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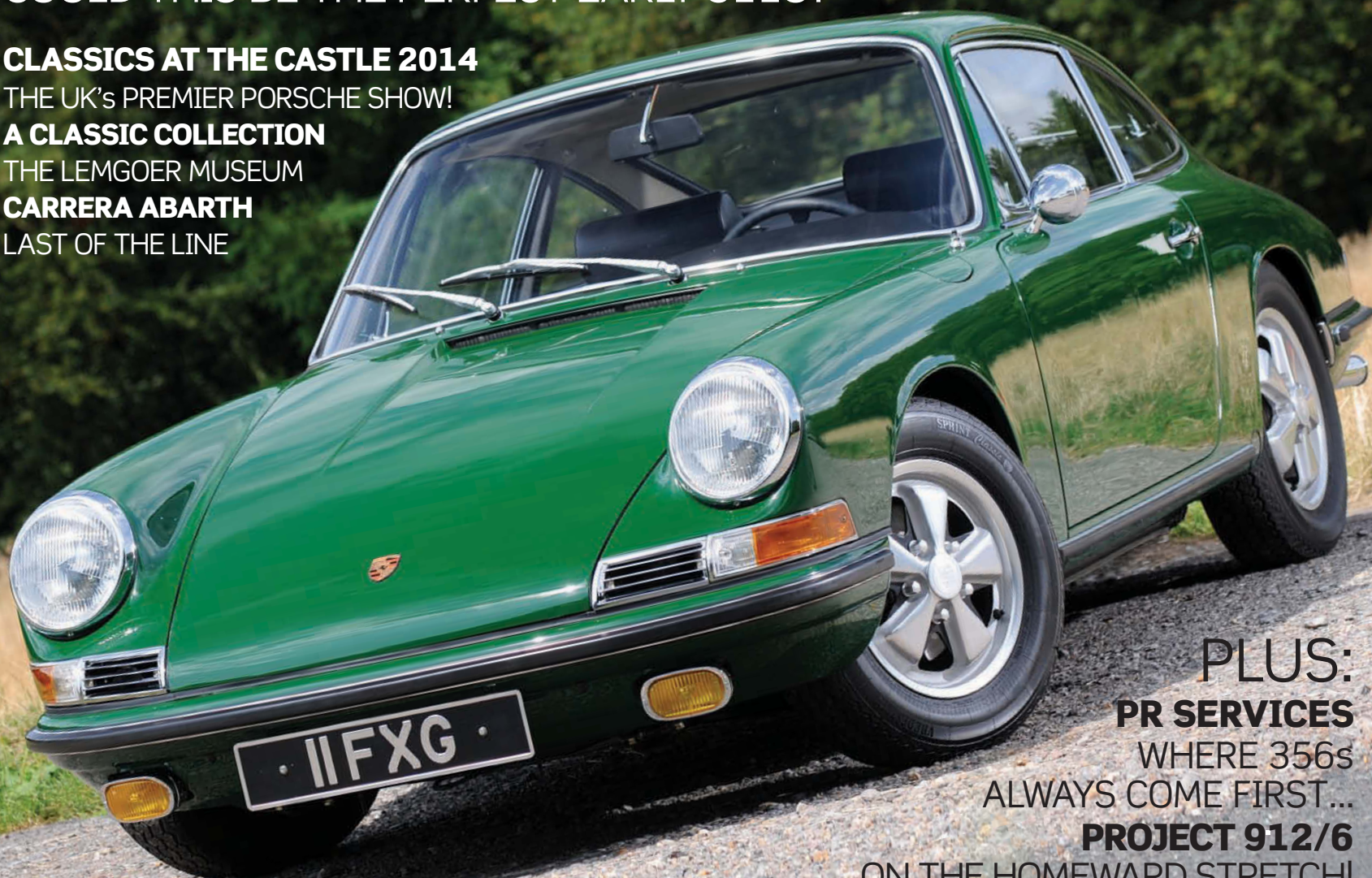
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WELCOME



In the last issue, I commented about how it's been a busy summer. Well, guess what? It's only just beginning to quieten down as we head into October. I think this has been my busiest year ever.

Following on from the last issue, I've been to our own publisher's Porsche Picnic, followed immediately by Classics at the Castle and then the Goodwood Revival race meeting. The next weekend, it was a relatively short drive (only three-plus hours each way...) to attend Canford Classics' open day.

Somewhere in between all that, I managed to get up to

“My passenger emerged from the car with a big smile on his face...”

Silverstone for a nice little evening event put on by Porsche Cars GB at their 'Experience Centre', the aim of which was to bring together all the journalists in the UK who drive a Porsche of their own. As my own car isn't quite ready (as you can see in the photo above!), I borrowed a 1968 911 from Roger Bray Restorations.

I was given the chance to take the car round the twisty driving circuit which Porsche built to showcase their cars' handling. The last time I drove there was in a new Porsche 991, with all the electronic bells and whistles. Quite a contrast, I can tell you.

Interestingly, it was the first time Porsche's driving instructor (who sat alongside me) had ever been in an early 911. He seemed impressed with its sure-footedness and delicacy of feel. I just loved the way you feel so 'attached' to the road, compared to the newer models. My passenger emerged from the car with a big smile on his face, so I think we may have another convert...

Keith Seume
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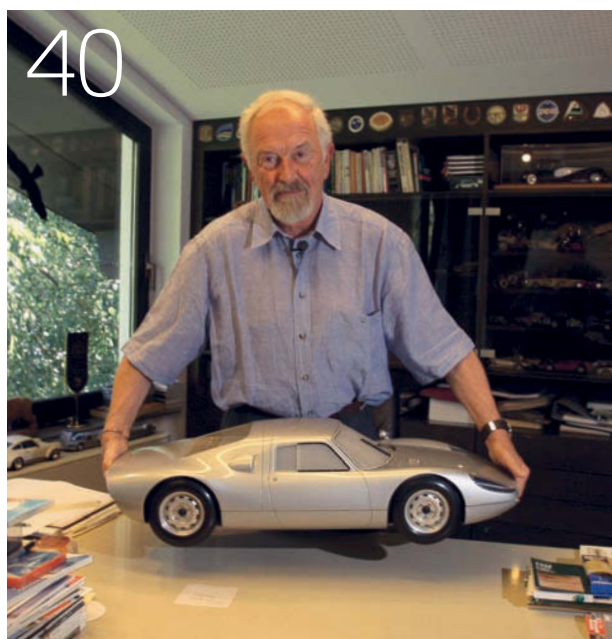
Paul Davies looks back on the life and times of rally legend Bjorn Waldegård

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PROJECT 912/6

We're getting there! Engine and transmission are in, brakes are on...

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1970 911 T 2.2, black with black interior, lhd, new motor, restored, £49,995



1963 356 C Cabriolet, triple Black, lhd, new motor and interior, £115,000



1962 356 B Cabriolet, rhd, with original hard top, silver with blue leather, £120,000



1973 911 T 2.4 Targa, lhd, black with black, rebuilt motor, restored, £49,995



1957 356 A Cab, Ivory with red, black hood, factory hard top, £130,000



1973 914/4 2.0, Signal orange with black, ex USA car, very original, £15,995



1981 930 Turbo, Zinc/Black, only 55k miles, full history, very original, £59,995



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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

911S SHINE AT GOODWOOD REVIVAL



As you can read on page 54 of this issue, this year's Goodwood Revival saw no fewer than three classic 911s taking to the track in the Fordwater Trophy. Top performance of the weekend was from Andrew Smith, driving Historika's 901-series car.

We caught up with Historika's Kevin Morfett after the event to hear his take on the race: 'We didn't really know where we would stand against the cars in our race as we hadn't raced against many of them before. The only measure we had were the results from the last time 911s raced at the Revival in 2009 and that year they just broke into the top ten. So as qualifying got under way, we

were all hoping for the top ten and possibly a place on the 3rd row.

'As the session progressed, we kept seeing a lot of our 901 on the big screen. You could tell that the car was set up really well and Andrew Smith was having a great time behind the wheel. Suddenly the provisional places popped up on the screen and we were 3rd.

'The camera then cut to Andrew and our 901 coming round Woodcote with the front inside wheel lifted in the air, then braking hard into the chicane and hard on the power to cross the line with the clock counting down.

'That's when we heard the commentator saying "Andrew Smith has just bettered his time and but the Porsche 901 in 2nd place". With smiles all round we realised we had prepared a car that was going to start from the front row of the Goodwood Revival.

'After qualifying we gave the car a quick once over to make sure that everything was all OK and there were no issues to deal with. As the car was 'spot-on', all we had to do was fuel up and give her a polish. That meant we could all enjoy Saturday at the Revival as spectators with no worries. Even though we had nothing to do, I don't think any of us

could really enjoy the Saturday and we just couldn't wait to get started on race day.

'We were in the middle of the front row with four much lighter cars all around us so a good start was imperative. When the flag dropped, Andrew managed to get the car off the line well and going for the first corner you couldn't have got a Rizla paper between him and the 3500cc Iso Rivolta, but the Porsche held its line and kept its place in the leading pack for the next 25 minutes.

'Andrew drove a sensational race managing to keep one of the much lighter Ginettas of Nigel Winchester at bay with a great race-long tussle, but the other Ginetta and the TR4 were just too nimble. We were delighted with a third and therefore a podium finish.

'To have qualified some six seconds quicker than the other two Porsche 911s and to be second fastest qualifier out of 40 cars on the day, and to have been in contention to possibly even win the Fordwater Trophy outright against such stiff competition, was no mean feat! So on reflection we were very pleased and proud that all our work leading up to the event really paid dividends.'

Log onto www.historika.com

'SECRET' PORSCHE EXHIBITION...

Many great ideas never make it to series production for technical or economic reasons. Nonetheless, they are frequently realised as research projects or concept cars. A great deal, of course, goes on in secrecy – because one thing is sure: a great idea is always quickly imitated by others. That is why many of the concept cars and experimental vehicles never leave the premises of Porsche's Weissach Development Centre. After the completion of the project, they are usually scrapped.

The most important or exciting projects, though, were put into the stock of the Porsche Museum. Coming directly from there, they are now being shown for the first time to the wider public as part of this special exhibition.

The 16 vehicles of the special exhibition perfectly illustrate the spirit of the times or the corporate context of the respective decade. For instance, the contemporaneous answer to the prevailing energy crisis in 1973 was the environmentally friendly and future-oriented FLA sustainable car research project.

The Porsche 924 world record setter and the Type 995 experimental passenger car are other projects from this era. Seven exhibition cars hail from the 1980s, including a Porsche 959

aerodynamic prototype, a 928 Cabriolet as well as the Roadster Type 984 concept car that has never been shown before. The prototype of the Porsche 965 high-performance sports car, which was powered by a water-cooled V8 in the rear, is also being shown for the very first time.

Hailing from the 1990s are unrealised projects such as the four-door Porsche 989 'family sports car', whose design turned out to set the course for future vehicle generations. The Type 986 A4 subframe ended up being just as unique. The prototype based on a Porsche 911 Targa (Type 964) was used to test the mid-engine concept of the Boxster model series.

From the most recent past is a camouflaged prototype of the Porsche Panamera, which furnishes a wealth of insights into the comprehensive testing of new models. Last but not least, up-to-date topics such as hybrid technology are integral to the 'Project: Top Secret' special exhibition. One can marvel at the rolling chassis of the 918 Spyder sports car as a technological showpiece of the future.

A special programme for families is offered on the following Sundays from 2:00 to 5:00pm: November 16th, December 14th and 28th, 2014, as well as on January 4th, 2015.



Along with the guided tour through the special exhibition, the families can take part in a scavenger hunt and camouflage a 918 Spyder model themselves.

Due to the limited number of places, Porsche recommends prior notification of your visit by email to the visitors' service at: info.museum@porsche.de. The Porsche Museum is open from 9:00am to 6:00pm, Tuesday to Sunday. Admission is eight euros for adults. Reduced price tickets cost four euros.

You'll find more information online at: www.porsche.de/museum.

TECH 9 GOES HISTORIC RACING

The Spa Six Hours event marked the start of a campaign in the world of historic motor racing with a 1965 911, which Tech 9 will campaign on a regular basis in the future.



Driven by Graeme Langford and Phil Hindley, the Tech 9 team boss highlights their achievement:-

'We have been working towards entering the historic scene, to showcase our preparation and engineering skills in a very competitive arena. In fact, for this event, our aim was high. One of the toughest, most gruelling events of the year is a great place to start. The car is new to us, and although it has a long-standing competition history, having spent many years as a rally car, this is its first outing as a circuit racer.

'Our objective was clear: to achieve a race finish, and collect data and experience to

build upon for the future. We exceeded our forecast, and actually were pretty unlucky not to score a podium finish in our first event.'

'The crew had pace and reliability throughout the weekend, through the test and qualifying sessions. Strong stints from the drivers during the race saw the car run as high as P19 overall and a potential P3 in class, but at just over four hours into the race, inclement conditions with a torrential rainstorm damaged the electrical circuit to the lights. A lengthy pit-stop to repair the lights cost the crew three laps. Still, a result of P10 in class (31 entries) and P29 overall gives great encouragement for the future.'

Summing up the weekend, Phil says 'We will return – faster and wiser!'

More info at www.tech9.ms

CANFORD OPEN DAY

Despite the weather looking a little unsettled, the gods smiled upon Canford Classics when they threw open their new workshops at Winterborne Kingston in Dorset on Saturday, 20th September. On show were several of Canford's past and current restorations, as well as a ludicrously low mileage RHD 911 2.7 (just 23,000 miles from new!) in orange with brown cloth interior, which is now for sale.

Customer cars in attendance ranged from a modern GT3 and a few water-pumpers to a classic Carrera RS, with just about every variant of early 911 in between. Canford also had their own 'Thunder Road' ST replica on hand, too, itself a former *Classic Porsche* feature car. And talking of feature cars, we also took the opportunity to shoot Andy Haas's superb 911R-inspired outlaw 911, which you can read all about in the next issue of the magazine.

With the opportunity to chat with Alan and the rest of the Canford crew, and a chance to examine in detail the latest workshop projects and maybe discuss your next classic Porsche rebuild, it was a great day out. Mind you, it has to be said that free bacon sandwiches and coffee always go down well, too! A nice touch.

Log onto www.canfordclassics.co.uk



HEAT COATING

How many 911 owners tire of having the paint on the rear valance of their cars bubble and blister due to heat from the silencer? The answer can be found at Autofarm, who are offering Zircotec thermal barrier coating that claims to reduce surface temperatures by up to 30 per cent. It's available in no fewer than 14 different colours, too, including white, as shown on this 911S.

Contact Autofarm through www.autofarm.co.uk



STOMSKI RACING

Regular readers of the magazine will recall that in issue #24 we showed our project car's engine fitted with Stomski Racing 'solid' cam chain tensioners. These, however, form just a small part of Stomski's impressive range of products.

Many of the parts are aimed at late-model 911s, but there are also such trick parts as caliper adaptors that allow the fitment of Boxster, 993 or 996 Turbo brake calipers to earlier cars with 3.5in struts, superb monoball rear suspension bushes for cars up to 1989, 911 bump steer kits, stainless-steel brake pistons, billet aluminium solid engine and transmission mounts, and shift couplers for 356s.

We also like the cool wine cooler (yes, honestly!) which is made using a genuine 911 aluminium cylinder. At \$350 (plus shipping) it would be a great present for the Porsche enthusiast who thinks he may have everything!

Check out www.stomskiracing.com



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Now that *Classic Porsche* is 26 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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D911 MOVE

In the first quarter of 2015, Design911 and Prestige Performance Centre will be opening its doors to a new showroom and distribution centre located in Brentwood, Essex. With over 32,000sq ft of space, the centre will have a large showroom for parts and cars, backed by millions of original, aftermarket and performance parts available from stock.

'The distribution centre will be able to house more Porsche parts than any other independent specialist in the UK or Europe,' says D911's Karl Chopra. 'The main aim of this centre is to have the widest range available for same day collection or dispatch. Worldwide delivery times for parts will also be drastically improved.'



'Having a much larger warehouse gives us the power to buy more stock from our suppliers and in turn negotiate a better buying price and then pass on the savings to our customers.'

More info on www.design911.com

THANK YOU FROM ALL AT CHP!

A quick word of thanks to everyone who came along to our Porsche Picnic at Mapledurham at the end of August. Several dozen Porsches of all ages (the oldest being Delwyn Mallett's Speedster) showed up, with every model from 356 to Cayenne 4x4 being represented. The general consensus was that this is a great venue and we look forward to seeing you all at the next picnic in the summer of 2015!



MORE FOR YOUR 356 RESTO

The 16-inch-diameter wheels fitted to the first 356s are getting hard to find, and if you do track down a set, the chances are they are buckled, rusted or suffering from kerb damage.

Help is now at hand in the form of these brand new reproduction rims from Karmann Konnection. They are perfect replicas of the originals, right down to the correct seam 180 degrees from the valve stem hole.

The new steel rims cost £312 each (inc VAT) and will also fit early VW Beetles and Buses up to 1955.

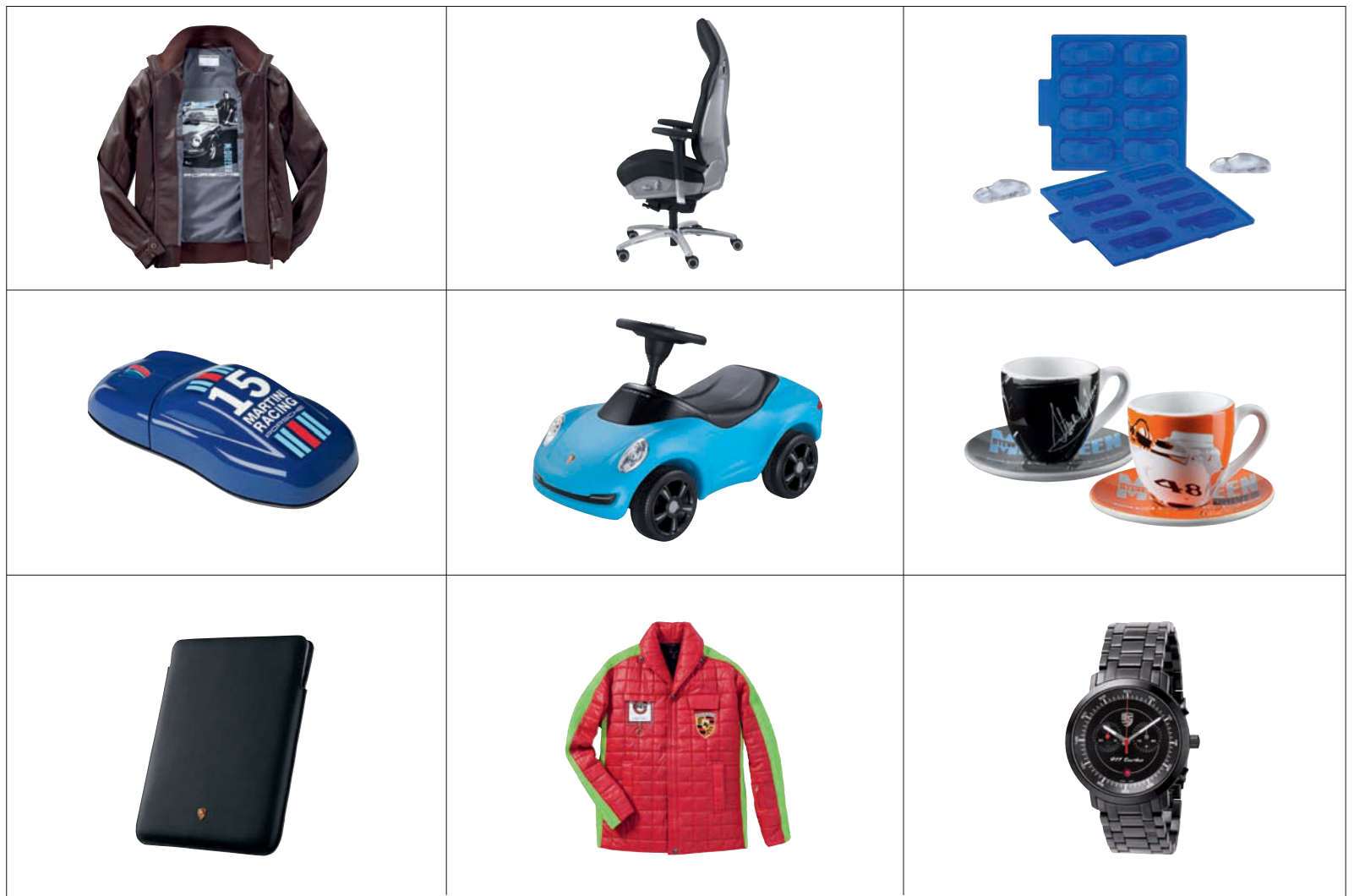
Also new from the guys at KK is a reproduction of the no longer available bonnet latch assembly for the Porsche 356, 356A and 356 T5B models. Supplied ready to fit and paint body colour, the new latches are £114 each (inc VAT).

www.karmannkonnection.com



CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-25. 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



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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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PORSCHE

RENN SPOT

DAVE CONKLIN EXTOLS THE VIRTUES OF THE ORIGINAL FACTORY-SUPPLIED OWNER'S MANUALS...

