miles each year, I thought 'why not?'. Stomski Racing in the USA sell some great billet aluminium tensioners (they can also conveniently be used to set cam timing), so a pair was ordered and arrived a few days later. One thing's for sure – they can't fail like hydraulic tensioners can (and sometimes do)...

I left Bob to his own devices here and headed off to warmer climes, visiting, among others, Sierra Madre in Glendale, California, to pick up some other bits and pieces I'd be needing to get the car finished, including the correct early window winder handles. I also took the opportunity to buy a lightweight (7lb) flywheel from Patrick Motorsports in Arizona. It's a work of art and should really help the motor to 'zing'.

Back in the UK, I also ordered a host of other parts I'd need to ready the engine for installation from Rose Passion in France. Again, great service and great prices – I bought oil lines and fittings, and a ton of little bits and pieces I knew I'd need. This included plugs for the main oil galleries, which Bob had removed so that he could clean

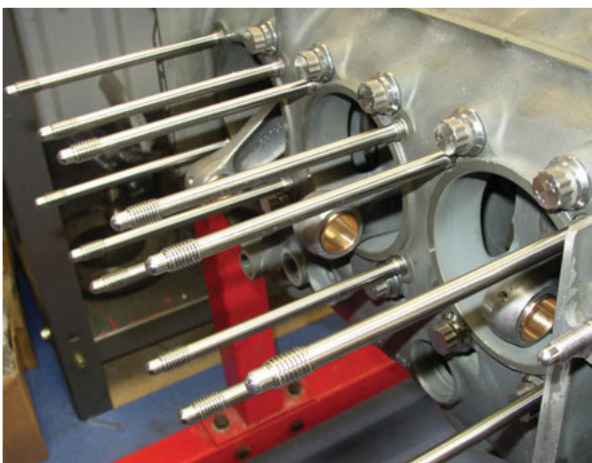
*Top left: Original oil pump was U/S – it had been running out of line, causing wear and potential pressure loss*

*Top right: Despite the rest of the engine damage, our forged crank was within spec and just needed polishing*

*Above left: Original lay shaft (intermediate shaft) was too worn, so a replacement had to be found*

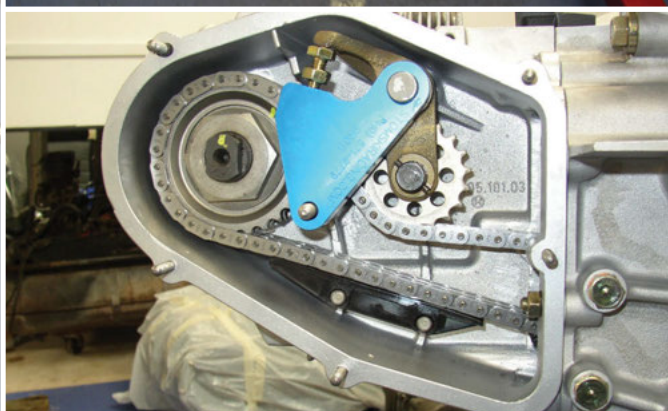
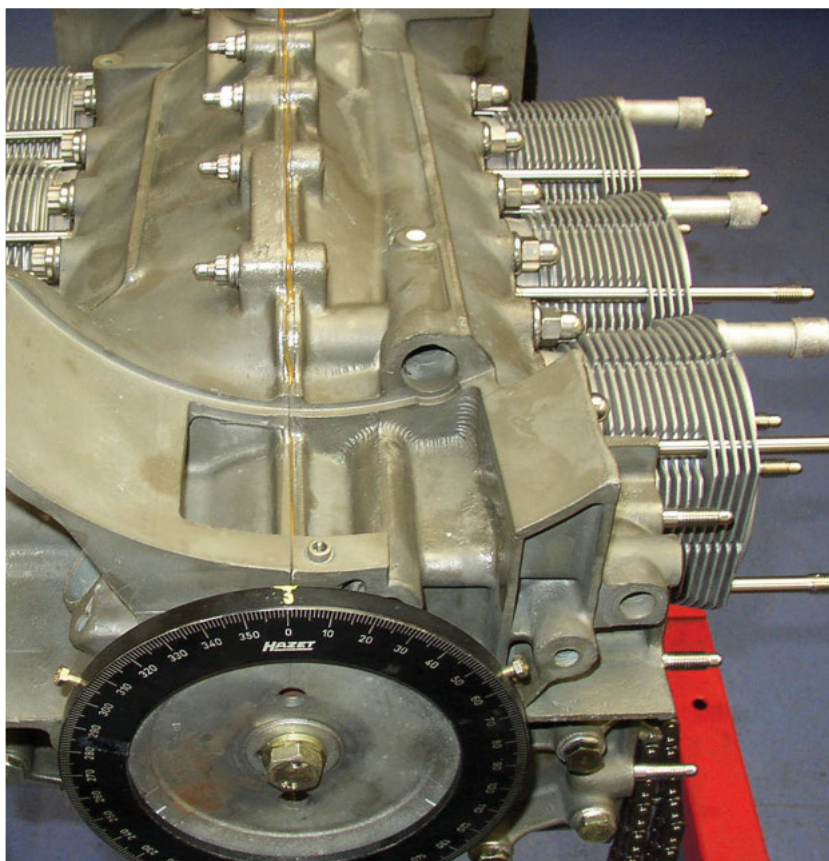
*Above right: New oil pump also benefited from oil bypass mod to the crankcase*