I took a call a few days ago from my good friend John asking about the clutch adjustment on his 1971 911T.

A component in the linkage had failed and, after replacing the part, John was struggling to understand how to adjust the unorthodox and short lived cable system that Porsche had designed for the 2.2 series 911s.

His non-factory manual didn't specifically address the issue, and he wasn't able to find much detail on line. So, he turned to me knowing that I had the same type of clutch and that I had performed this same repair a few years ago.

I described the basics of the system and then instructed him to retrieve his factory owner's manual from the glove-box. My explanation that the owner's manual contained the best instruction and diagrams for the clutch adjustment was met with an incredulous, 'really, I can't believe that!'

I was shocked myself the first time I noticed that level of technical detail in the owner's manual. How about you?

Have you ever pulled the manual for your classic Porsche out from beneath the paper napkins, spare fuses, loose change and other detritus that lives in the glove-box? You may be surprised what you find in that little book.

For example, in the manual that came with my '70 911 there are detailed instructions on how to change the oil, adjust the parking brake and how to adjust the valve lash and ignition

timing. They even told you how to replace your brake pads if you so desired. But it goes beyond that.

Dig a little deeper and you will find detailed schematics of the fuel delivery path and a cutaway drawing of the complex mechanical fuel-injection pump as well as a similar cutaway of the transmission with all of its gears and shafts individually numbered and clearly labelled.

The Porsche technical writers were also kind enough to include detailed photos of the front and rear suspension; explaining how each worked and noting that they were self-lubricating.

Finally, near the back of the manual, they provided an rpm/speed graph for each of the gears in the five-speed transmission.

Granted, the average Porsche owner was probably more technically minded than the driver of typical commuter cars of the time, but I have to wonder how many of those owners were able to utilise the MFI pump diagram to their advantage. Better to be over-informed than under-informed I suppose.

Forty years later, the contrast with the manual in my daily-driver VW Passat is striking. Where the Porsche manual made do with just over 100 pages to relay its message; the modern VW manual depends on 450+ pages filled with safety warnings and redundancy.

Technical insight is limited to challenging projects such as changing a light bulb, checking fluid levels and

cleaning the leather upholstery. Most entertaining to me is the thirty-four (yes, you read that right) pages dedicated to 'Tyres and wheels', which contain 26 separate 'Warning' boxes. Also within those thirty-four pages are ten pages devoted to changing a tyre humorously entitled, 'What do I do now?' What, indeed....

Back when our classic Porsches were built, the manufacturer expected the owner to perform as much of the maintenance as he or she could. They even included a tool kit filled with a modest assortment of wrenches and screwdrivers in the event a repair needed to be made at the side of the road.

Today, you are lucky to get a lug wrench and a jack. The technical complexity of modern cars combined with our litigious society and a general lack of mechanical skills/desire have left most drivers dependent on their cell phones and the nearest

authorised dealer... which frankly is how they want it anyway.

Is this such a bad thing? It's hard to say for sure. Modern cars are vastly superior in comfort, efficiency and safety when compared with our classics.

But with those improvements comes the unfortunate consequence that we are often helpless and dependent on other people to keep us driving down the road.

I'm not too eager to do something as simple as change the tyre on my daily driver, risking my life at the side of a busy highway. Yet, it is nice to know that on our old cars we have the option to do some of the work ourselves when the mood strikes us.

Oh, and for those of you with early 911s – if you find the convoluted and unlabelled heating and ventilation system as confusing as I did, you will be happy to learn that there is detailed instruction in your owner's manual. **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

It's amazing, says David Conklin, what you can find in your Porsche's owner's manual. There's everything you need to know to fix your 911 by the roadside – short of a full engine rebuild, that is





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DELWYN MALLETT

MALLETT'S ATTEMPTS AT FLASHING GO UNNOTICED. HE THEN FALLS UNDER THE SPELL OF THE LATEST 911 TARGA...

A funny thing happened to me on the way to the recent CHP Porsche Picnic – a Porsche flashed its lights at me! I can't remember the last time that happened. What was even more remarkable is that I was driving a 1957 Porsche Speedster and the other guy was in a 2007 Carrera GT. We must have had a closing speed of 150mph (of which I contributed at least 50mph) and he spotted and identified my 'vintage' car as a Porsche before I identified his silver missile as one of the family...

Actually I exaggerated the closing speed, we were both doing around 50mph but nevertheless he was disappearing behind me before I managed to raise my arm in response – pretty impressive reactions on his part.

For a few days recently, courtesy of Porsche, I had the use of a bright red 911 Targa 4S. (More on this later.) Within the first mile of leaving my house for a spin through the rural byways of Hampshire and on a very slow country lane I came upon my first on-coming Porsche, a 997, and on a whim I decided to flash my lights. The stony-faced driver passed without a glance in my direction.

Within seconds, on the same lane, I flashed an on-coming Boxster. Perhaps because it, too, was bright red and despite the early morning Autumnal chill its roof, like mine, was down, I was rewarded with a smile. This was the last response of a day filled with a multitude of Porsches, none of which attempted a flash, friendly smile or acknowledgement or glance in my direction.

When I bought my first Porsche, circa-1967, all Porsche drivers flashed

their lights in recognition of a fellow enthusiast. There were, of course, far fewer Porsches on the road then, indeed days and sometimes weeks could elapse without a flashing opportunity presenting itself. It was however almost a point of honour to get in the first flash which, on occasion, led to me addressing the odd VW Karmann Ghia, which at a distance has a similar silhouette to a 356, usually resulting in a puzzled look from the driver as he passed and a bit of diversionary eye contact avoiding action from me.

I can't recall when the habit finally died out but I imagine it gradually faded away at about the same time AA patrolmen stopped saluting members as they passed. By the end of the day I gave up my flashing too. Maybe Porsches are just too common now or their drivers are too uptight for the odd flash of friendship, who knows?

And the Targa? Well, what can I add to what has already been said? Gorgeous, sensational, stunning, majestic, prodigious, electrifying, and in my opinion the best looking 911 in the range.

The purpose of my country jaunt was to rendezvous with a chum in his 1972 911S Targa, which provided a fascinating opportunity to compare Targas separated by four decades.

I was never a fan of the original Targa (sorry chum), although the passing of time and nostalgia has mellowed my opinion slightly, but I am still offended by the way that the height of the roll bar disrupts the purity of the beautifully judged curve of the coupe's roof line,

falling from windscreen to bumper in one magnificent sweep.

The roll bar and flattened roof broke that line creating a far less harmonious, humpbacked look. For the new Targa, design team leader Grant Larson, despite the significant technical problems involved, insisted that the roofline exactly match that of the coupe. As a consequence the new car does not suffer aesthetically when compared to the coupe. In fact the new Targa is a seriously sexy car and the wraparound Corvette-like rear screen allied to the wide body adds a fresh dimension to the familiar 911 shape.

And that remarkable roof when in motion provides 19 seconds of sheer entertainment and leaves uninitiated bystanders in awe.

'Blimey, it's a Transformer' exclaimed my daughter when I demonstrated it to her. And the need to demonstrate it in action is irresistible and I'm sure that a Targa roof will end up travelling twice as many miles as the car

carrying it. Mechanical wonder though the new roof is, rather surprisingly there seemed to be less wind noise in the old Targa than the new – presumably due to the steeper rake of the old 911's screen and taller roll bar.

Jumping from the wide-tired 4S into the skinny-tired 911S I couldn't help feeling that 200hp in a lightweight body allied to that lovely, lively feel of a steering wheel jiggling in your hands as it feeds back information from road to wrist more than compensated for the new car's 400hp and competent but less than engaging electric power steering.

Prices for old Porsches have soared to such an extent that the value of '70s Targas are rapidly approaching the cost of the new one – which begs the question, if you had the money to spend on just one Targa which would it be? A difficult call.

For me the new car wins hands down on looks but the old provides a more engaging drive in the real world of Britain's crowded and speed restricted roads. **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...

Suits you, sir. Mallett finds himself strangely enamoured by the latest 911 Targa, but can't help thinking the original model is more engaging...





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ROBERT BARRIE

FORECASTING FUTURE TRENDS, FINALLY DISCOVERING THE VALUE OF ORIGINALITY – AND DAMP TIMES IN SPA...



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

I used to make forecasts for a living. It's not easy, as they say, particularly when it's about the future. I never really knew what was going to happen next and I still don't. So when I'm asked whether an already-expensive car might be worth even more in ten years' time, I have to shrug my shoulders.

Not literally, of course. I can be quite analytical when required. I can point out that there are long- and short-run components to the rise in old car prices. The long-run component is that, having been uncool, old cars – particularly old cars like ours – have become very cool. I get that and I don't think it's about to change.

However, it doesn't mean prices can only go up. In the short run, other things can, and do, get in the way. What other things? I don't know, but that shouldn't be particularly reassuring. The iceberg you hit is the one you didn't see, not the several that you did.

People tell me it's different this time – one thing that never changes is the number of people saying it's different this time – but who knows? In explaining the financial crisis, a chief executive famously said that the banks had to keep dancing until the music stopped.

It wasn't a successful strategy then and I'm not sure it's likely to be so now. It is, however, close to what the old car world is currently doing. The difficulty is thinking of a viable alternative!

Meanwhile, the market's obsession with originality continues. I must confess

I am slightly late to the party. My interest in old cars is mostly about what they look like and how they drive. I race, so I expect things to wear out and break. It's an opportunity to replace and improve. I also expect to need bodywork and paint. Who liked the previous colour anyway!

I bought an unusually original racecar a few years ago only for all of the original components to fail one-by-one – without fail. The same car is now faster and more reliable and, as a result, more fun.

So I have tended to view originality with suspicion. Then, as the Monkees put it, 'I saw her face. Now I'm a believer!' The context was a search for a right-hand drive early 911 for a customer. If you've tried to do something similar, you'll know it's not easy. There aren't many around and they can be rotten or modified or both.

A 'wanted' ad led to a low-mileage and low ownership 911T in a west London workshop. The car was tired, but very solid and very distinctive. It didn't actually run, but even a mug like me could see it was highly original. If you can find a 'barn find' in a workshop, this was that car. There can only be a handful left.

I persuaded the customer it was the car for him and that he mustn't change the colour or the interior, despite him making clear that he didn't like either.

I shall be keeping a close eye on him. As I say, I've arrived slightly late to the party but, like most converts, I'm now making up for lost time.

The period after the summer break was busy enough in the old car world before the new concours event at Chantilly joined the calendar. It's even busier now. I didn't attend the French event, but I have heard good reports and the pictures look stunning. What's not to like about impossibly elegant cars (and people) in the sunshine at a spectacular setting?

For all that, it tends to be the major historic race meetings that get my attention. The Goodwood Revival was outstanding again, but the highlight for me – and one of the highlights of the year – was the Six Hours race meeting at Spa.

The headline event itself was even more challenging than usual. The race started in the dry, with over 100 cars on the grid and ten Ford GT40s at the front. Then the weather intervened...

Rain is not unknown at Spa, but this was something else. It fell heavily and steadily to leave large sections of the

circuit under water. There were several safety car periods and, eventually, the race was red-flagged.

Over a post-race pizza in Francorchamps village, seasoned racers described the conditions as among the most difficult they had ever encountered. The talk was of laps taken in first gear and corners only seen when illuminated by flashes of lightning.

It must have been a miserable ordeal for those who suffered failure or damage, and one feels for them, but it was a triumph for those who finished and finished well, including the battered and spattered GT40 driven from the circuit and parked outside the aforementioned pizzeria. Now that's cool.

The final classification saw three early 911s in or around the top twenty and half a dozen others slightly further down the order. There was also a solitary 356 just outside the top fifty. There aren't many times when such a finish can be counted as a victory, but this was certainly one of them. **CP**

Peter Tognola's 901 TOG was one of a handful of early Porsches at a very wet Spa Six Hours...





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TARGA THANKS

Thank you for featuring that lovely 911 Targa on the cover of your September/October issue! I have long been a fan of these cars and can never understand why they receive such bad press – and are looked down upon classic by so many in the Porsche fraternity.

I have owned my 1970 Targa for over 30 years and have loved every one of the 150,000 miles I have driven it in that time. To me there is no better combination of superb Porsche engineering and wind in your hair motoring.

It is practical, far more so than a full convertible, and also has a rarity which makes me smile. I have often had people stop to ask me if it is a special factory conversion, which I suppose it is in some way. I have never had anyone be anything other than complimentary, either.

I am aware that the bodysell is not as rigid as that of a coupé, but does that really matter? After all, few of us ever get to drive our cars on the limit, on road or track.

I really do think it is time that people started

to remove the blinkers and finally appreciate the Targa for what it is.

Joe Walters
Via E-mail

Keith Seume replies: *I have to agree with you to a degree, the proviso being that, in a damp European climate at least, Targas are undoubtedly more prone to rust than coupés, and they are also more tricky to repair in certain areas. Having said that, I'd happily have a Targa in my garage (alongside a coupé...).*

HIT THE ROAD, JACK

I enjoyed reading Cédric Chirat's tale of his epic journey in his 356 in your latest issue (*Kings of the road*, issue #25).

The story reminded me of the time when my wife and I set off on our honeymoon back in 1969. I was a penniless intern at the time and couldn't afford the new Corvettes and Thunderbirds my doctor friends were driving. Instead, I drove a 12-year-old Porsche Speedster, which cost me next to nothing (how times have changed!).

My new in-laws thought I was mad suggesting I drive my darling wife all the way to New Mexico and back in such a beat up old wreck (their words, not mine). What was the problem? I mean, we only lived in New Jersey at the time...

The biggest problem we had was packing all our luggage for the trip – we'd allowed three weeks, so had a fair amount to carry with us. The family laughed as we struggled to cram our bags behind the seats, under the hood and under my wife's knees. We just smiled and waved our farewells.

The three weeks sped by, as did the countryside as we headed across through the mid-western states. It was a 2000 mile drive one-way, and I'd never been further than 200 miles from home!

The Speedster performed fine. I won't say 'flawlessly' as it dropped the gearbox oil after 1200 miles! Guess who hadn't noticed a split axle gaiter? Fortunately, no damage was done, and I doubt the rear of the car would have ever rusted, thanks to the liberal

coating of oil everywhere. Thankfully, my new wife took it all in good stead and we gradually became used to the smell of the oil on a hot exhaust...

Sadly, the Speedster met a grisly end one night a few years later when I hit a deer on a back country road. The deer survived, but the Speedster didn't. It was rustier than I realised and the longitudinals didn't take kindly to a sudden impact, even with a deer.

I sold the remains (fur stuck behind the front bumper included) to a guy who was going to put the engine in Volkswagen Bug. These days, of course, no matter how badly damaged, the car would be repaired, I guess.

Anyway, thanks Cédric for reviving some great memories from my past.
Jack (and Diane) Wilson,
New Jersey, USA

HEELED OR HEALED?

I thoroughly enjoy your magazine. I note that my former colleague and fellow Swiss-based Porsche enthusiast Jack Logan had some interesting thoughts on current Porsche values in the Letters page.

In your 'A Breath of Fresh Air' article you note 'The four-cylinder 912 was intended to appeal to the less-well-healed customers...'

I am aware that many long standing Porsche owners are doctors. Also, that cobblers are largely a 'dying' profession. However, I do hope that less-well-healed enthusiasts will also be able to enjoy the pleasures of Porsche ownership!

Eric A Ferrel,
Via E-mail

Far left: Joe Walters loves his Targa and wonders why others don't feel the same way about Porsche's adaptable 911...



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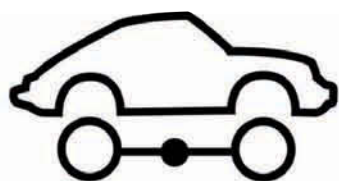
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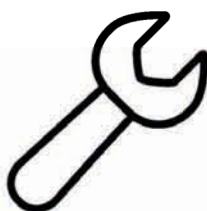


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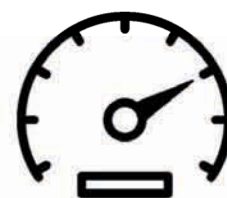
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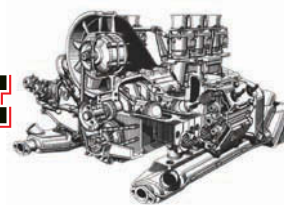


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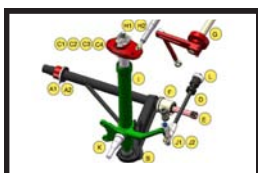
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'S' FOR SPECIAL

Quite possibly the nicest, most accurately-detailed early 911S, this Irish Green coupé has set standards in restoration that will be hard to match

Words: Keith Seume

Photos: Michael Ward, with Tim Morris and Randy Kemperman



It's all too easy to get carried away with superlatives. You don't have to look far to see words like 'iconic' or 'seminal' bandied around in car magazines, frequently out of context and all too often applied to cars that are neither worthy of veneration nor have had any major influence on future trends.

We are as guilty as anybody, I guess, having been known on the one hand to refer to the 'iconic Carrera RS', while in the next breath confessing to enjoy driving a 2.4S just as much. But sometimes you just run out of other descriptive words and get sucked inexorably back into the realms of populist writing. Sometimes no words other than the rather obvious will do. Words like 'best' and 'perfect', in fact...

OK, those are big words, not in terms of their size, but in terms of the emotions attached to them. For any car to be described as the best, it has to be indisputably proven that there are none better. For it to be perfect, it similarly needs to be shown that it is without fault in any way. Clearly, that's a big ask on both accounts. And, in truth, an impossibility...

So, what we have here is one of the best early 911s we have ever seen, and one which is as near to being perfect as anyone is likely to get. That it is a 2.0-litre 911S in that most becoming of colours, Irish Green, makes it all the more appealing.

Back in the days before the Internet, you knew when a car was good – really good – by virtue of the number of trophies it won at concours events. Cars which never showed at such gatherings rarely received the publicity they deserved and tended to remain off the public radar, often for many years.

But today that has all changed and the numerous Internet forums which exist have proved to be the arbiters on all matters pertaining to what is good or bad, correct or incorrect, accurate or inaccurate about some restoration project that someone, or some company, has slaved over for maybe years at a time. The web can be brutal, shredding people's reputations in a few key strokes, pulling apart the most fastidious of restorations in a sentence or two. Frequently, it's when there is relative silence from the pundits that you know a car is good...

When news of the restoration of this 1967 911S broke on the 'Net, the initial response was one of awe, so it was a matter of sitting back and waiting to see what the feedback from acknowledged experts in the field of early 911 restoration would be. And waiting. And... Well, of course, there was comment, that was to be expected, but the areas of the car which attracted the most attention were far smaller than anyone was used to seeing.

There was comment on the way the vinyl covering of the kneepad across the dashboard sat at one end, another



about the sealing strip on the front slam panel and how it wasn't quite correct in detail. But that was pretty much all. High praise indeed for any car that gets thrown to the wolves on an enthusiast forum these days. Maybe it *is* the best, maybe it *is almost* perfect.

The story begins on 24th October 1966 with the completion of Porsche 911S, chassis number 360438. The engine number was 960588, that of the 901/02 transmission 103583. The body was finished in 6606 Irish Green, the interior in black leatherette. The car was sold through a Porsche dealer in Hamburg to persons unknown and remained in Germany until it was purchased by an American working abroad who shipped it back to his home in Kennewick, New Jersey, in April 1977.

brokered by Morris. 'I never had ownership of the car,' says Tim Morris, of German Master Tech in Bend, 'just stewardship. My role was brokering the deal for Bill, overseeing the restoration as the "general contractor" and then brokering its future sale on completion.'

Morris, who has over 30 years' experience in the German car field, founded German Master Tech in 2005. Since then, it has gained an impressive reputation for its work on not only Porsches but also classic BMWs (a marque about which Morris has considerable knowledge). He's a shrewd person, who keeps an eye on the market: 'In 2008,' he says, 'after a run of mostly long-wheelbase early 911s and just a few SWB cars, I looked at the market and came to the conclusion that 911 collectors had been

“High praise indeed for any car that gets thrown to the wolves on an enthusiast forum these days...”

The green 'S' had been ordered with a number of options, all of which are listed on the Certificate of Authenticity supplied by Porsche. These include Dunlop tyres (165x15), a Talbot door mirror, sunroof, 'two fittings for headrests', one leatherette headrest (right), Becker Grand Prix radio, loudspeaker, antenna and what is referred to simply as a 'warning light'.

The car remained in the USA but its condition clearly went into steady decline. In 1998, it was discovered by Randy Kamperman who, being aware of its rarity, arranged to purchase the Porsche. The 'S' was pretty complete but in a bad way. Kamperman managed to track down the correct 4.5J Fuchs wheels but the car remained largely untouched. At some point it suffered body damage – reputedly from a snow plough – while sitting outside at a bodyshop before it appeared on the radar of Bill Zilk and Tim Morris, both of Bend, Oregon.

A deal was struck, with Zilk acquiring the car in a deal

focusing principally on the LWB early 911Ss.

'To me this broke one of the cardinal rules of collecting: "First, last and fastest!" The SWB 911s seemed to be languishing in relative obscurity – even the 911S. I put together a portfolio of four 1967 911Ss to restore, which has now grown to a total of seven – it seems that for once I predicted a market!' he laughs.

When delivered to the Oregon workshop, the green 'S' was dismantled to the last nut and bolt. 'It was decided that this restoration would require a complete strip down as the bodywork demanded extensive repair,' recalls Morris. So began the process of tearing the car apart and cataloguing every step of the way, noting details, bagging parts to keep them together and photographing anything that might not be so obvious when it came to reassembly.

'It appeared that at some point the car had suffered body damage to all four corners, with certain metalwork replaced at some point in the car's turbulent history.

You'd be hard pressed to find a SWB 'S' as nice as this. Engine (opposite page) was rebuilt by Jeff Gamroth of Rothsport Racing in Tualatin, Oregon





Clearly,' says Tim Morris, 'it was going to need substantial repair and panel replacement to bring it back to factory-like condition. For this purpose, we acquired a nice original 1967 912 to use as a panel donor.'

Morris's role as, to use his own words, 'general contractor', meant that it was his decision on what work to carry out in-house, and what to sub-contract. Refreshingly, Morris is not shy to give others credit for their work, as opposed to many resto shops who claim to do all their own work, yet in reality rely on outside assistance for a substantial part of the work.

The bodywork and paint – all of which took a total of two years – was subcontracted to Steve McGhehey at Redstone Restorations in Sister, Oregon. The Irish Green paintwork has been refinished using classic single-stage materials, rather than modern synthetics which can make cars look 'over-restored', while great attention was turned to duplicating the original factory-applied undercoating.

The engine and transmission proved to be the original for the car – a real bonus when it comes to the final value of any restoration – and these were sent out to Jeff Gamroth of Rothsport Racing in Tualatin, Oregon, for a complete rebuild. The original Weber IDS carburetors were retained and refitted once they had been

dismantled and lovingly restored to what we have to say looks better than new. 'Works of art' is the expression that comes to mind here.

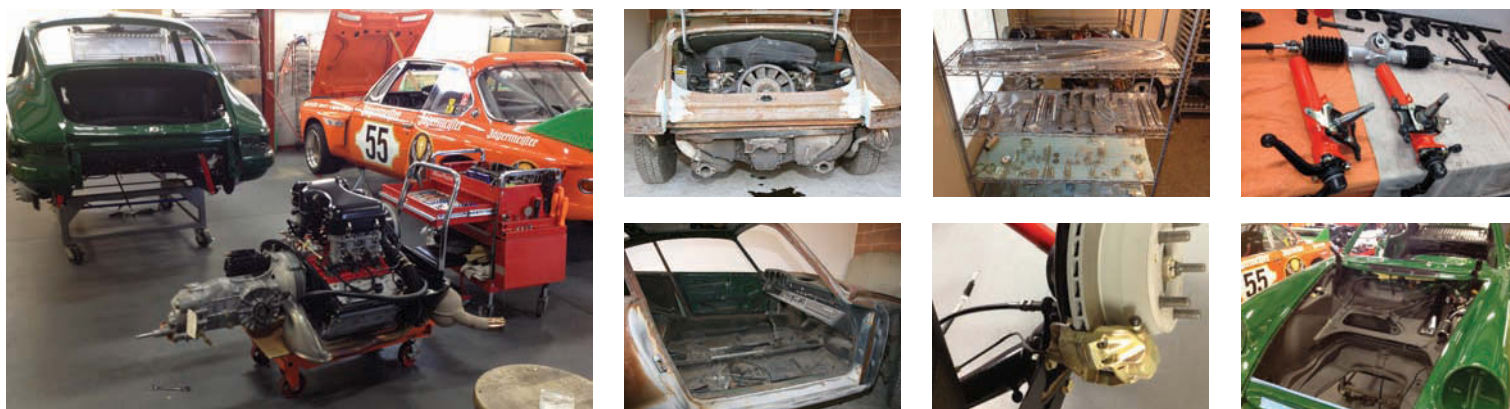
One of the key roles of anyone who project manages a rebuild like this is to make sure the various individual components are sent off to the experts early on, so that (hopefully!) they all start trickling back in at the right time as the rebuild process commences. The suspension and brake systems on the car, for example, needed to be totally rebuilt, and that meant reducing them to their component parts, assessing what could be reused, what needed refurbishing and what needed to be replaced. Then, and only then, could the myriad nuts, bolts, brackets and washers be sent away for cadmium or zinc plating.

This was a task handled by Queen City Plating, a highly-respected business run by Richard Frisch in San Diego, California. Yes, that's right – San Diego. Hardly local but Tim Morris was redetermined to only use the very best, and Queen City's reputation is second to none. It will come as no surprise, then, that they were also given the job of replating the 911's chrome-work.

Another major player in the Porsche restoration scene, Harvey Weidman in Oroville, California, was the obvious person to restore the rare 'bare' 4.5J Fuchs wheels for the

Despite the best efforts of various Internet experts, it has been hard to find fault in the restoration of the 'S'. Wheels are the handiwork of Harvey Weidman, interior by Autobahn Interiors, both located in California





Hard to think the car started out looking like this (above right) but two years of painstaking restoration resulted in the beautiful machine you see here (below). During the rebuild the 911S shared workshop space with Tim Morris's Jägermeister-liveried BMW

project. Many feel that Weidman's expertise in this field of restoration is without parallel, and few others are able to match the factory-stock finish of these early wheels to such a degree of accuracy. Now shod with Vredestein Sprint tyres ('They have the correct aspect ratio and are nicely "period-looking"', says Tim Morris), they are one of the defining features of the 911S.

The interior needed plenty of work – after all, sitting around outside had done it no favours at all. For the task of carrying out a full retrim, Morris turned to Autobahn Interiors, run by Tony Garcia and also of San Diego in California. The car's owner, Bill Zilk, wanted to use slightly later sports seats, complete with accessory headrests, these being sourced from a 1968 911. They looked right at home in the '67 and could, of course, be swapped back at any stage.

By now, it was getting time to begin the long job of reassembly. This, as anyone who has carried out a total restoration, can be what makes or breaks the deal. Rush this job, and all those hours of restorative work can be wasted as the car looks like a mishmash of parts thrown

together, as opposed to a carefully assembled recreation of the factory-fresh original. This is where German Master Tech excelled, for the standard of finish is exemplary throughout.

'It sounds so easy when you say it fast, no?' smiles Tim, before continuing with his rapid appraisal of the project schedule. 'Bodyshell delivered to assembly room. Sub-contracted parts start to trickle in. Assembly begins with taps and dies to go through all the threaded parts on the car. Next come the sound-deadening pads and the wiring: end-to-end sorting and repair of the loom, replacing what needs replacing with correct wires, using factory techniques throughout. This is followed by building up the suspension, brakes and drivetrain. Now it's time to look at the sunroof installation – that's an extra step in the process.

'After that, it's the time to install the headliner and interior, followed by building up the doors, window frames and quarter windows. Like I say, it sounds so easy...'

Once the car was back together, part of the agreement with its owner was that Tim Morris would show the car at



various concours events to act as a rolling advert for German Master Tech's skills. And it was well-received, gaining Best of Show at the High Desert PCA event in spring 2013, followed by Best of Show and Best in Class (Closed car) at the Forest Grove Concours d'Élégance, second in class at Carmel Concours on the Avenues during Monterey week, and also First in Class (PCA Early 911) in the Legends of the Autobahn show, also at Monterey.

Now DK Engineering has quite a reputation for only dealing in the very best, especially Ferraris, so when a little green 911 appeared on their books, you knew it would be special. And as you can see from the photos, it certainly is. The car now has a new owner, having been sold just before we went to press.

But what do you do with a car this perfect? Put it in a museum? That would be a crime, but then so might be

“But what do you do with a car this perfect? Put it in a museum? That would be a crime...”

It was after this impressive debut that Bruce Canepa made contact to express interest in the car on behalf of a European client. Although the car wasn't strictly speaking for sale, the sum being offered was too tempting, so the freshly-restored 911S crossed the Atlantic. That was in 2013, but the new owner recently put the car up for sale through DK Engineering in the UK.

using it on modern crowded and pot-holed roads. But you know what? Anything man has created, man can create again. We say drive it as was intended back in October 1966. Drive it until it gains a few rock chips – after all, I'm sure Tim Morris and crew can sort them out for you... **CP**

German Master Tech: www.germanmastertech.com

Accessory fog lights were fitted during the course of the restoration. Talbot mirror was recorded on the Certificate of Authenticity



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DER KLEINE KOLLECTION

While it may have a strange name, Der Kleine Lemgoer is one of Europe's best private museums, dedicated to a wide range of marques, but with Porsche taking centre stage

Words: Keith Seume/Jan-Henrik Muche

Photos: Stephan Lindloff

You can't help but wonder who would call a museum 'Der Kleine Lemgoer'. But there is a reason, says its owner, Klaus-Otto Räker. The name actually refers to a little wooden pull-along truck for kids – a locally-made forerunner of the American 'Radio Flyer' – which was manufactured in Lemgo, a small town east of Bielefeld in north-west Germany. An old childhood photo shows Klaus-Otto with just such a wagon,

and so the name stuck.

Räker's private museum is largely dedicated to Porsches, but that's no thanks to his early experiences with the marque. His first taste of Stuttgart motoring was with a 912: 'I bought it in 1968 and wore out the engine in three months, and got through three starters and generators,' he recalls. Then, 30 years ago, he tried again, laying down DM50,000 for a Carrera 3.0 Targa Sportomatic at the local Porsche dealer in Paderborn.

Above: How many 356s can you see in this photograph? This is just the tip of a very impressive iceberg – Klaus-Otto Räker's museum is among the best we've seen

Klaus-Otto Räker polishes his pre-A 356 Cabriolet. The white 904 is one of his favourites – the engine is the original for this car, and was tracked down in the USA, following a phone call



RS60 belongs to a friend and was once owned – and raced – by Dutch privateer Carel Godin de Beaufort. De Beaufort was killed at the Nürburgring in 1964, driving a Porsche 718 GP car

He ended up visiting the dealership every week, 'usually on a Wednesday, because that was my day off!' he says. 'There was always something wrong with that car. Several of the small fittings broke, the Targa roof leaked, the seat backrest needed adjustment... It was always needing work!' After 6000km, he'd had enough. 'There was a loud crack from the rear. My local VW dealer had a look and discovered there was no grease in the CV joints, which had simply failed. I unscrewed the licence plates and left the car there. Porsche didn't want to know and wouldn't take the car back.'

In the end, he looked elsewhere. 'I swapped it at a dealer, who specialised in classic cars, for a Mercedes 300SL, which was soon to be joined by a black Porsche 356 Super 90.' While Klaus-Otto was happy, the dealer was not,

for the Targa Sportomatic ended up losing them money...

Fortunately for us, these bad experiences had not dampened Räker's love for Porsches. For the last 15 years, he's only driven old Porsches, gathering more as the opportunity arose. 'I would be offered one here, then another there – one Porsche was always followed by another. I wasn't particularly looking for them, so I just bought what I liked. It's the same thing to this day.' Others in his position, after a long and successful business career, might buy a house in Mallorca, or somewhere else equally warm, but Klaus-Otto, from Lemgo, would have none of that. He's happy with his museum, a workshop and a full-time mechanic of 25 years to look after the growing fleet. And, of course, he gets to choose which car to use...

A green 356C drives into the workshop. It's a Carrera 2





2000 GS, fitted with conventional disc brakes rather than the annular design normally seen on this model. There's an electric sunroof, too. It was built in 1962 but the Carrera 2 wasn't officially available until the following year. It's a car which, according to Räker, doesn't officially exist.

The coupé is destined to return to the museum, while a silver Carrera 2 Cabriolet takes its place on the road for summer. 'I change the cars around and make sure they all get driven at least once a year,' says Räker. And he's not afraid to use them in earnest. In 1998, for example, he drove a 1957 Speedster on a classic rally to China, where the almost VW-like reliability of the old Porsche came into its own. And he's more than happy to rely on good old Porsche engineering – when he went vintage racing with his 718 RSK at Spa, he noticed he was the only one there who hadn't brought any spares with him!

The museum itself is housed in a pretty decent-sized modern building. The story goes that he was already in the



Whatever your tastes, there's going to be something to appeal to you. Exhibits are displayed with many other mementos, such as this 'Lemgoer' wooden truck

process of designing and building a suitable home for his collection when he came across the current premises while taking his daughter to a party. He stumbled across the site in the village of Hörstmar. 'I had already finished plans for a new building in Lemgo, but this was much better. I was able to take over the workshop, and had the main hall rebuilt. I then decided that if I was going to have a proper museum, I needed to make it accessible to the public,' says Räker.

It took nearly two years to complete – Klaus-Otto is the owner, manager and concierge all in one, and finds time at the weekends to act as a guide. There are now around 50 cars in his collection, and each has a story to tell: 'Two of the Mercedes came from my parents and in-laws. When I was having so much trouble with my first Porsches, my father, who only drove VWs and Mercedes, used to laugh!' It's a fascinating mix of cars, in some respects, with a Spanish-built Seat 600D in which he began his driving



Porsches of every type and age, including a genuine M471 'lightweight' 1973 Carrera RS and a 930 Turbo Cabriolet. But 356s are the favoured model...

1951 356 1300 Cabriolet is the oldest car in the collection. It is original throughout, with the exception of the roof and tyres. Model display is impressive, too



career sitting alongside the Porsches and various racing cars. There's a 210bhp Golf alongside a BMW 315 Sport two-seater, both sharing space with several motorcycles, scooters and mopeds. It is truly an eclectic mix.

But the bulk of the exhibits originate from Stuttgart. For many years, 68-year-old Räker was on the board of the

motor show that year, too, complete with its original 44hp engine and now very cracked paintwork.

There is also an example of the rare D'leteren-built 356 Roadster from 1960. This car came from the USA where it had been restored and only ever trailed to shows – the owner sold it without having driven the car... Ironically,

“ There are now around 50 cars in his collection, and each has a story to tell... ”

Klaus-Otto Räker's first Porsche experiences weren't good, so it's something of a miracle that he ended up with one of the world's best private collections of the marque!

356 club in Germany, and the 356 in all its forms accounts for a substantial part of the Lemgoer collection. The oldest is a 1951 1300 Cabriolet, which he found in Switzerland. With the exception of new tyres and a new roof, the 40,000km split-screen Cabrio is all original. There's the 1952 coupé that appeared at the Geneva

when Klaus-Otto got the Roadster home, he misplaced the keys and it sat unused for a year and a half!

Many of the cars in the collection were acquired before they became regarded as commodities, an alternative way to invest as the stock markets began to slide. 'I've never really gone out of my way to look for cars,' he says, 'but for





years I'd sit down at weekends with a list of the cars I owned on one side, and a list of ones I'd like on the other.'

His patience has paid off many times, and he's built up a list of useful Porsche contacts along the way. 'One day I received a phone call from a big collector in the USA telling me he had the original engine for my 904 GTS. I told him to ship it over, and he did, right away!' The white 904 in question is a two-time Le Mans entrant, and took part in the 1972 Tour de France Auto. He loves the car but doesn't agree with those who viewed the 904 as superior to the 911: 'It's a great car, but not a replacement for the 911...'

The 718 RS60 which sits directly across from the entrance belongs to a friend and was once owned by Dutch privateer Carel Godin de Beaufort. The highly-polished 1958 RSK has an impressive history: in the hands of von Tripps and Bonnier, it won its class at the 1959 Sebring 12-hour race, while Maglioli/Herrmann took another class victory at the Nürburgring 1000km, followed by a win in the Mont Ventoux hillclimb when driven by

Edgar Barth. It was then sold to the USA and subsequently purchased by Ben Pon. Today, Klaus-Otto has all the factory service records for this car in his collection.

There is a little corner of the museum dedicated to what he refers to as the 'transaxle' cars, the front-engined models from 928 to 924 Carrera GT. A white 944 was rescued from a friend who'd been offered just €500 for it as a trade-in, while the bed made out of a 924 was a gift from his daughter. Bought for just €25, it was for sale on the Internet, having been converted by an art student as part of a project.

Of course, it's the 911 in all its forms that gets the most space in the museum, ranging from the 911S to the T, SC, Turbo, Club Sport, coupés and Targas. Räker happily admits that of all the cars in his collection, the 1973 Carrera RS is the one he'd keep until last.

So, despite his early experiences with that troublesome 912, Porsches still clearly hold a special place in his heart. Maybe take a trip there to see for yourself why this might be? But only on a Sunday... **CP**

One-off Carrera-based 356 'special' will be featured in a future issue of Classic Porsche. This unique machine is one man's dream of the perfect 356

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Polished RSK won its class in the 1959 Sebring 12-hour race in the hands of von Tripps and Bonnier

"The 911 is the only car you could drive on an African safari or at Le Mans, to the theatre or through New York City traffic."

Mr Ferry Porsche, 1998



"Amen."