*Far left: ARP fasteners were used wherever possible. Quality is incredible, and they come highly recommended by most engine builders*



*Left: Pistons are clearly marked to show which way up they go, but Bob marked them anyway with a pen so it was obvious at first glance. Note knurled 'nuts' used to temporarily hold cylinders in place before heads are bolted on*





Above: Note that Bob had removed the soft-aluminium plugs used to seal the main oil galleries, so that he could be sure the case was as clean as possible inside. New plugs would be fitted before final assembly

Top right: Web Cam camshafts and rocker arms installed in cam carriers

Bottom right: Bob is an advocate of using mechanical camchain tensioners on hot-rod engines that don't see huge mileages. These came from Stomski Racing in the USA

Right: You can see the Stomski tensioners - they can also be used as a temporary installation to aid setting the cam timing

Far right: We couldn't resist slipping on the Jenvey induction system for a quick photo. It gives the engine a classic 'race' look but with ultra-modern electronics to aid tuning

out the inside of the case properly. Unfortunately, the plugs that arrived - and those stocked by everyone else I tried - didn't fit. They were too small!

Porsche lists these plugs as being 26mm in diameter, but they needed to be about 26.25mm to fit the magnesium case. In the end, I had to have some machined up, which were then tapped in place and finally sealed with JB Weld.

When I collected the engine from Bob, it looked amazing - literally as if it had just come off the line at Porsche 44 years ago. Next, though, I needed to add all the oil lines, flywheel and cooling 'tin'. The latter is currently on its way via R-to-RSR - I've gone for the lightweight 'translucent' type, for that 911R look.

So, we're getting there. We're still a way off installing the engine and trans as I want to sort out the wiring loom and fuel lines while I have space to work on them. Ah yes, the wiring loom... For better or for worse, I've ripped out the brittle original loom and have decided to wire the car from scratch. Am I mad? Probably... **CP**

#### CONTACTS

**R-to-RSR:** [www.r-to-rsr.com](http://www.r-to-rsr.com)

**Web Cam camshafts:** [www.webcamshafts.com](http://www.webcamshafts.com)

**ARP fasteners:** [www.arp-bolts.com](http://www.arp-bolts.com)

**Bob Watson:** [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)

**Wossner pistons:** [www.tsr-performance.com](http://www.tsr-performance.com)

**Pelican Parts:** [www.pelicanparts.com](http://www.pelicanparts.com)

**Restoration Design:** [www.restoration-design.com](http://www.restoration-design.com)

**Ben Lewis:** [www.evilbensblogspot.com](http://www.evilbensblogspot.com)

**Roger Bray:** [www.rogerbrayrestorations.com](http://www.rogerbrayrestorations.com)

**Canford Classics:** [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)

**Historika:** [www.historika.co.uk](http://www.historika.co.uk)

**Tuthill:** [www.francistuthill.co.uk](http://www.francistuthill.co.uk)

**Jenvey throttle bodies:** [www.jenvey.co.uk](http://www.jenvey.co.uk)

**Mike Bainbridge:** [www.mbporsche-engineering.co.uk](http://www.mbporsche-engineering.co.uk)

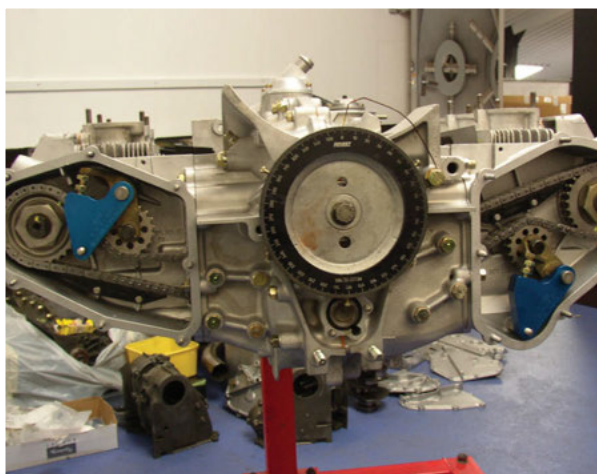
**Powerflex bushes:** [www.powerflex.co.uk](http://www.powerflex.co.uk)

**Redtek:** [www.redtek.co.uk](http://www.redtek.co.uk)

**Stomski Racing:** [www.stomskiracing.com](http://www.stomskiracing.com)

**Patrick Motorsports:** [www.aptrickmotorsports.com](http://www.aptrickmotorsports.com)

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FROM THE ARCHIVES

# NIGHT SHIFT

It's late, it's raining but the lights are still on at Zuffenhausen as the night shift kicks into action. Outside, a new Speedster sits in the rain awaiting a new owner... Can there be a more evocative photograph?