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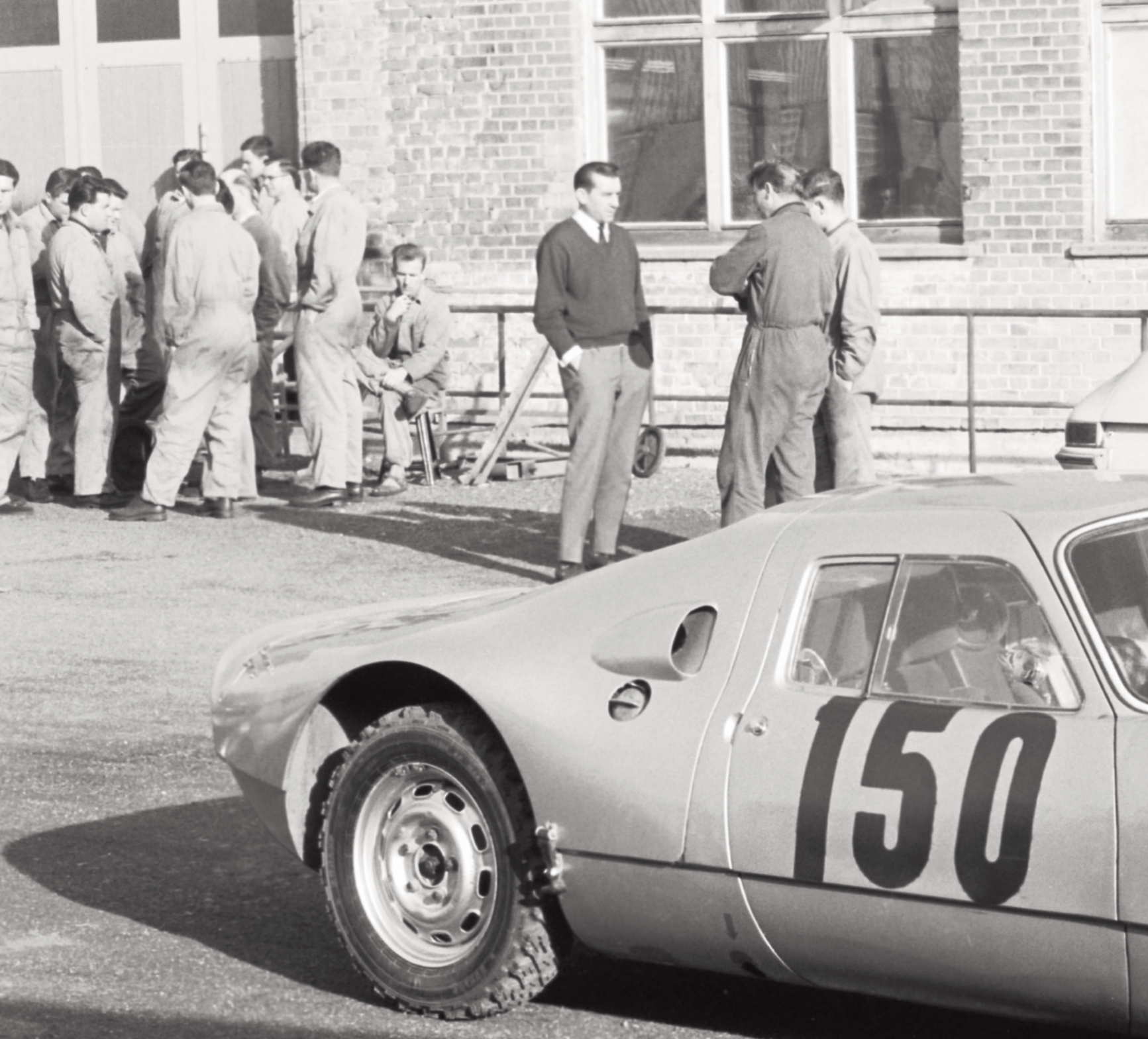
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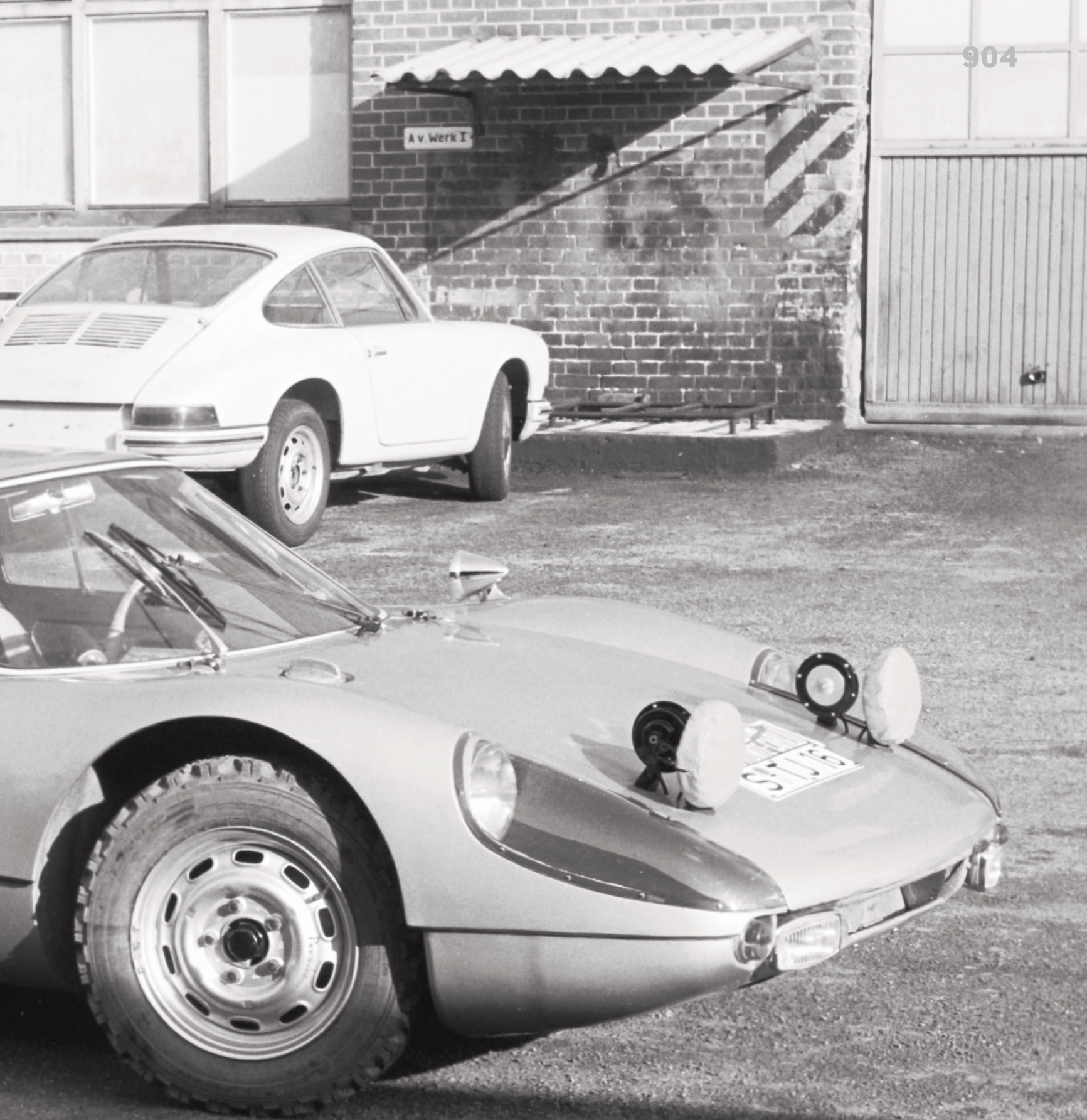
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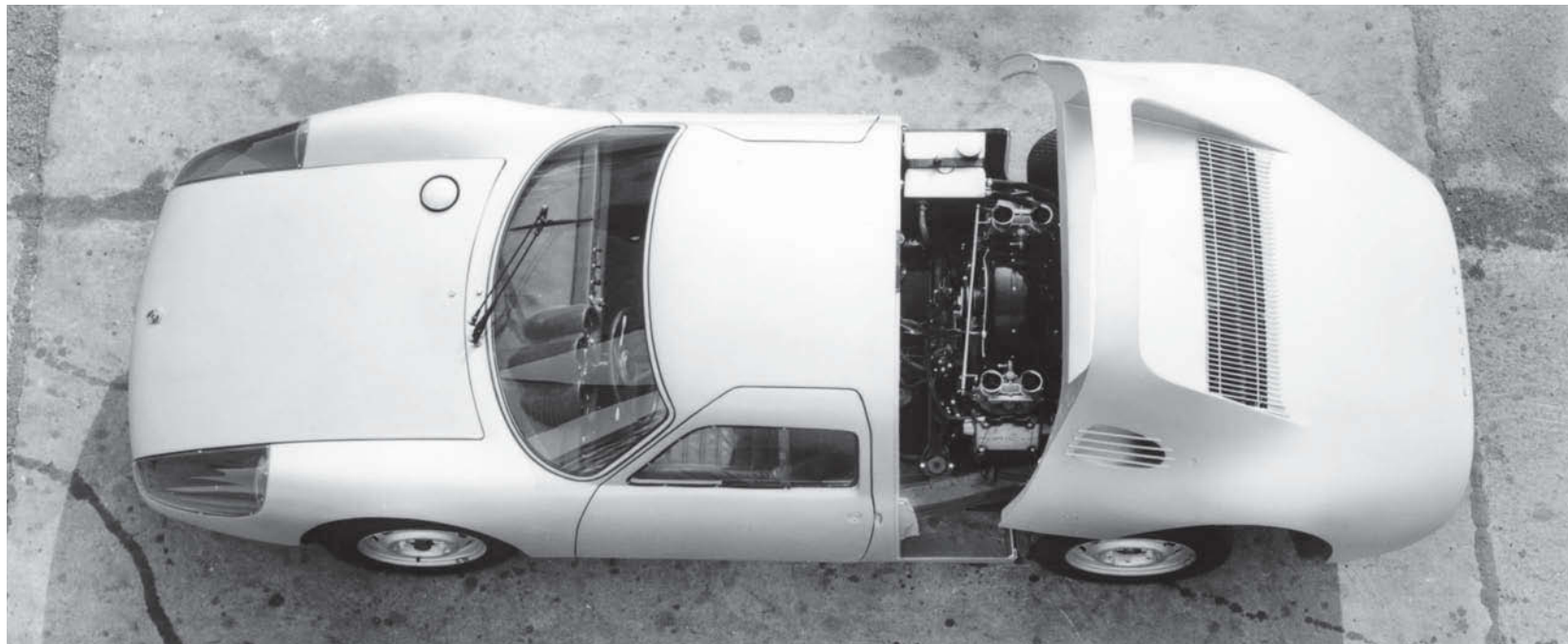


Words: Paul Davies
Photography: Michael Ward, Paul Davies and Porsche AG

THE PLASTIC PORSCHE



After the successful Spyders came the Carrera 904. Paul Davies traces the development of the first glassfibre-bodied Porsche that went racing and rallying



Porsche's Spyder was a hard act to follow. In production from 1953 to 1961, the 550 and 718 series cars that culminated with the RS61 were the company's first purpose-built racing cars. In the period, not far short of 200 cars were produced, the majority sold to private entrants to race and hillclimb throughout the world. Four outright wins on the Targa Florio with the factory team were the icing on the cake.

But, by the start of the Sixties the Spyder's grip on – specifically – the sub-two litre division of sports car racing was beginning to loosen. Competition came from several

901 (as it was then) was the fiscal priority. Initial plans that the Spyder replacement would have the same six-cylinder engine as the new production coupé were put on hold, and so the new racer would, initially at least, inherit the same four-cam, four-cylinder power unit as its predecessor. There would be other economies as well.

It would, however, be unfair to describe the 904 as a 'budget racer'. With the two-litre Type 587 version of the Ernst Fuhrmann-designed four, further developed by Hans Mezger, the car was to prove a formidable contender. And, as we shall see, there was to be a six-cylinder variant...

The second prototype 904 reveals its mid-engine location, with grille sited well back on the deck above the Type 587 power unit. Cooling intake would change for production

“ Porsche wanted the production vehicle to be known as the Carrera GTS... ”

areas, without doubt the most galling being from Abarth who were fitting powerful Simca engines to their pretty coupés. The fact that Carlo Abarth, Austrian-born just like Ferdinand Porsche, had been a Porsche salesman, and first raced cars with Stuttgart engines must have been a bitter pill to swallow. Doubtless competitions manager Huschke Von Hanstein campaigned hard for a new car.

So, what to do? For not the last time in Porsche history the company was not particularly flushed. The 356 coupé was nearing the end of its life, and development of the

The 904, or as Porsche wanted the production vehicle to be known, the Carrera GTS, was a technical leap forward from the Spyder family. Whilst – out of economic necessity – mechanically there were many similarities, the body and chassis were totally new.

Out was the complicated tubular chassis of the RS61, instead Porsche opted for a 'tub' manufactured from spot-welded pressed steel, with longitudinal boxes running down each flank, joined by a flat floor, two fabricated crossmembers and front and rear bulkheads. There were

Fixed seats are integral with the body and thinly padded to help keep weight down. Pedals and steering column adjust to suit the driver

A fabricated hoop is bonded into the glassfibre body directly behind the seats – also around the windscreen



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Ferdinand Porsche III – best known to all as Butzi Porsche – was the person responsible for the 904's timeless styling

also two strengthening hoops, one running around the windscreen the other behind the driver. The tub was bonded to a body made from a number of individual glass-fibre mouldings, fused together into a shape that can only be described as one of the most, if not the most, beautiful to have come from the Stuttgart factory.

We've mentioned Fuhrmann and Mezger as being pivotal in the development of Porsche's early racers, now it's time to bring in another name: Ferdinand Porsche III, or 'Butzi' as he was known. The grandson of Porsche's founder, Butzi was foremost an industrial designer, and the gentle but firm curves of the 904 came from his pen – or whatever a designer would use to create a masterpiece.

The 904 shape was, in fact, a logical progression from that of the late coupé versions of the Spyder 718 family. And, in case you did not know, it was Butzi who crafted the lines of the original 911 (née 901) coupé – the other most beautiful Porsche.

Glassfibre was new to Porsche and previously lightweight body panels had been formed in aluminium, a time-consuming and costly process. So, the new technology of the production of the 904 body was put in the hands of Heinkel (the aviation company) which would also fabricate the tubs and bond (with additional fixing bolts front and rear) the two assemblies together, delivering units to Porsche for final assembly.

The result was a simple and light structure which was incredibly strong. The chassis section weighed just 45kgs (100lbs), the body 100kgs (220lbs). Weight was further reduced by fitting sliding Plexiglas side windows and dispensing with seat frames; instead, the thinly-padded seats were integral with the body and the pedals and steering column adjusted to suit the driver.

The engine was mounted in the centre of the car; the 550 Spyder had been the first mid-engined Porsche (except the prototype 356) and had proved the positioning

THE 904 IN COMPETITION



First race for the 904 was the '64 Sebring 12 Hours. Briggs Cunningham/Lake Underwood were winners of the prototype GT 3000 category – this Richie Ginther/Ronnie Bucknum entry (sans rear section) was a low finisher

The 904 had a short but successful competition life. The first prototypes ran (with the lower-power engine) in the late summer of 1963. To qualify as Grand Touring cars, 100 units had to be made in a 12-month period and, in fact, by the start of 1964, 102 cars had been ordered! In all 120 cars were made, four retained at the factory for spares.

The first 12 production 904s went to the USA, and by February 1964 Briggs Cunningham and Lake Underwood were winners of the three-litre Prototype GT class at the 12 Hours of Sebring, this achieved before the car had been homologated.

Soon after being officially recognised for FIA motor sport (the following month in fact) Colin Davis and Antonio Pucci took the model to outright victory on the Targa Florio.

Herbert Linge and Gianni Balzarini made it a 1-2. Factory and private cars dominated the two-litre class during the year, winning at Le Mans, the Tour de France, Nürburgring and Monza.

That '64 Targa win – Porsche's fifth in the race – was impressive, but in the following January the 904 was to prove just how versatile and effective a competition car it was. Eugen Bohringer and Rolf Wütherich claimed second overall on the Monte Carlo Rally, beaten only by the – at the time all-conquering – Mini Cooper S of Timo Makinen and Paul Easter. The car also took class victories on most of the European classics.

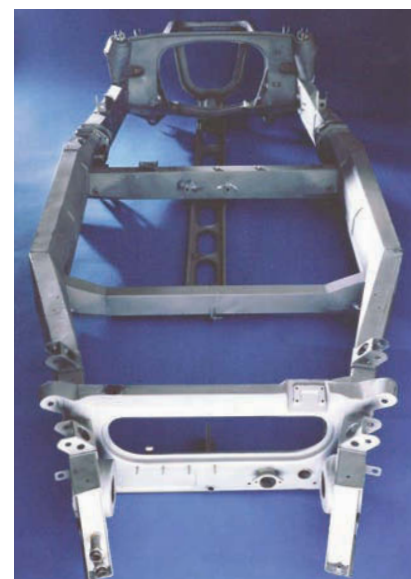
Through '65, predominately private owners notched up victories in Europe and the USA (although no more rallying of note), and the factory team of Klaus/Pucci claimed fifth place



The two-litre version of the four-cam 'Fuhrmann four' sits immediately behind the driver. The Type 587/3 unit was developed by Hans Mezger to give 185bhp

Above centre: Front suspension features upper and lower wishbones with coil-over-damper and an anti-roll bar. Brakes are Dunlop-ATE discs front and rear, as developed for the Porsche 356C

Above right: The 904's chassis is fabricated from spot-welded steel sheet, with box side members, cross-bracing and front and rear bulkheads. This is a replica chassis



to be the best for a racing machine. Prototypes of the new car were fitted with the 155bhp Type 587/2 version of the two-litre (1966cc), four-cylinder Fuhrmann engine, with four shaft-driven overhead camshafts, two valves per cylinder, and a pair of dual-choke downdraught Weber carburettors. Production cars had the more powerful Type 587/3 unit, with larger valves and re-profiled camshafts, developing 185bhp.

The transmission, however, was different. After various

limited-slip differential was used.

Like the power unit, the running gear of the 904 also took proven parts from the Porsche 'spares box'.

The dual-circuit brake system was the same Dunlop-ATE manufacture as the Porsche 356C but with larger-diameter discs (10.8ins front, 11.3ins rear) all round. The steering was ZF rack and pinion, and the unequal-length wishbone front and rear suspension was similar to the RS61, except with the 904 the front dispensed with the

“ Production cars had the more powerful Type 587/3 unit, developing 185bhp ”

upgrades of the 356/VW-based gearbox on the Spyder family (where fifth gear was an add-on) Porsche opted for a new design integral five-speeder with heavily ribbed casing, where 2nd to 5th gears were in an 'H' pattern and 1st opposite to reverse. This was the same layout as the five-speed 'box made for the g11/g12 coupé, although the gear shift linkage was different. A multiple-disc type ZF

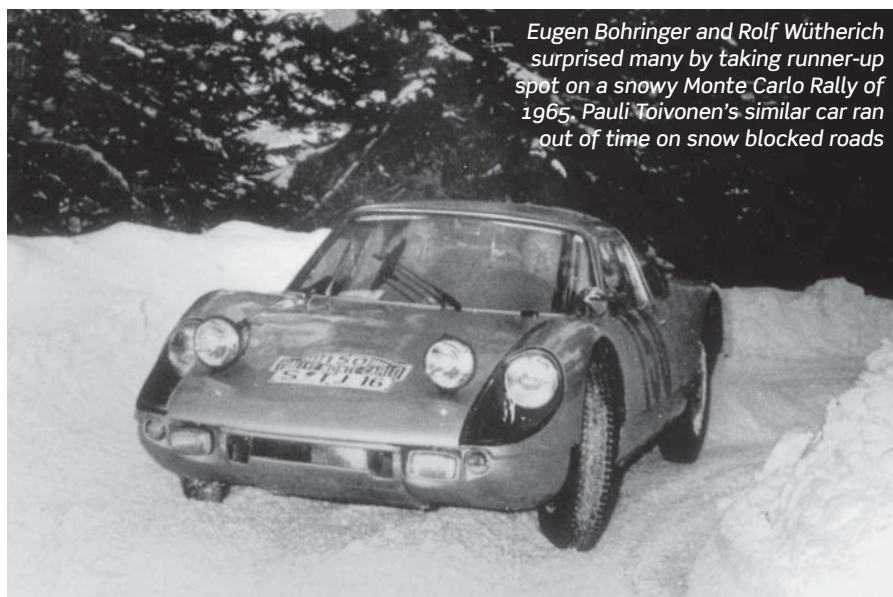
torsion bar springing of the Spyders, and had a coil-over-damper assembly. At the rear, twin forward facing radius rods located the light alloy hub carrier, and anti-roll bars were fitted at both front and rear. Wheels were 15ins in diameter, and available in a number of widths.

Porsche fitted, as standard, a 110 litre (24 gals) fuel tank in the front 'luggage' compartment, along with a

on the Targa Florio. Above them – after the winning Ferrari of Vaccarella – came three other 904s, all prototypes running with six-cylinder (Type 901) or eight-cylinder (Type 771) engines. In the GT class, the 904 again took honours in most Sportscar World Championship events.

The second-place Targa finisher of '65 was in fact the 570kg eight-cylinder Bergspyder, also known as 'Kangaroo', which was the first of a number of open cars primarily intended for hillclimbing and, in particular, the European Hillclimb Championship. As with the 550 and 718 series Spyders, the 'mountain' series – they were much more than mere hills – was a prime target for the factory, and this is where the final development of the 904 concept took place.

Outright victory on the 1964 Targa Florio for Colin Davis and Antonio Pucci in the 904 was the fifth win on the Sicilian classic for Porsche. Herbert Linge/Gianni Balzarini came second in a similar car



Eugen Bohringer and Rolf Wütherich surprised many by taking runner-up spot on a snowy Monte Carlo Rally of 1965. Pauli Toivonen's similar car ran out of time on snow blocked roads



Above and right: Dropping a car from a crane was supposed to replicate a 30mph impact. The 904 appears to have withstood the test rather well...

spare wheel. The single screen wiper, originally designed for commercial vehicles, operated with a parallel motion (ie side to side) and was tested to be effective up to 160mph. Overall weight was 650kgs. At launch, the customer price for the 904 was (a very modest!) 29,700DM, just £2,670 at the time. In comparison, the UK price of a 1965 model 356C coupé was £2278.

it was roadworthy, as its short rally career shows; a road legal car was required for the Tour de France as well as for Monte Carlo. In the UK, both Porsche dealer and hillclimber Colin Parker and racer Richard 'Dickie' Stoop owned road-registered 904s. Excluding the oddball 'road' versions of the 962 Group C cars much later, the 904 was the last purpose-built Porsche race car that could also

“ At launch, the customer price for the 904 was (a very modest!) £2670... ”

Rear suspension has unequal reversed upper and lower wishbones, trailing links, coil-over dampers and an anti-roll bar. The transmission is a five-speeder with ZF lsd

Front compartment has a 110-litre fuel tank and space for a spare wheel. Braking system is dual circuit. Single wiper blade has a parallel operation and stayed put at 160mph

In much the same way that Porsche produced big-engined prototypes at the end of the 550/718 era, both six- and eight-cylinder 904 coupés and spyders were developed for hillclimbing, and selected sports car races. These are referred to by some as 904/6 and 904/8. Confusingly, there was also a 906 model, twelve cars carrying '906-000' series chassis numbers. These late cars are not to be confused with the spaceframe 906, or Carrera 6, that was to be introduced for the 1966 season and carve its own niche in Porsche racing history.

The 904 was conceived, primarily, as a racing car, but

be used for a trip to the shops!

Which brings the short story of the 904 to a close. Its life may have been just two years but it proved a worthy successor to the Spyder family, and continued to establish Porsche as the master of the sports racing car. **CP**

Thanks to:

Andy Prill of Maxted Page and Prill (www.maxted-pageandprill.com)
Jens Torner, Porsche Museum, Stuttgart
References: 'The Porsche Book', Lothar Boschen/Jürgen Barth
'Excellence was Expected', Karl Ludvigsen
'Porsche Story', Julius Weitmann





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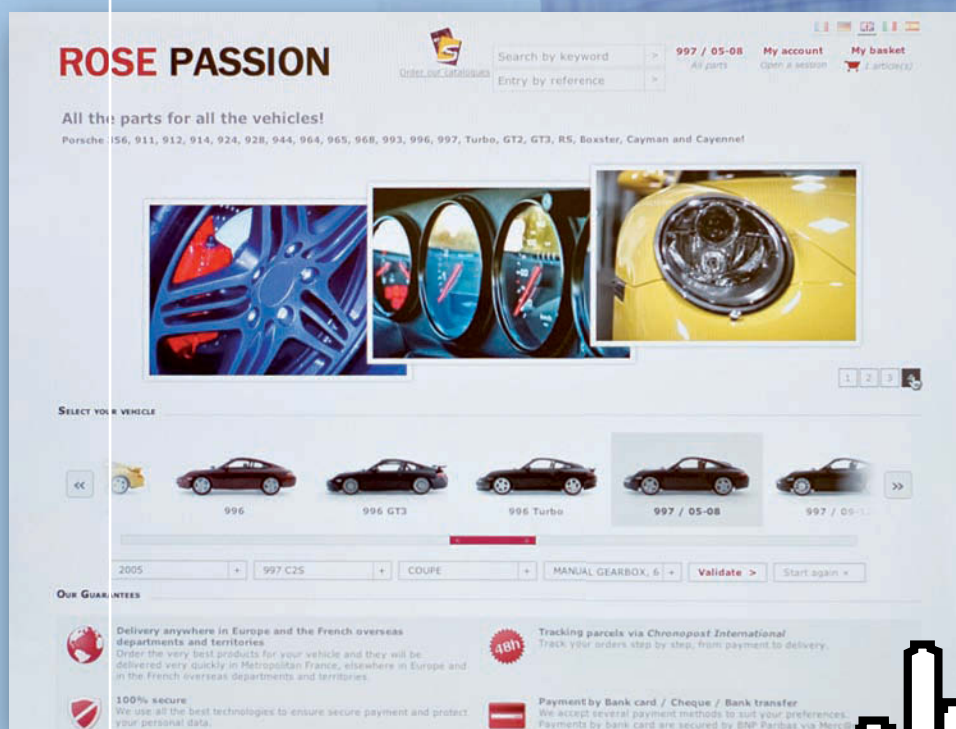
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KINGS OF THE CASTLE

Castle Hedingham was the rallying point for the largest gathering of classic Porsches this year. Classics at the Castle was the occasion...

Words and photos: Keith Seume



Above: Star of the event for many was the 1970 Le Mans-winning 917 from the Porsche Museum. Driven up (and down) the hill by Richard Attwood, it created quite a stir

Right: You're never too young to like old Porsches, especially when it's a 1974 3.0RSR in the distinctive Harper's Bazaar Italia colours - thanks to Lee Maxted-Page...

Bottom right: Classic Porsche was there, debuting our project car, El Chucho, and proudly showcasing Paul Madden's incredible lime green 1974 Carrera 2.7



We always look forward to Classics at the Castle. Not only is it a great way to see the finest classic Porsches in the UK, but it's also where we get to meet up with many of our readers from home and abroad.

The weekend kicked off with the traditional Saturday evening gala dinner, with after dinner talks by guests Richard Attwood and Jürgen Barth, ably MC'd by former Porsche Cars GB head, Geoff Turrall.

It was an entertaining evening, with Messrs Barth and Attwood recounting tales of their racing exploits over their long and distinguished careers, the latter telling the story behind Porsche's historic outright win at Le Mans in 1970 where he shared the

driving with Hans Herrmann.

This year was special for yours truly as it was the first time we'd got to publicly show *El Chucho*, our long-term magazine project car. I'd been working solidly for the two weeks leading up to the event in an effort to get the car as close to being finished as possible. All that's left now is the wiring...

Also on the magazine's stand was Paul Madden's amazing 1974 Carrera 2.7, which has been the subject of a no holds barred restoration by Nick Moss at Early 911. We look forward to showcasing this car in a future issue and can't help feeling that it has raised the bar to new heights...

The Sunday morning dawned damp and misty, and a brief rain shower looked ominous. However, after a short while, the sun



Far left, top: Gmund Cars had a fine selection of stock on display, including this lovely 356 Cabriolet

Far left, bottom: Chassis # 914 143 0140 - Aake Anderson/Bö Thorszelius Monte Carlo rally 914/6 GT. Car was later converted to become a 'high-speed response vehicle'

Left: Award-winning Carrera Speedster. Simply breathtaking in every way

Below: Several of the leading traders brought along a great selection of cars, Autofarm among them

Bottom, left to right: What's on the menu? Simon Bowrey's freshly-restored Carrera; g11 restoration on JAZ stand looked lovely



Right: With or without, 2.4 or 2.7? Decisions, decisions...

Below right: Jürgen Barth gets in a twist during the after dinner talk, while MC Geoff Tural and guest Richard Attwood look on

Below: Sleeping beauty

Bottom, left to right: Carrera Abarth courtesy of Porsche Classic; taking to the hill in celebration of 50 years of Porsche's 930 Turbo; Steve Winter of JAZ receives award from Barth and Attwood



burned its way through and the picturesque grounds of Hedingham Castle were bathed in sunshine for the rest of the day.

What helps make Classics at the Castle special is the lack of emphasis on trophies and concours classes – the only awards at the end of the day are for those 'judged' (and even that's the wrong word) by the organisers to be cars or people who have made a significant contribution to the spirit of the event. That way there's no sense of competition, no need to spend a day picking dirt out of the tyre treads just to please a concours judge. After all, there's far more to Porsche life than that...

Wandering around the show it became obvious that the classic Porsche scene is growing in

strength in every respect – there were many new faces, even more 'new' cars, some of the very highest restoration standard, others which looked as if they hadn't been touched in years. All sat happily side by side, owners more interested in talking cars than comparing budgets.

Highlights for us? How about Mauro Borella's genuine Ruf BTR, driven all the way from Italy for the weekend? Or Mark Waring's amazing ex-rally 'lightweight' Carrera RS, now restored to perfection. Azis Abouseda's stunning red Carrera Speedster was definitely a star, but what about all the unrestored classics that were in evidence? Very refreshing.

Old Porsches are to be enjoyed, and this weekend proved it beyond doubt. **CP**





“ Old Porsches are to be enjoyed, and this weekend proved it beyond doubt ”



Far left: Mauro Borella drove his incredible RuF BTR 930 Turbo all the way from Italy

Left: Targa or coupé? There were plenty of Porsches to suit every taste

Below: Show-stopping Carrera Speedster belonged to Aziz Abouseda

Bottom, left to right: Unrestored 356 on show with PR Services; fresh M471 Carrera RS restoration from Mark Waring; Mauro Borella assists in starting the Le Mans 917. Get your earplugs ready!





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REVIVALISTS

Goodwood Revival is one of our favourite events, and this year Porsche enthusiasts had three 911s to cheer on – but no 356s...

Words and photos: Keith Seume



Above: Andrew Smith at the wheel of Historika's 901-series coupé managed to qualify on the front row, and managed a creditable third overall behind an indecently fast TR4 and an equally-rapid Ginetta G4

Right and below right: 911s put on a good show and proved popular with the crowd. White 911 belongs to Roger Penfold and was driven by Bill Wykeham, green car owned and driven by Peter Rutt. Next year's Members' Meeting at Goodwood will feature an all-911 race...



You can normally guarantee seeing a handful of Porsches at Goodwood, usually 356s, but only rarely do you see a 911 at this prestigious event.

Well, Porsche fans were in for treat at this year's Revival meeting, for there were no fewer than three 911s (one of which was a 901-series car) competing in the hard-fought Fordwater Trophy race.

This particular race is for, to quote, 'Production-based sports and GT cars of a type that raced between 1960 and 1966', meaning that alongside the Porsches were the likes of Lotus Elites, sundry Triumph TRs and a mixed bag of other British sportscars including a very rapid Ginetta G4 driven by Lee Mumford.

The 901, entered by

Historika and driven by Andrew Smith, performed well in practice, ending up on the first row of the grid, alongside the Ginetta, with the other two 911s of Bill Wykeham (owned by Roger Penfold) and Peter Rutt on the third row.

At the drop of the flag, Smith found himself under pressure from the big Iso Rivolta of Alan Collett, but managed to hold his place through Madgwick Corner. However, the flying Triumph TR4 of Alan Ross-Jones eventually overhauled the 901, going on to reel in Mumford's Ginetta and take the flag.

Andrew Smith managed to hold on to third place, while the other two 911s finished mid-field in what proved to be a highly entertaining (and, for once, warm and sunny) race. Congratulations to all! **CP**

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FOR ALL THINGS PORSCHE



Writer: Johnny Tipler
Photos: Johnny Tipler and Wayne Parker (restoration shots)

When surgeon Am Rai bought his 356 Cabriolet he had no clue its body would require a total surgical reconstruction. Wielding the scalpel was Norfolk Premier Coachworks' Wayne Parker and, two years on, the car was finally discharged

SURGICAL STRIKE

356 CABRIO RESTORATION

A nice car on the face of it. But Mr Am Rai was bothered by a three-inch rust bubble in the driver-side front wing of his newly-acquired 356C Cabriolet. A surgeon at Norfolk and Norwich Hospital and used to sorting out spinal issues, he found it irksome, so he took the car along to his local specialists for what, he assumed, would be a little local surgery.

Norfolk Premier Coachworks are dedicated classic Porsche specialists, with a workshop full of 356s and 911s undergoing comprehensive restructuring at any given time, and when he was shown the car, proprietor Wayne Parker suspected the worst.

'There were probably 20 coats of paint on just that one area,' said Wayne, 'so I suggested we bare-metal the front end at least.' But Mr Rai said, 'Well, if you are doing that, you might as well bare-metal the whole car.'

As Wayne and his team set about the task it soon became clear that the 'blister' in the wing was the least of the car's problems. 'As the job progressed, we found chicken wire, chewing gum, cardboard and all sorts of filler in the bodywork.' Clearly it had been bodged over the years to make it tidy.

Not much surprises Wayne, but this 356 came close: 'I should think it'd gone through 40 years of botching up,' he said. 'It was horrendous. It was that bad that when we first jacked it up, it was flexing in the middle. There's no easy way; you've got to just take it apart and get stuck in. So we took all the exterior panels off to gain access to the chassis and check underneath.

'That went away to be shot-blasted, and when it came back there was almost nothing left of it: just holes amongst holes amongst holes. So what originally came in for a three-inch blister on the wing ended up a major

rebuild. Mr Rai and his wife Jess were pretty shocked to see how bad their car really was.'

It's not that he was a novice, or that he hadn't sought advice before buying the car: Mr Rai has a passion for classics and the 356 in particular, and also owns a VW Karmann Ghia and a pukka Fiat 500. He's no stranger to restorations, having tackled an MGB V8 as a medical student, and he didn't go blindly into buying the 356 Cabrio either, commissioning an inspection by a reputed model expert. The car's external appearance flattered to deceive.

Fortunately Mr Rai is a patient man – or rather, in a surgical turnaround, his car was the patient. 'Be aware, there are going to be some horrors,' Wayne counselled. 'But he didn't think that it was going to be as bad as that.' Incredibly, the car had been inspected and MOT'd, 'but every panel, every suspension bush, every hosepipe, everything was shot, except the hood, the headlining and the frame.' So, one saving grace then. And perversely, given the condition of the car in general, the seats were also in good shape, and simply needed to be given a valet.

But now Mr Rai was doubtful about the mechanicals, too, and while the body was being restored he decided to commission an engine and gearbox overhaul. Just as well, as it transpired: 'the gearbox synchros had been botched up,' said Wayne, 'so we had that apart, too.' It wasn't a total disaster; other aspects of the original spec that survived included the chromed steel wheels, surprisingly, and the chrome hubcaps, which have cleaned up well. The dials are original, though Wayne had them serviced.

As he says, 'even the tyres were fine, and we couldn't believe how good the roof was: it was just the metal surrounding it that fell to bits.'

It was a UK import in the first place, a 1964 model-

When delivered to the bodyshop, the 356 Cabriolet proved to be far from sound in wind and limb. In fact, it was a very sickly patient, indeed...

“It was a UK-import in the first place, a 1964 model-year car and one of just a handful of 356C Cabrios made, possibly as few as 50...”



Chrome wheels and hub-caps are the originals for this car, having survived better than most parts. Engine is a 90bhp 1600. Body plate hints at Reutter origins, despite Cabrio's age



356 CABRIO RESTORATION



year car and one of just a handful of right-hand drive 356C Cabrios made, possibly as few as 50.

Discrepancies in the spec point very much to it being a car built as one series morphed into another. 'It's got B bits and C bits on it,' said Wayne. 'The C had new ATE disc brakes, but this car had drum brakes, so that was very much at the transition. They used up what they had left over in the parts bins from the old series.'

'We checked with Porsche and they confirmed it was a transitional car, and Mr Rai decided he'd prefer discs on the front instead of drums, so we changed them over.' The fact that

the car bears the 'go' insignia on the engine lid is yet another ambiguity, because the Super go engine was replaced by the 75bhp 1600C or newer 95bhp 1600SC flat-four in the 356C.

Production of 356C Cabriolets totalled 3175 units between 1963 and '66. The 356C was the final flowering of the T6 body introduced with the 356B in 1962, and the most obvious identifier is the paired air intakes on the engine lid, superseding the single intake on previous 356s. The silencer tailpipes exhaust neatly out of the rear bumper overriders. On the C, the centre of the dashboard was extended downwards, containing

radio and ashtray, and the gearlever was shortened accordingly.

The Reutter badge that graced the lower right-hand front wing on earlier versions is absent on the C because it coincided with Porsche's acquisition of Reutter's coachworks. The 356B was the last model to be built by Reutter, who was summarily tasked with producing seats under the Recaro moniker, while Porsche shifted coachwork manufacture to Karmann.

However, the final anachronism in our charming cab is that the Reutter plaque adorns the inner door-shut on the passenger side, along with the paint code, proclaiming it as a Reutter-bodied car.

So how come 356s were neglected? In 1964 the 911 was already in production, so the 356 was out of fashion and not particularly valued or desired, and when corrosion set in they were not repaired correctly, just fixed up enough to keep them on the road.

This particular restoration, including the panels and bodywork resto, plus the mechanicals and trim, has cost just over £100,000 and took fully two years to accomplish. Still, fifty years on, what's another couple of years in such a broad lifespan?

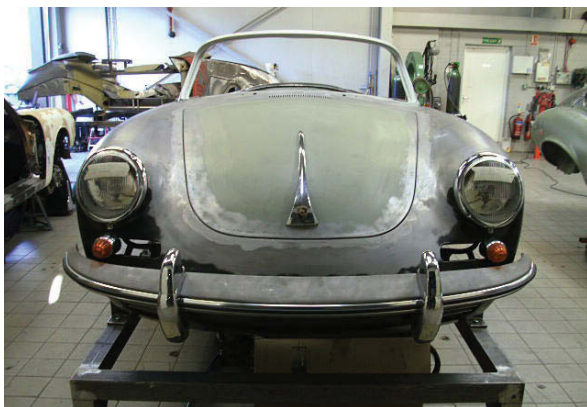
We've seen 356 Cabrios sold for £170,000 so there's plenty of value locked into this car. In any case, Mr Rai plans to use it on a daily

Being right-hand drive, the fuel filler is still located under the bonnet. Nardi steering wheel tops off the stylish dashboard. Seats are the originals and were in good order

basis, so it won't be leaving Norfolk any time soon. 'I was keen to restore the car to concours,' he says, 'and get it to the condition where my children, and perhaps grandchildren, will be in a position to enjoy it.'

The most difficult aspect of a 356 restoration is getting the body panels shaped correctly, because there's hardly a straight panel on the car; it's a melange of curved facets that flow into each other, and getting the gaps flush





The seemingly healthy patient proved to have a few terminal illnesses. But NPC's surgeons were able to work a few miracles...

is also crucial. Wayne is also exacting about fitting the right screws in the right place, 'so everything is how it should have been.'

His workshop contains three major jig platforms for rebuilding 356 and 911 chassis from scratch. Wayne estimates they restore around fifteen 356s a year, from relatively minor sill work to total reconstructions. 'We've got the Spinazie jig, and a few

jigs that we use specially for 356s which were constructed from Porsche blueprints. We mount the body on the Spinazie jig, and we use measurements taken from the Porsche drawings, then we measure everything off with a laser.

'With the 356 there's a lot of panelling you can't buy, so we have to make everything, like door skins, quarter-panels, wings and lid skins. If you can buy them they're poorly made, so by the time they get here we might as well wheel them up ourselves. That amounts to 80 per cent of the panelling for a

356. With a 911 you can buy wings and quarter-panels so they aren't so complicated to do.

'You've got to remember the 356s were hand-built so they're all subtly different. Even doors might not be interchangeable without work. They couldn't just bolt the panels on and hope they'd fit, so they finished them off with lead and fettled them to get them right.'

There's no difference in corrosion issues between coupé or Cabriolet: 'A soft-top 356 is just as likely to present the same problems as a coupé,' says Wayne;

'They all rust in the same way, and I don't think a Cabriolet is necessarily worse than a coupé. I've seen really bad coupés, and I've seen really bad Cabriolets, though if it's a right-hand drive car it's going to be bad, because of the British climate.

'It's different to a leftie from California. But if you've got a right-hand drive car, 50-years old, that hasn't been restored, it might look tidy but there'll be issues underneath, I can assure you!'

The philosophy of car maintenance has completely changed since

the 1950s. 'When the 356s were built they didn't have all the proper primers, zinc galvanising and sealers.

The whole mentality would have been different; the concept of a car becoming a classic was not on their radar. They wouldn't have dreamt it was going to last 60 years; they probably thought it would last five or ten years and that was the end of it.'

Much of the work on the car was carried out by NPC's John Lovett, and he sorts out some trade plates so I can take it for a rural ride. 'It's a bit like a Beetle,' he predicts, 'with a



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Mr Am Rai, consultant spinal surgeon
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“There’s nothing to beat easing round the country lanes with a Cabriolet, roof-down...”

little bit more steering action than a 911, so once you get used to it, it’s fine.’

I pick my way out of the city. The 356C’s 1582cc flat-four exhaust note hails its coming, and pedestrians everywhere turn to admire it. I’ve got to use the revs a little bit to get some torque going as I’m pulling away, and the unservo’d disc brakes are a tad spongy compared with a modern car, but they do slow me down effectively.

Going through the four-speed ‘box, the shift slips from notch to notch perfectly easily, and though it feels like I’m stirring the porridge slightly, there’s absolutely nothing wrong with it.

Once out on the country A-roads it’s easier to evaluate performance. The acceleration is very sharp, instantly responsive to the throttle pedal, and it’s positively yearning to get up and go.

The steering, too, is minutely responsive to inputs from the wheel,

though taking a moment to translate into a change of direction, and I have to be positive with the wheel to turn into corners.

It turns in well enough, but that rapidly becomes oversteer, so I’ve got to be ready to take the lock off the moment it’s settled in the corner. It’s running absolutely sweet as a nut, 3250rpm in third – 65mph – on a smooth A-road, the steering is alive, and all the time it’s communicating with me. It’s quite a bouncy ride, partly because the seat itself is quite soft, and I have the impression that my backside is dancing in the car.

The compliant nature of the suspension is such that I can ride over impedimenta like speed bumps with indifference, maybe because the 356C had a 1mm-thicker front anti-roll bar, and at the rear the torsion bars were softer and pre-loaded.