Photo: Porsche Archiv



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**911 Carrera 3.2S Cabriolet**, 1987, 132,000 miles, black, full leather seats, a/c, engine partially rebuilt, many parts replaced, full service book with invoices, owned 15 years, £19,500. Tel: 07850 595968. Email: chris@blb.uk.com (Cams). C24/017

**2013 Tour Britannia Targa** class winning car for sale, '82 911SC, comprehensive build, used as daily driver and has Competition Car log book, £35,995. Email: duncan@islandfs.com. C21/014  
**1980 911SC Stunning!** In concours condition, stunning bodywork and time warp leather interior, mechanically perfect, 88K original miles, none better, UK and global shipping available, £19,950. Tel: 07908 588962. Email: ciaran98@aol.com (Londonderry). C24/005



**911S 2.4 1973 Sportomatic Sunroof Coupe LHD**, original light yellow colour, exceptional example, last of the early production 911Ss with a powerful 2.4 litre engine (190bhp), only 1430 1973 911S Coupes built, 95% finished project, all matching numbers, very solid and rust free, perfect floor pans and front suspension pan still on original sills and kidney bowls, no signs of rust, just had total respray as paint had faded, 69,000km, stored since 1980, engine needs recommissioning but turns over freely. The car was special order, options included factory Recaro Sport seats, electric sliding sunroof, also 7x15 Fuchs alloys all round and plastic fuel tank. All parts for the car are available to finish, I have all the original papers, came into the UK from Germany, still registered in Germany. Truly a rare 911, only getting harder to find and increasing in value, inspection welcome, £100,000. Tel: 01686 440323. Email: mark@rs911.com. C24/002



**911 3.2 Carrera Targa**, 1988, black, 6 months' tax and MoT, 150K, black leather seats with red trim, recent bodywork, new exhaust, clutch and gearbox, original '80s Pioneer stereo, £15,000. Tel: 01865 400675. Email: harvey.rodga@hydro-gis.co.uk (Oxon). C24/015

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### Miscellaneous

**Personal number plate** for sale, 'SEZ 9111', open to sensible 4 figure offers. Tel: 07912 183149. Email: p-briscoe@sky.com. C24/010



**Porsche 962 Le Mans 1990**, probably the only un-raced example in the world, €1,400,000. Tel: +39 3382 606093. Email: alberto.capezzuoli@libero.it (Italy). C24/019

**'911 XBM'**, private registration number (on retention, fees paid), £1995. Tel: 44 (0)7897 906307. Email: asimh.email@gmail.com. C24/021



**Porsche garage sign**, very large (92cm x 70cm) reproduction Porsche garage sign made to go on your garage or showroom wall, £75. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C24/016

**A964 RUF**

**Registration for sale 'A964 RUF'**, the perfect plate for this 911 model, currently held on certificate, oiro £3950. Tel: 07855 243069. Email: gordonrowson@btinternet.com. C24/022

**Porsche 914 private reg**, 'SIA 914', currently on retention, £1500 ono, buyer pays fees. Tel: 07949 589126. Email: ben\_nash@hotmail.com. C24/011

**Cherished number** for sale, 'JUG 911Y', ideal for 1983 911, available for immediate transfer, £1750. Tel: 07513 570757. Email: auroge730@gmail.com. C24/012

**Registration 'B911 BOF'**, on retention, suit boffin type person with early 911, £1275. Tel: 01253 882781. Email: cjmimack@talktalk.net. C24/013



**Registration no 'A 911 TEW'**, on retention, £1100 ovno. Email: richard@uplandsorchard.co.uk. C24/018

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### Parts

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**Trackday/race parts** 911 pre-1990, pair Sabelt race seats c/w brackets, runners and Sparco harnesses, £375; Safety Devices bolt in 1/2 cage, £250; 4 Fuchs wheels 7"x8"x16 with Yokohama AO48m tyres, £950. Tel: 01246 569689. Email: william.woodhouse@mypostoffice.co.uk (Derbyshire). C24/007

**Porsche 911 SC** rear reflector, good condition, no cracks, minor blemishes on rear, £110. Tel: 01903 694550. Email: gary911sussex@btinternet.com (W.Sussex). C24/020

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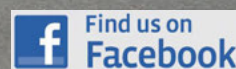
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In December 1965 the car was sold by Scania-Vabis to Swedish racing driver Anders Josephson. Between 1967 - 1969, chassis #147 was raced extensively by Josephson in the Swedish Touring Car Championships (finishing 2nd in the 1968 championship) and during the winter months was regularly driven in ice racing. Throughout 1967, the car wore the Anders Josephson Racing Team's Red Star on the bonnet but in 1968, it was distinctively re-liveried in the Josephson Textiles, 'sixties sunflower pattern, applied in vinyl.

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