Sometimes I almost feel as if I’m floating rather as if in a speedboat. It motors

along swiftly, and a wonderful fluency develops as I short-shift through the gears on the country lanes, and I soon discover a charming lucidity, swaying through the bends.

It’s content to cruise at 70mph at 3500 rpm in top, though at the other end of the scale, I’m noticing that 30mph in third gear is not a happy speed as far as engine revs are concerned.

That’s because it needs more revs, though on the other hand it doesn’t like being in second gear because then the revs are too high.

According to the banding on the rev-counter, the optimum performance comes in at 3000rpm, and that’s precisely when the exhaust note hardens up as well, emitting more of a constant roar that doesn’t differentiate between the individual cylinders.

It’s a lovely sunny day out here in the sticks of north Norfolk, and taking the top down couldn’t be easier. There are three clips

on the header rail, one at each corner and one in the centre just above the mirror, and they unfasten very simply. I lower the sun visors, lift the hood off the header rail and fold it back down behind the seats, taking care to fold the plastic rear window so there’s no chance of it creasing. There’s no tonneau cover, so perhaps it hasn’t got one.

What it does have is a beautiful wood-rim Nardi wheel, emblazoned with ‘Nardi Torino’ and a horn press in the boss, and Enrico Nardi’s signature etched into one of the spokes. There are no seat belts, which is slightly disconcerting but not a legal requirement for a car of this age, and the little wireless is a Porsche standard fitment. I can get it to broadcast some channels but there’s nothing I recognise!

There’s a little pull-out ashtray that looks like a scallop shell, a clock in the centre and glove

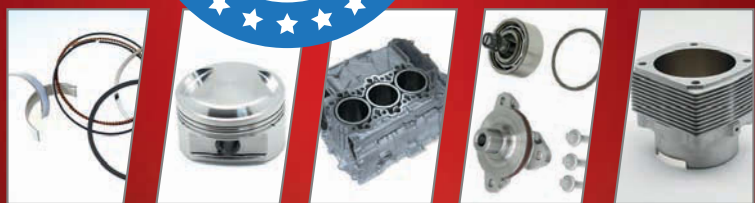
compartment over on the left of the console, with chromed panic handle just to the left of that. The dashboard curves very nicely round into the shape of the door. At some point I brake hard, dispatching some bags from the back seat onto the floor, and I reflect that there’s no raised edge on the folded down rear seats that should be present on the C to stop that happening. Ah well, it’s not a big issue.

There’s nothing to beat easing around the country lanes with a Cabriolet, roof down, because it does impart a feeling of freedom and being cut loose.

And now the restoration is complete Mr Rai can enjoy his car to the full. He’s even contemplating a European rally. Meanwhile, the hospital is on the city’s outer limits, but I dare say he’ll be sorely tempted to take the rural route to get to work... **CP**

Thanks to Wayne Parker and Kazz Morohashi.

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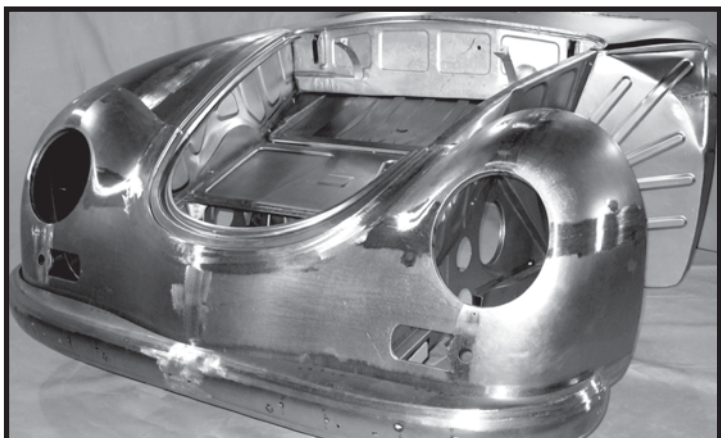
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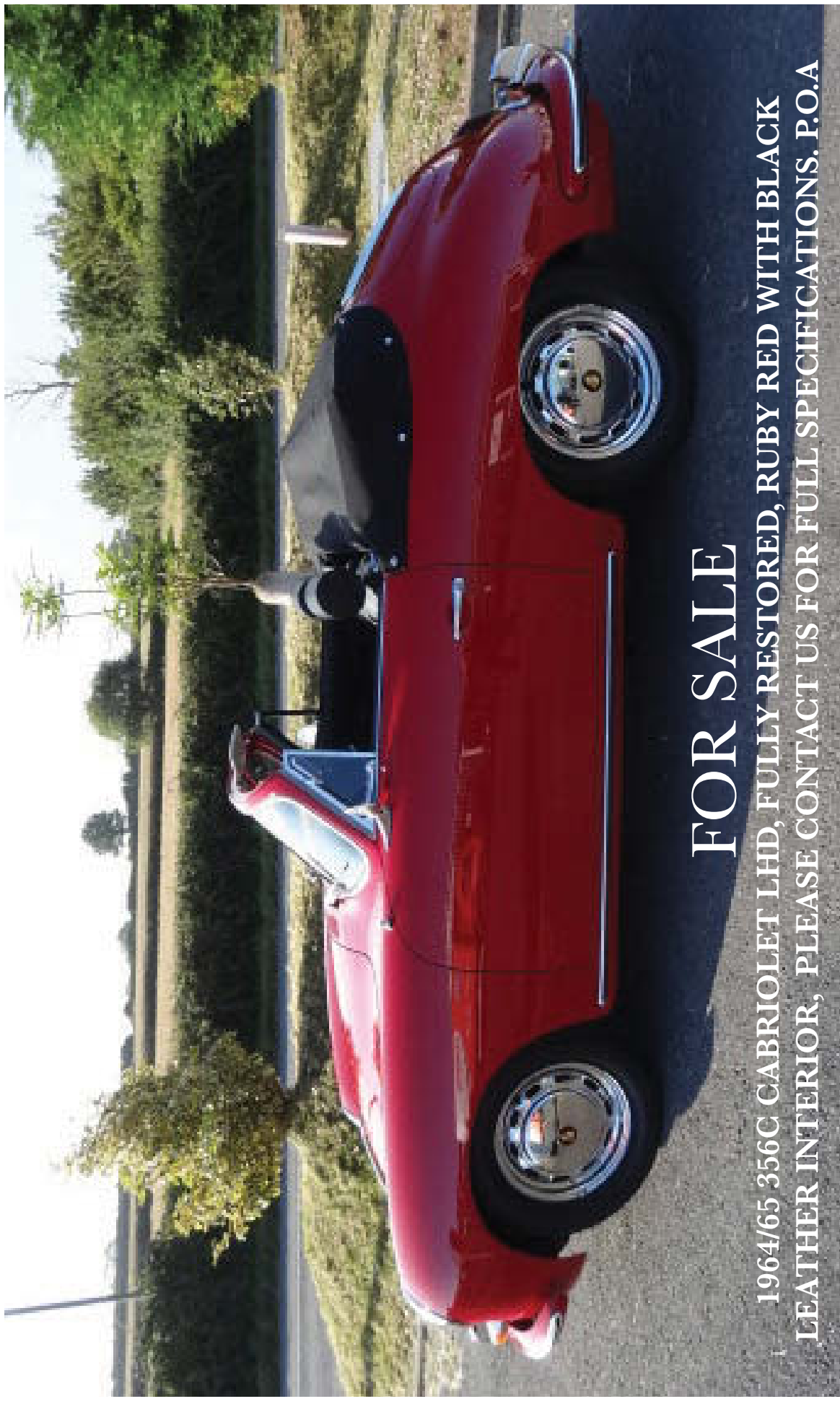


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FIRST & LAST

Words: Delwyn Mallett Photos: Delwyn Mallett and Porsche Archiv

There can be few people who can say that their first Porsche was an Abarth Carrera GTL – and then, 45 years on, say that they still own it. This is the story of the mysterious '21st Abarth' in an official series of just 20: the last of the line...

In February 1969 a young Frenchman was preparing to set off on the 'hippy trail' to Katmandu, his car fitted out for the overland journey, when he had a change of plan. Instead André Pibarot decided to sell the 'overlander', get married and buy a Porsche, the car that he had dreamt of owning since as a moped-riding teenager he had ogled his first on the Cannes Croisette. It was secondhand but quite extraordinary – it was far from being an ordinary Porsche.

Excess weight has always been the enemy of performance, and the smaller the engine the greater the penalty. Although Porsche offered lightweight aluminium-panelled versions of their road cars for serious racers, it was becoming increasingly obvious as the 1950s progressed that the competition in the GT category was hotting up. What's more the 1300cc cars from Alfa Romeo and Lotus were putting in lap times close to those of the 1600cc Carreras.

In 1959 Porsche was aware that the imminent introduction of the heavier 356B would put their GT cars at an even greater disadvantage. However, a clause in the FIA rules allowed cars in the GT category to carry lighter bodies as long as the all-up weight didn't fall below the homologated minimum of 1712lbs.

Porsche, therefore, decided to construct a small series of rebodied 356B Carreras in time for the 1960 season.

Wendler, for many years producing Spyder bodies, was an obvious candidate but the works were fully occupied with the Spyders, and Porsche favoured the Italian Zagato company.

This decision was almost certainly influenced by the fact that in 1958 Zagato had rebodied a Carrera Speedster in a svelte lightweight aluminium 'suit' for French ace Claude Storez. The car proved to be fast but only a few months later Storez crashed it in a rally and was tragically killed. (The car disappeared, presumably scrapped, but has recently been faithfully recreated by Zagato for an American customer.)

Word soon went around the Italian *carrosserie* 'village' that Porsche was looking for new bodies and they were approached by some of their old friends. Among them were several of the Viennese engineers who had helped Porsche in the immediate post-war period with the Piero Dusio-funded Cisitalia Grand Prix car project. Rudi Hruska, an ex-Porsche employee, was now working for Alfa Romeo and recommended Bertone for the job. Piero Dusio's son Carlo also made an approach



ABARTH CARRERA GTL



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but it was another Carlo – Abarth – who was the most persuasive. Abarth was actually a ‘Karl’ and an Austrian who had married the secretary of Dr Ferdinand Porsche’s son-in-law Anton Piëch.

He had built a successful business manufacturing performance exhausts and potent small capacity rear-engined GT cars based on the Fiat 600 chassis, clothed in beautiful minimalist aluminium bodies created mainly by Zagato. Abarth had been one of the key intermediaries in the Cisitalia project and he would soon take up a similar role in the 356 Carrera GTL story.

Abarth travelled to the Frankfurt Auto Show and made a proposition to Porsche’s management. He would build the new car for one million Lire each, the price to include the initial tooling. (In those pre-Euro days, there were a lot of Italian Lire to the German Mark.) Ferry Porsche agreed in principal but requested that a car was to be

Bertone, to design the bodywork, and another Torinese Carrozzeria, Rocco Motto, to build the bodies. However, in the ever-murky world of GTL gestation some authorities dispute Scaglione’s involvement as he never publicly claimed authorship of the design.

Further examination of the Porsche archives for the recently published Porsche-produced book on the history of the Carrera series of cars has produced letters and memos showing that in 1959 Ugo Zagato visited and corresponded with the factory, querying why the order had to be routed through Abarth. A Carrozzeria Zagato design drawing, not signed by but attributed to Franco Scaglioni, has also surfaced depicting a ‘Porsche Carrera GT’, showing what is in effect the ‘Storez’ Speedster, including the rear fin extensions, but rendered as a coupé.

The book lists the first eight cars as been built by Zagato and the remainder by Rocco Motto and Viarenzo &

Although built ‘hors série’, André Pibarot’s GTL is no different to the previous run of 20 factory-built cars. It truly is the ‘21st Abarth Carrera’ – the end of the line

“ The first car was delivered from Abarth to Porsche in February 1960, several months behind schedule... ”

completed before final approval was granted. This is where the genesis of the Carrera GTL becomes more than a little confusing.

Researchers had long believed that Zagato was soon written out of the picture and uncertainty also surrounded the total number of GTLs built – and who finally built them. Some authorities claimed 18, the factory said 20, but there were persistent rumours of a mysterious 21st car. What by general consensus was held to be certain (well, almost certain – read on) is that Zagato had nothing to do with the finished cars.

Although Abarth had a productive few years with Zagato, producing the tiny but perfectly-formed Abarth 750GT with its distinctive ‘double-bubble’ roof, the relationship was coming to an end. Without informing Porsche, Abarth engaged the services of Franco Scaglione, who had just ended several years’ association with

Filliponi, who were subcontracted three bodies. (All the cars were painted at the SIATA works.) Although this seems to be a definitive statement on the subject I am sure that in the impassioned world of Porsche history the debate will continue to rage for some time.

Whoever actually made it, the first car was delivered – from Abarth – to Porsche in February 1960, several months behind schedule.

Abarth had achieved most of the objectives set by Porsche – the GTL was lighter, by 100lbs, and slipperier, but there were problems. The Porsche engineers found it difficult to get in and out of (presumably they hadn’t tried Abarth’s diminutive Fiat-based GTs!), with too little headroom. It leaked profusely and the steering lock was compromised by the tightly-fitting bodywork – all this was fixed by the second car.

To many this ‘Porsche in an Italian suit’, as German



magazine *Auto Motor und Sport* memorably headlined it, is by far the most beautiful of all the 356-derived cars.

The extended nose with forward hinged bonnet and optional Perspex covers over the recessed headlamps made it appear to be longer than a standard 356 when in fact it was just over five inches shorter (the absence of bumpers obviously helped). More significantly, it was also 5.2 inches lower and 4.7 inches narrower. This resulted in an all-important 15 per cent reduction in frontal area, which improved air penetration and aided handling, with its lower centre of gravity.

The rear wings had a subtle and sexy 'bulge' to them creating visual relief along the unadorned sides of the car, while Zagato-style flush-fitting door handles, with recessed levers, also helped cut drag. Front and rear lights were stock 356 with the rear teardrop cluster mounted vertically instead of horizontally, and on later cars 'frenched' or recessed into the bodywork. In fact, apart from a small 'Carrera' script on the engine cover, and a discrete 'Porsche' on the nose, the lights were the only

external indication that this was a product of Stuttgart.

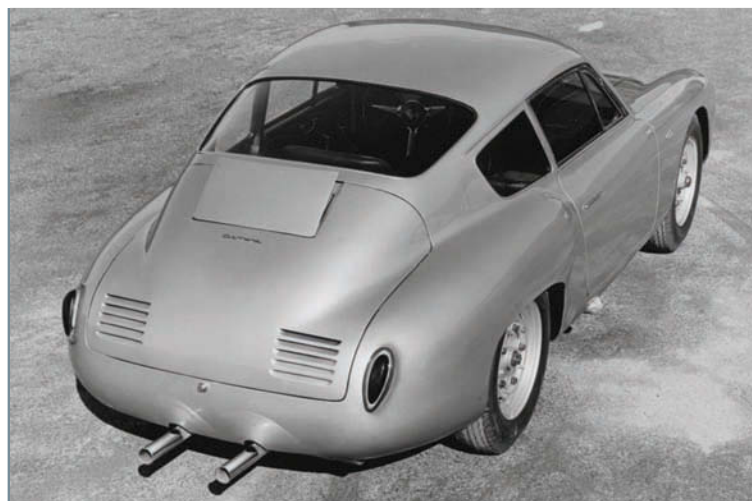
The extra large engine cover that was specifically requested by Porsche (access to the four-cam engine was notoriously difficult in the 356) carried what had by then become something of an Abarth trademark, a centrally-mounted adjustable air scoop. The engine lid also had a stack of five inward-facing louvres on either side of its lower edge.

Critically, the minimal amount of ventilation in the engine cover trapped hot air around the Carrera engine and demanded a serious rethink, resulting in what has perhaps become the most memorable distinguishing feature of the GTL – a massive array of now outward facing louvres piercing the engine cover, some 48 in all!

The second, approved, version featured a more rounded nose incorporating an opening for the oil cooler, which on the prototype hung below the nose. The tightly radiused front wheel opening was now significantly larger – aesthetically less pleasing but functional. At the rear, in addition to the mass of extra perforations, a removable

The Pibarot-owned Abarth was originally commissioned by a French dealer who was upset to learn that Porsche no longer produced the model. André and son Mathias Pibarot (above) enjoy the unique car to the full

The prototype Carrera Abarth suffered from overheating due to the relative lack of louvres in the rear lid. More pointed nose was a distinctive feature, too. Final version (bottom right) featured no fewer than 48 louvres to aid cooling!





Above: 1958 Zagato-built Storez roadster was based on Carrera Speedster, and was an early influence on Abarth design (above right), seen here in 1960 outside the Abarth factory

Pibarov's Abarth Carrera was originally silver but was painted burgundy red many years ago by a former owner. The car has an extensive race history, including a trip to Senegal

lower valance was created to help in removal of the engine and to accommodate the three variations of exhaust that were available for the Carrera engine – including the massive ‘Sebring’ version.

The engine was, of course, the latest manifestation of the well-proven Fuhrmann four-cam introduced in 1953. Enlarged to 1587cc and designated 692/3, the engine now used plain, rather than roller, bearings. Cars delivered in 1961 came with an even more potent, higher revving, 692/3a version, producing 128hp with the sports exhaust and 135hp with the aurally devastating, cannon-like Sebring version. In 1963 the factory was campaigning its Carrera Abarths with the new 1966cc Carrera 2 engine producing as much as 160hp.

The decision to ‘go Italian’ was justified in the most satisfying manner with a class win and 6th overall in the GTL’s first race, the 1960 Targa Florio, followed by another class win at the Nürburgring. A month later the prototype, now updated and fitted with distinctive faired-in auxiliary driving lights, was entered in the Le Mans 24 Hours where it was the first Porsche home, winning its class and gaining 10th overall. The 1600cc Porsche clocked an

impressive 138mph on the Mulsanne straight with a few more mph to come. Porsche had a winner and for the following three seasons the Carrera GTL would clock up an impressive tally of victories in the hands of the factory and private entrants.

And what of that elusive 21st car? Officially Porsche ordered 20 cars from Abarth but the factory chassis numbers allocated to the series ran to 21. It was long known that the factory ‘Kardex’ for this Abarth chassis number stated, mysteriously, that it was for a special order, luxury equipped, ‘Super 90 Speedster’ – several years after Speedster production had ceased.

It took the detective work of Swiss Porsche authority Marco Marinello to trace the original owner to the USA (after an extraordinary application of intuition and diligence) who confirmed that when working at the Porsche factory in the early 1960s, and, incidentally, building Carrera engines, he had the racing department build the car for his father, using ‘B’ mechanicals in the sole remaining unused ‘A’ Cabriolet bodyshell. As Marco says, ‘Try explaining the originality of that at a concours! The impressive list of factory extras even included



'Speedster' side flashes and script.

The non-homologated car had to be registered on a special *Einzelabnahme* or 'single car certificate', as indeed did the 20 Carrera GTLs, so the factory simply allocated the next chassis number in the sequence: 21.

So, mystery solved? Not quite. André Pibarot's car shown here is the 21st GTL! A genuine GTL but not ordered through, or built for, the factory. By the time that all of the Carrera Abarths had been delivered to Zuffenhausen, thoughts for future racers had switched from time-consuming aluminium construction to glassfibre – soon to be manifested in the 904.

running out of petrol and being pushed across the finishing line behind a 904, it was classified class winner as the 904 had not yet been homologated.

By the time that young Monsieur Pibarot discovered the GTL in the small-ads, and became its fourth owner, its silver paint had acquired a coat of burgundy and, in the years when race history was of little importance, it had also acquired the then not uncommon and quite unconvincing status of many old competition cars, 'never raced or rallied'.

The GTL started André's love affair with Porsche and in particular the Carrera-powered versions. Before long he

“ The car appeared in several races in 1963, including a GT race at Magny Cours and the Côte du Col Bayard hillclimb... ”

Thwarted in his desire to obtain a GTL, a French enthusiast (Porsche agent) in St Etienne-Feurs, near Lyon, decided to go straight to the body-builders. Using a Swiss-delivered fire-damaged 356B as a basis for the conversion, he shipped it to Rocco Motto in Turin to be rebodied (and engined) as the 21st Abarth Carrera GTL.

The car appeared in several races in 1963, including a GT race at Magny Cours and in the Course de Côte du Col Bayard hillclimb. André has also found photographs of the car being craned aboard a ship to be transported to Senegal for the Dakar Six-Hour race where, despite

had become France's 'Monsieur Carrera', accumulating a mouthwatering collection of four-cam-powered cars, including a *Dreikantschabers* (three-pointed scraper), one of the two Porsche-built Carrera 2 356B-based GTs that followed the Italian Carrera.

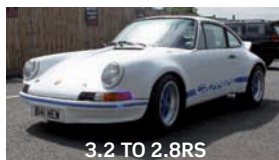
André's Carreras are enthusiastically exercised, on road and track, by both himself and his son Mathias, and are mechanically tip-top. But if you like your old cars with patina, this wonderful time capsule would more than fit the bill – well worn but not worn out, and much as it was when purchased in 1969. **CP**

Taken in 1963, this is one of the few period photos available showing a Carrera Abarth with the front boot lid open. Size of the large long-range fuel tank is plain to see



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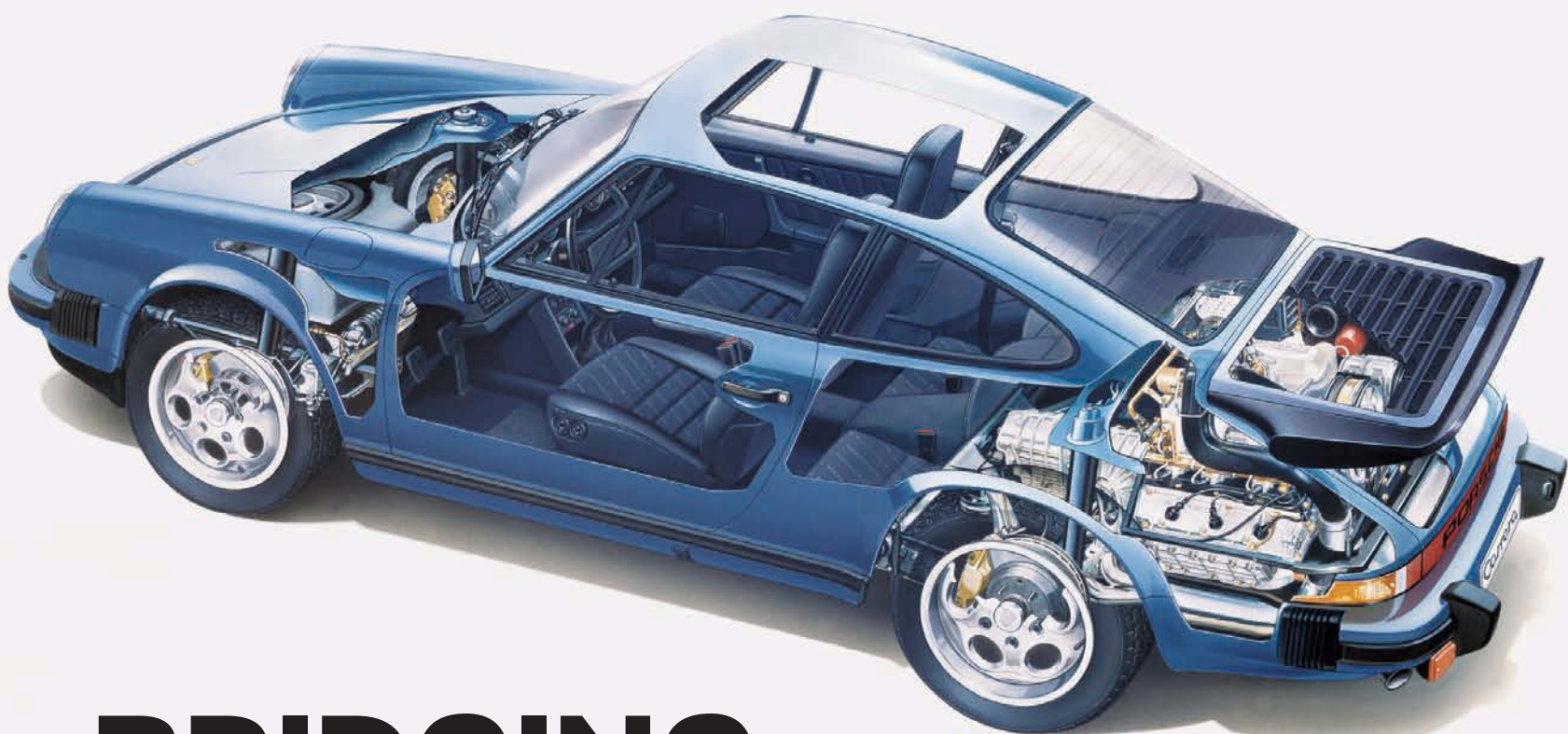
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BRIDGING THE GAP

The 911SC and then the Carrera 3.2 took the development of the original air-cooled 911 engine to the crossover point in Porsche history

Words and photos: Paul Davies Artwork: Porsche Archiv

People who are not deep into Porsches wouldn't understand it, but engine builders get quite excited about crankcases, and above all it's the identification marks starting with '7R' and '930' that do most to stir the soul. See these magic numbers stamped on that two-piece casting and you know you're looking at significant points in Stuttgart engine development.

In the first instance, '7R' denotes the improved magnesium structure that formed the basis of the legendary Carrera 2.7 RS of 1973; '930' is the part number

that first appeared on the crankcase of the original Type 930 Turbo of '75 and its non-pressurised sibling, the Carrera 3.0. This would go on to form the basis of the power unit of the 911SC and the Carrera 3.2, engines that would take the original air-cooled design to the point where things began to change.

From then on, late-1980s to be precise, Porsche had to think in two directions – satisfying the market need for power and efficiency whilst also complying with the demands of the clean-air legislators. The M64-coded engine of the Carrera 964 and 993 models from 1989

Above: Factory cut-away artwork shows Carrera 3.2, which has proved to be one of the most reliable, and hence sought after, 'modern' Porsches

onwards – although still air-cooled – were different animals from the original 911 flat-six. The Carrera 3.2 motor was the crossover to the new world where, before long, water would replace air.

The Carrera 3.0 and the 930 Turbo engines we've dealt with in a previous issue (#5: sorry it's out of print but you can download it via our website, or through iTunes) so with reference to the 911SC that followed immediately, we'll pitch straight into the technical wherewithal of

composite material, instead of magnesium, which combined light weight with the strength and additional material to make it possible to bore it out to take larger diameter barrels, along with the change in the increased PCD (pitch circle diameter) of the holes for the retaining bolts. And larger barrels meant bigger capacity.

While that casing, held together by 11 through-bolts, would continue onto the engines that were to follow, the crankshaft, with eight main bearings of 56.9mm diameter

“ The big change was the use of Alusil composite material, instead of magnesium...”

the 911SC of 1978, and the Carrera 3.2 power unit that first appeared in 1984.

It's pure Stuttgart evolution, of course. The basic layout of the boxer engine remained unchanged: two banks of three individual cylinders and heads, horizontally-opposed, with a single chain-driven overhead camshaft on each bank. Naturally, the unit continued to be air-cooled, although – from the SC onwards – the short-lived, five-blade fan tried on the Carrera 3.0 was ditched in favour of the 11-blade item used on earlier engines.

The 3.0-litre turbocharged and normally-aspirated engines of 1975 were the first to be based on the improved crankcase. The big change was the use of Alusil

and big end journals of 51.9mm diameter, ended with these units. The SC engine of 1978 used the same, Tenifer hardened-treated, forged crankshaft as the 3.3-litre Turbo of the same year, with main bearings of 59.9mm diameter and 54.9mm diameter connecting rod journals. Stroke was the same 70.4mm, but the piston size became 95mm (instead of the 97mm diameter of the 3.3 Turbo) to provide the 3.0-litre (2993cc) capacity.

The Carrera 3.2 of 1984 retained the bore size, but crank throw was increased to 74.4mm (the same as the 3.3 Turbo) to arrive at the 3164cc capacity. Whilst the unlined Nikasil barrels remained the same as later versions of the SC, the forged aluminium Mahle pistons had the

A direct descendent of the 930 Turbo engine, the Carrera 3.2 motor has shown itself to be pretty bulletproof. Bosch Motronic (or DME) system was a first for Porsche





The all-important number. Introduced with the 3.0 Turbo, and carried through the g11SC and Carrera 3.2, the Alusil '930' casing was stronger and allowed for fitment of bigger barrels

SC and Carrera 3.2 crankshafts both have a nine-bolt fixing for the flywheel, previous engines have a six-bolt fixing



SC and Carrera 3.2 barrels are similar, but the 3.2 (right) has more of a piston crown to raise the CR to 10.3:1. SC has a head/barrel sealing ring, 3.2 does not

Combustion chamber is hemispherical with a central spark plug and just two valves - 3.2 and SC valves are the same diameter, but the 3.2 has much larger inlet and exhaust ports

gudgeon pin moved up to accommodate the shorter connecting rods, to match the dimensions of the long throw crank and arrive at Top Dead Centre in the bore.

The Carrera 3.2 pistons, which along with the capacity of the combustion chamber result in a relatively high (for a production engine of the 1980s) compression ratio of 10.3:1, have a pronounced offset hump on the crown, designed to improve squish for more efficient burning. The compression ratio of the first generation of SC engines (180bhp) was 8.5:1, increased to 9.8:1 with the introduction of the 204bhp engine in 1981 model year.

There are in fact two versions of Porsche's 180bhp g11 SC engine, the first with Alusil cylinder bores, the later with Nikasil.

Following usual Porsche practice, the cylinder barrels are located in the crankcase with a copper sealing ring, and each is held in place by the same four studs that hold down the aluminium cylinder head. Whereas the SC has a sealing ring between head and barrel top, like the Turbo there is no gasket between the barrel and the head on the Carrera 3.2.

Early engines have top (inlet port side) studs of steel and lower (exhaust port, where it's hotter) studs manufactured from Dilavar alloy, the idea being to even out expansion rates. Later engines have four Dilavar studs, although these proved prone to breaking until a revised, plastic coated version was developed.

The 3.2 cylinder head is another example of evolution, with the same 49mm inlet and 41.5mm exhaust valves first fitted to the Carrera 3.0, but with ports substantially enlarged to 40mm inlet and 38mm exhaust. For comparison, the g11SC head has 39mm/35mm ports, and 3.3 Turbo ports are 32mm/34mm, both with the same size valves.

Some SC engines had a belt driven pump to inject clean air into the exhaust ports in an effort to reduce harmful emissions. Carrera heads do not have the drilling for air injection; the DME system (more later) being designed to deal with the emission levels required at the time.

So, now over to valve operation. Each bank of three cylinders has one overhead camshaft with four bearings in a one-piece cam carrier, driven by a duplex chain from the intermediate shaft positioned directly below the crankshaft, and operating via rockers on two valves per combustion chamber. Double valve springs are fitted.

Camshafts fitted to the 3.2 engine are the same profile as those used for the Carrera 3.0 and g11SC but with revised valve timing settings: Inlet opens 4 deg. BTDC, closes 50 deg. ABDC/Exhaust opens 46 deg. BBDC, closes at TDC.

Late in the life of the SC engine (mid 1983) the 46mm nut fixing the cam sprocket in place was changed to a 19mm threaded bolt, which was then fitted to all Carrera 3.2 engines.

The intermediate shaft, driven from a gear on the crankshaft nose, also drives the oil pump, which on late SC and subsequent engines has a smaller scavenge side than the Turbo unit on which it is based. Like the late model SC, the Carrera has a strainer on the pick-up because the sump plate, with incorporated strainer, was deleted from the bottom of the crankcase in the interests of rigidity.

The dry sump lubrication system follows the practice established with the first g11 engine: oil from the tank in the wheel arch is 'pulled' by the pressure side of the pump and circulated along the main oil gallery in the crankcase, and through spaces around the crankcase through-bolt holes, to feed the crankshaft. Squirters are positioned in the crankcase webs to lubricate the underside of the pistons. The cams are fed from a full-length spray bar, and the chain tensioners are pressure fed, instead of sealed as on the SC. The scavenge side of the oil pump returns the oil to the dry sump tank from the pick-up strainer.

The engine has two thermostatically-controlled oil coolers: one in the engine lubrication circuit and the second mounted in the right front wheel arch. On high performance versions it's in the front bumper to pick up additional cooling air.

The fuel delivery system of the Carrera 3.2 is the biggest departure from the SC. Whereas other changes were progressive, for Porsche this was pure innovation. Although both are continuous injection systems (CIS), the K-Jetronic injection of earlier engines was totally

Central to the system is the box sitting under the passenger seat; an electronic control unit (ECU), which is a micro-computer programmed (mapped) to provide the correct amount of fuel and optimum ignition timing for all conditions.

The unit takes its data from many sources: Two sensors take information from a toothed ring on the flywheel, providing the ECU with details of the position of the crankshaft and the revs at any moment. On the inlet side of the engine, electronic connections sense fresh air

“Central to the system is the box sitting under the passenger seat: an electronic control unit...”

mechanical, the LE-Jetronic layout fitted to the Carrera 3.2 relies on electronics to control the supply of fuel and ignition spark to the engine.

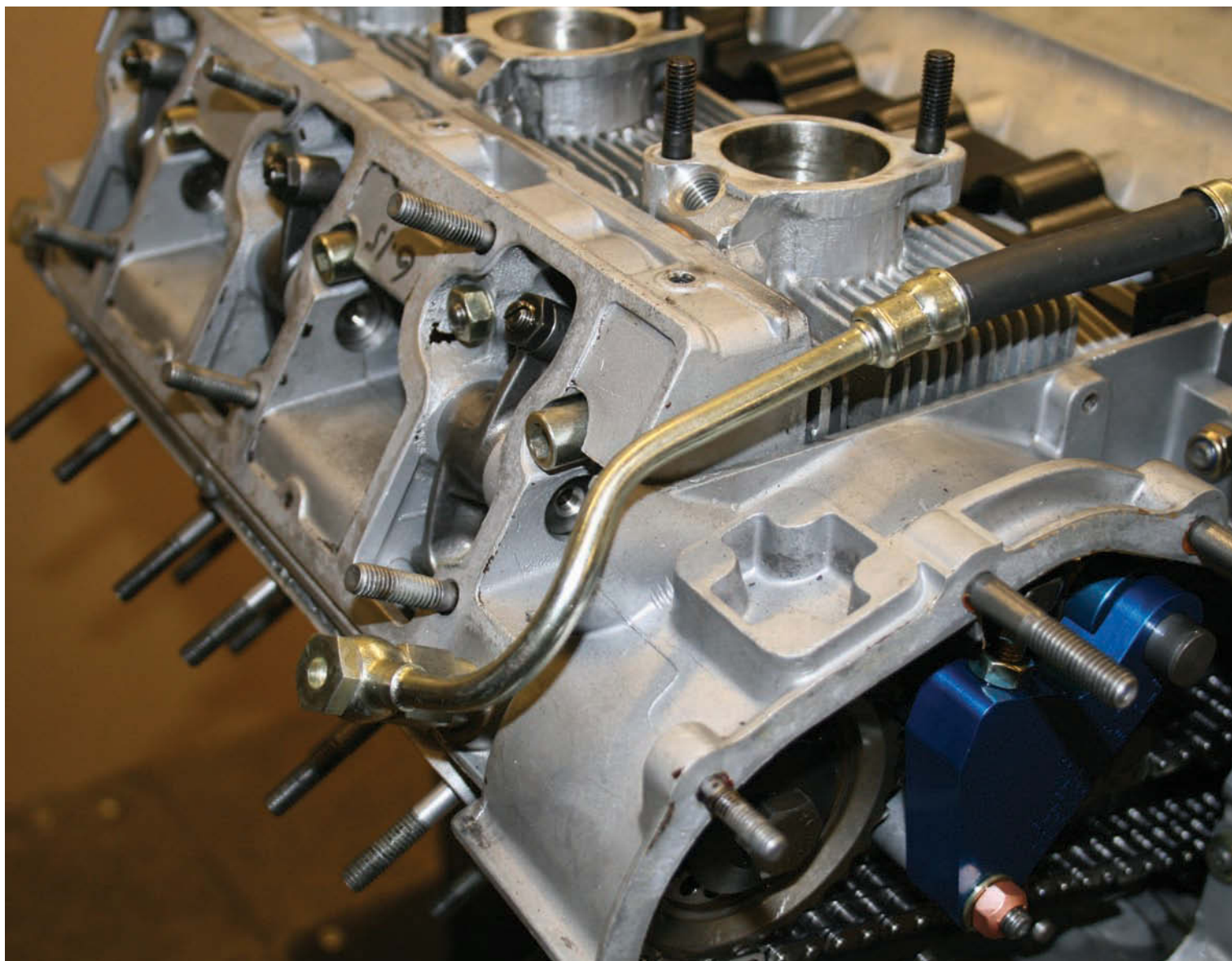
The electronically-managed system (1980s technology and relatively simple compared with systems in use today) performs a juggling act between performance, economy and exhaust emission requirements. Termed DME (Digital Motor Electronics) by Porsche, the Bosch Motronic system features a micro-computer programmed (mapped) to provide the correct amount of fuel and optimum ignition timing for all conditions.

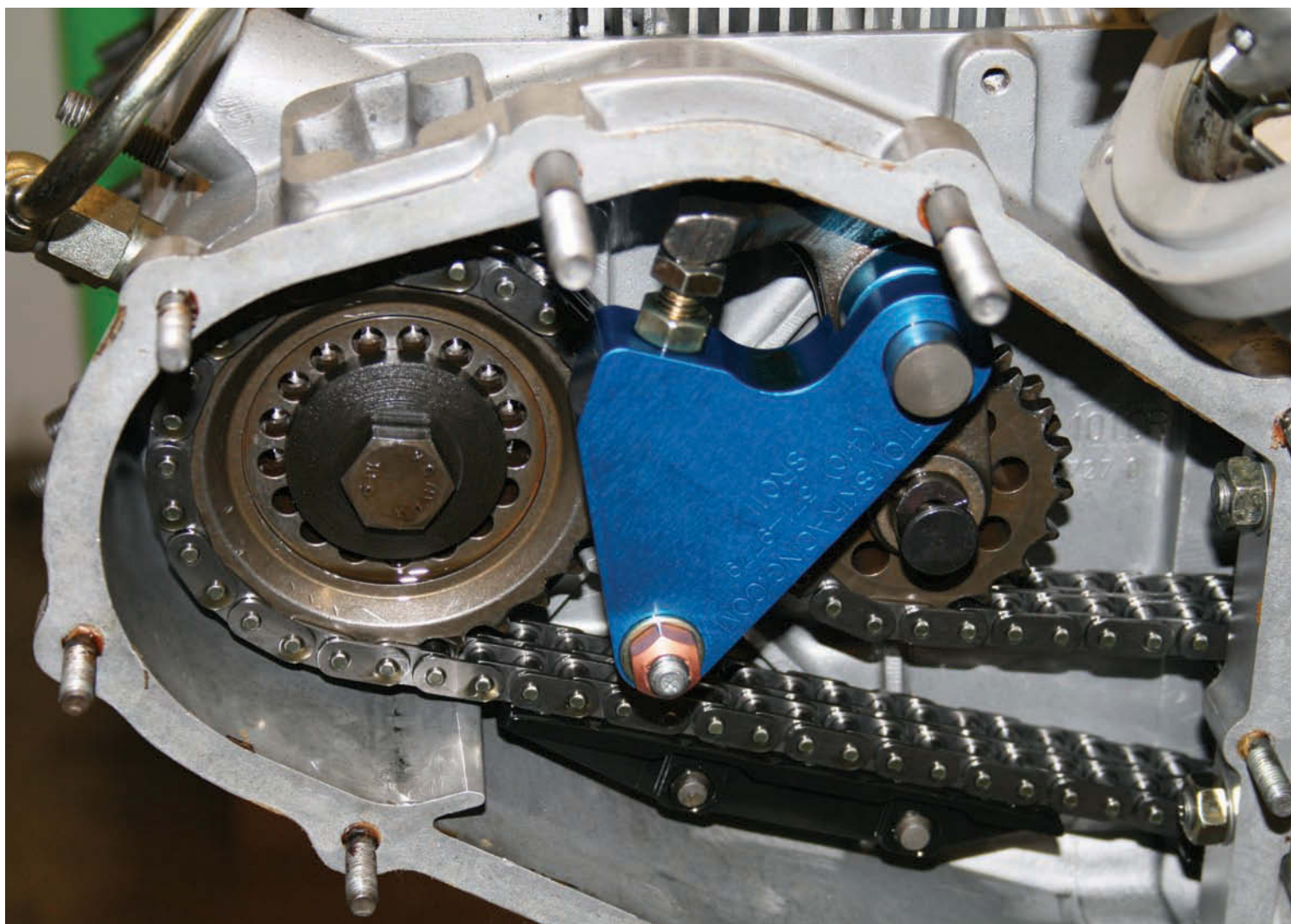
temperature, airflow (via a flap-type air flow sensor) and basic throttle position (throttle body), and also feed these to the ECU, along with data to sense and regulate engine idle speed.

A sensor (on No.3 cylinder head) provides details of engine temperature, and there is a separate altitude correction module.

The fuel delivery system – powered by an electric pump with regulator controlled by manifold depression to maintain a required pressure – supplies fuel to a collector rail which is attached to the three injectors above each

Single overhead camshaft for each cylinder bank sits in a one-piece carrier and is driven by chain from the intermediate shaft. Valves are operated by rockers acting on cam lobes





cylinder bank. It's one of the ECU's tasks to provide an electric current to earth out each injector at the correct time and open a valve to squirt in a quantity of fuel. There is a pipe from each rail to return excess fuel to the tank.

Each injector fires for just milliseconds once every revolution of the crankshaft – which means twice each firing cycle – the duration of the opening of the injector based on information received from the ECU. The

ultimate amount of fuel is determined by the physical size of the injector.

The ECU also controls fuel flow when idle or coasting situations are sensed. For example, if the driver takes their foot off the throttle over 1400rpm the injectors are switched off to prevent excess fuel entering the engine. When idling is detected the ignition timing is retarded.

In parallel with regulating the supply of fuel to the

Each duplex chain drives the cam by a sprocket (early SC has a retaining nut, later engines and 3.2 a bolt) and is tensioned by pads and a tensioner. Blue tensioner is from Stomski Racing in the USA

“Each injector fires for just milliseconds once every revolution of the crankshaft...”



Three types of tensioner, from right: sealed type for SC and earlier engines; pressure fed (by external oil pipe) on Carrera 3.2; Stomski competition special is aluminium with manual adjusting bolt

Heart of the DME system is the Bosch Motronic ECU which controls fuel and ignition. Nick Fulljames of engine specialist Redtek rates the Canems upgrade, which is programmable



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Carrera 3.2 has a flap metering air to aluminium manifolds to each row of cylinders. Timed pulses of fuel, controlled by the DME system, are fed to the injectors from a pair of collector rails

combustion chamber, the programme within the ECU is also controlling the ignition spark, dependent upon information received from the sensors. The control box provides a current to the coil at the correct time, and a 'conventional' distributor directs the enhanced charge to the appropriate spark plug. There's a return line to the petrol tank from the pressure regulator for excess fuel.

Although the same size as the SC, the 3.2 flywheel has a toothed ring (separate to the starter ring gear) to provide the engine timing 'trigger' for the Motronic system. A dowel pin on the crankshaft ensures correct location.

The SC gearbox was basically the same Type 915, with Porsche design synchromesh, fitted to previous 911 models from 1972, albeit with the addition of its own oil pump and cooler, and would continue into the first years of the Carrera 3.2. Things altered for the 1987 model year, when the 915 gearbox was replaced by the Getrag-

manufactured G50 unit that employed Borg Warner synchromesh. At the same time the cable-operated clutch gained hydraulic actuation, and a new larger diameter (240mm instead of 225mm) friction plate with rubber damping, instead of springs.

So, that's the Carrera 3.2 motor: Last of its particular line, virtually bulletproof, almost basic engineering, sneaking under the radar before life became complicated and never the same again.

Only it wasn't totally the end of the old order. Mindful their new design might just not have the guts to cope with the stresses of motor sport, Porsche continued to use developments of the Type 930 crankcase and, indeed, the Motronic system for its competition engines. Only recently has the so-called Mezger engine (after engineer Hans Mezger) been finally pensioned off. Time will tell if that was a wise move. **CP**



911SC and Carrera 3.2 ditched the 5-blade cooling fan used on the Carrera 3.0 and went back to the 11-blades fitted to earlier engines. This is the SC with K Jetronic injection

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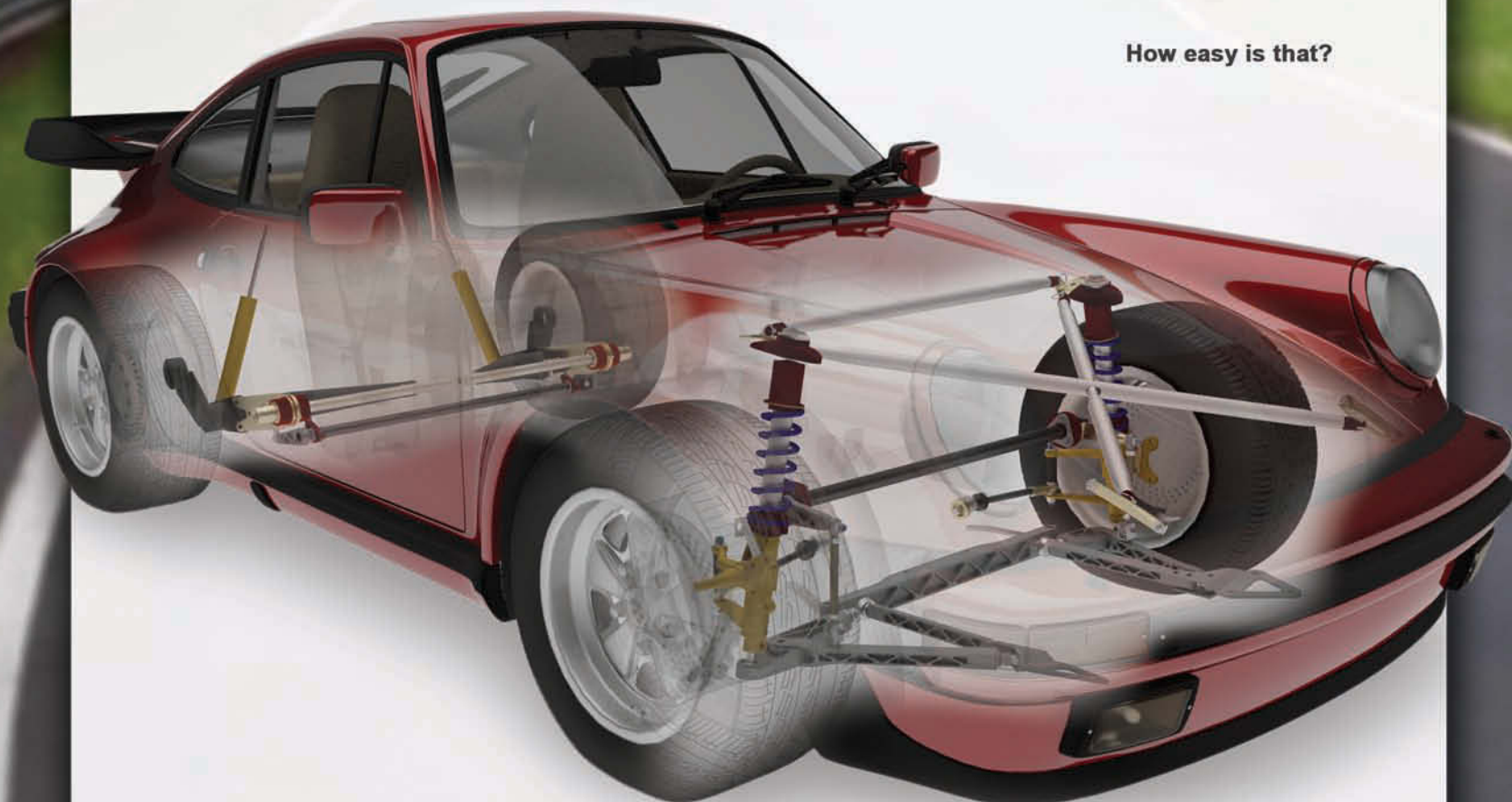
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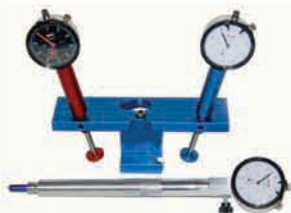
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FAMILY AFFAIR

There's not much that Mike and Paul Smith don't know about the Porsche 356. Their reputation spreads much further than the corner of England that is the county of Essex

Words and photos: Paul Davies



Talk 356 in informed circles and it won't be long before the names Mike and Paul Smith crop up. Son Paul is the man fronting the PR Services operation, heading a team of mechanics who collectively know their way around all the variants of Porsche's first production car. Father Mike (*makes him sound like a priest!* – KS) is the 'extra' guy in the corner, most likely quietly working on some special engineering project.

Staying with initials, PR Services' USP (oh alright, Unique Selling Point) is that not only do they 99 per cent specialise in the 356, they can also – mainly through extensive research by Mike and a couple of his close friends – call upon a tremendous database of information gathered over the past 30 years, or so. What fits what, when, and how; it's vital if you're going to work on a car the most modern of which was made half a century ago.

Before I tell you more about the PRS operation, here's another thing to savour. Mike and his aforementioned friends have now finished recording every right-hand drive 356 ever sold. Now Mike says he would like to start another project. He also wants to produce a simple, easy to use, document detailing all the various trim and exterior differences of the 356. Did you know, for example, there are three different door locks, and six different luggage compartment handles?

And this matter of PRS being 99 per cent 356? Outside the workshop there are a few interlopers – a 914/6, a 912 and a 911T, to be precise. Rest assured they're special cases; the mid-engine model, for example, belongs to an old schoolmate of Paul's and he's been looking after it for 14 years. Check the inside workspace, however, and it's wall to wall 356. So chock-a-block, in fact, that Paul and his

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Billericay, Essex CM12 9HP
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+44 (0)7000 356911
Web: www.prs356.co.uk

Right: Paul Smith demonstrates the hands-free 356-era factory press bought from Germany and now in the PRS workshop. It's got the tool for pressing hub forgings onto drive shaft tubes

Far right: Mike Smith contemplates the very special Speedster he bought from the USA, but he says he prefers engineering to racing



men have a customer waiting list as long as your right arm.

Mike says that in 1980 he bought a 911, and he's worked backwards ever since. Name an early Porsche, and he's probably owned it; I mention I'm working on a feature about the 904 GTS and he produces photographs of the one he had. Famously he owned the 1959 356A Carrera GS/GT raced by Porsche PR (and competitions) manager, Huschke Von Hanstein, and perhaps even more famously was part-owner of the 356 owned and raced by Jim Clark.

He doesn't have either of these 'significant' cars now, but he still has, and has owned for many years, one of the very last 356C models produced. He also has one of only three

further delayed Porsche ownership and it was actually 1980 before lust was satisfied with that 911.

Mike bought his first 356 (over the telephone, unseen) and then followed up with a 914/6, thereby launching into Porsche ownership with three examples at the same time. The mid-engine car was rebuilt – with Paul, just 12 years old at the time – and went on to win the Porsche Club concours outright.

Mike admits his business allowed him to indulge in his motoring passion, and he extended his learning curve; teaching himself Porsche engineering, visiting the factory in Germany and working with lifelong friends Barry Curtis

“He also has one of only three right-hand drive 356 ‘notchback’ coupés alive in the UK...”

right-hand drive 356 ‘notchback’ coupés alive in the UK.

Mike recalls how it all began. ‘I was 24 when the 911 was announced and I started to lust after a Porsche, it was such a mind-blowing specification. I couldn't afford one, but I saved £1000 and could buy a 356. Only someone offered me a piece of building land which, at the time, seemed (and was) a better investment.’

Building up a successful industrial pipework business

and Bill Stephens, helping in the pits with the running of 356 race cars.

Membership of Porsche Club GB, admits Mike, was the key to the door at Stuttgart. In those days, Porsche was still a family business and a very open organisation.

‘Ferry would drive up at ten o'clock, park in Werk 1 and walk up the steps. He'd talk to anyone who was around’, says Smith, who took advantage of any opportunity to



The PRS team, from left: Mike, Ray, Mark, Dave, Kev and Paul. They're a happy bunch – and happiest when working on a 356...



Far left: Mike shows us just one of the three types of 356 door lock. The 'oily rag' condition car shown was bought in the USA and sold immediately

Left: The mind boggles when you see the line-up of spares - all carefully catalogued - in the PR Services 'satellite' stores. Note the Carrera four-cam crankcase, bottom right...

meet the man. A late 1980s trip with (another) friend, John Hearn, to collect a Carrera 3.2 from the factory and then drive to various historical sites, including Ferdinand Porsche's birthplace, is commemorated in Mike's house with a photograph of the great man, at home in his favourite armchair.

Twelve years ago Mike retired from his business and PR Services moved into its current premises at Dunlop Garage on the outskirts of Billericay. In addition to helping with his father's projects, Paul Smith had previously been selling VW spares, so you could say he'd already done much of the essential groundwork to maintain, repair and restore the 356.

Maintain, repair and restore is *exactly* the PR Services brief. Current workload is evenly split between general servicing and repair work, and restoration, but either way most jobs start with giving a car their own special, two-day, 41-point inspection, which is more akin to a race car check than a normal service. From this, the owner can learn what's wrong (and right) with his car, and take whatever action is deemed necessary.

The majority of 356s that arrive at the Essex workshop for the first time are not performing as they should. Paul Smith cites engine out of tune, poor brakes and bad suspension settings, all often due to little or zero maintenance, as the usual maladies. The car's handling can be transformed by correctly aligning the suspension

with the centreline of the car, he says. Few 356s that come to them perform in the way Porsche originally intended, he believes.

Beyond engineering the correct dynamics, there's a desire to ensure every car is just as good, if not better, than it was when it left the factory. Paul and Mike both accept that people have the right to modify their car (and admit they have played around a bit themselves from time to time) but add the rider that any steps taken down this road would be better if not irreversible.

'We like to see every single 356 how it should be,' says Paul. 'If it's an outlaw car, fine, but even then all the right screws should be in place. And if you're rebuilding any car, you'll naturally think about lining up the slots in the screw heads, if possible without leaving them loose or over-torqued. We think that way all the time.'

The PRS 41-point initial inspection is pretty thorough, as is the following service schedule. The company lists two fixed-price plans, one at £380.50 the other £574.65, these prices exclusive of VAT. Take a look at the website for the full details. Normal repair work is charged at £65 per hour, while rebuilds and full restorations are undertaken once a plan of action has been agreed. Everything is carried out in-house except paintwork, which is usually left to Bruce Cooper's highly regarded Sportwagen operation.

The ethos of 'getting it right' has led to PRS sourcing



Left: Line up outside the workshop includes Mike's Karmann notch-back, Drauz convertible, '58 Speedster and '60 Roadster. Inside, amongst others in store, there's a Continental

Right: Mike thinks these split Zenith floats, which seem to have been originally fitted to Unimog off-road vehicles and aircraft engines, may have race applications

Far right: Race engine building used to be in the hands of the legendary Barry Curtis, but now Mike and Paul Smith are honing their skills to the task



the manufacture of some impossible-to-get parts, although – particularly with the coming on stream of Porsche Classic – Mike says the supply of genuine parts has got better in the past few years.

About the only difficult area is outer body panels, but even this is starting to be rectified; over the years PRS has

number. Roller-bearing crankshafts are a bit of a speciality – he feels the Hirth bolt-up design is better than press-fit SPG. Mike has commissioned manufacture of new Carrera cranks to meet a worldwide demand, and is, along with another friend in the USA, currently working on improving the 356 transmission. It may now be over 50 years old,

“ Here our man has built up a massive stock of engine spares and has his own workshop... ”

built good relationships with suppliers around the world they can trust.

Mike, it would appear, spends many hours on the Internet. He's been known to buy complete cars unseen – that 904 was one such purchase – when he's not working on one of his projects.

This brings us to what can best be described as the PRS 'satellite operation'. A visit to Mike's house reveals a veritable Aladdin's Cave of Porsche 356 treasures. Here our man has built up a massive stock of, particularly engine, spares and has his own workshop.

He says he's got around 50 complete engines in store and there are probably enough bits to build an equal

but 356 development continues in Essex.

There's the odd interesting car there as well, like the '54 Speedster prepared as an out and out racer in the USA. Mike's currently working on the engine for that; he's also intrigued by an articulated float design he's found for the dual choke Zenith carburettor.

Mike and Paul reckon that between the PRS workshop and the 'satellite' they have some 40 projects, cars and engines on the go at any time. The customer base is global, such is the high regard of their 356 expertise.

'We don't have an ego and do not want to rule the world', says Mike. 'But we're always looking to do the job better.' **CP**



Right: Gleaming pre-A shell has undergone initial cleaning at Sportwagen and is now treated with an anti-rust lacquer – allowing any new owner to see exactly what he's buying

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RALLYING'S BIG MAN

Bjorn Waldegård was Porsche's rallye-meister. Paul Davies follows his career, and remembers the day the big Swede took him for a ride

Words: Paul Davies Photos: Porsche AG, John Colley, McKlein

Bjorn Waldegård, rallying's big man, died late in August at the age of 70. Twice Monte Carlo winner in a works g11, and painfully close on two Safaris, he was to return nearly 40 years later to put Porsche on the winner's podium in East Africa, where it belonged. In the meantime he became the first ever World Rally Champion, won many rallies and made a lot of friends.

By the time I first met Bjorn Waldegård he'd already won Monte twice, had mastered – amongst others – the Lancia Stratos, and was firmly seated in both a Ford Escort RS and Mercedes 450SLC, which in 1979 he would take to victory in the first official World Rally Championship for Drivers; he could also have won in a previous year if there had been a title up for grabs.

In all he won 16 official World Championship rallies, but triumphed on a further five earlier world-status events. Total: 21.

He'd already got a Safari win under his belt ('77

in the Escort) when he was to drive his third and last Kenyan marathon for the Porsche team. With co-driver Hans Thorszelius, he added a fourth place in '78 to the second of '74, and a retirement the previous year, before Weissach decided perhaps the African challenge might be too much for the g11. It took a Tuthill prepared car to give Bjorn victory on the (no less testing) Classic Safari in 2011, with son Mathias as co-driver.

Born in Ro, Sweden, Bjorn took to rallying before he reached his teens. By age 18, he was driving his own VW 1200 – with father in the co-driver's seat – and three years later was third on the Swedish Rally in a VW 1500S. In 1967 he was invited to join the Scania Vabis team, in the 'new' g11 as team mate to Ake Anderson. Fourth on the Tulip Rally, in Holland, was his first international result with the marque.

Outright victory on the following year's Swedish Rally got the Waldegård-Porsche combo rolling. Two consecutive Monte Carlo wins must have been the highlights, and that '78 Safari was the

final appearance with the works team. All his results were with the g11; apart from one appearance in the mid-engine g14/6, when third place fouled a Monte hat-trick.

In 1982, Waldegård and Thorszelius were back at Monte Carlo for a one-off drive in a Porsche g11SC, entered by the Almeras brothers. The car succumbed to clutch failure two stages from the finish but the pair was officially classified in g2nd position!

After Porsche came, predominately, Lancia, with wins in Sweden and Italy (twice) before Ford (the big Mercedes used on marathon-style events – Waldegård is the only driver to win the Driver's title with two different cars), and then, from 1981 through to 1991, Toyota. Bjorn's Safari win of 1990 in the Celica GT-4 was his fourth on the event; a fiery end to a Lancia Integrale in Africa in 1992 his last world series event.

As a clubman in the mid-seventies, I rallied alongside Bjorn (on the 1975 RAC Rally our start numbers were 187 apart!) and then got onto 'hello'



First Monte Carlo victory, 1969 with co-driver Lars Helmer in the factory g11



Safari Rally 1974 with the Carrera 2.7 RS, Bjorn and Hans Thorszelius finished 2nd



Victory at last! Bjorn and Mathias Waldegård win the Classic Safari in the Tuthill g11

BJORN WALDEGÅRD REMEMBERED

terms when I became press officer for a number of teams. He was quiet, well-mannered, much respected and modest – a virtue not present in some of his fellow Scandinavians.

After '92 Bjorn became an elder statesman of rallying, always happy to get behind the wheel of a classic car – usually a Tuthill prepared Porsche – for historic events. In 2005 we met at a Castle Combe Rallyday, where the rallye meister was to drive the g11 he took to second place on the 1971 RAC Rally, re-incarnated from a shell found in a French barn. I was to be the 'co-driver' for the occasion.

Any ride with a driver the class of Waldegård is hard to assess. He'd not driven the re-incarnated '71 RAC car before and confessed he could not remember the actual vehicle, but instantly it seemed he'd come back home. All the movements were natural, deliberate and unhurried, like the man himself.

It's difficult to know whether to look ahead at the track, at the driver's hands on the wheel, or at his feet. But after the initial rush to the first corner you got the impression Bjorn had not forgotten what he was doing, and you could settle back to enjoy the ride, and the sound of a mechanical injection g11 driven on the limit...

After the ride (pausing only to also demonstrate a Safari replica g11) he recalled how he became a factory team driver. His entrants in Sweden began to pester Stuttgart about their

started sliding it lost control, but I never found it gave me any problems. When you are rallying you use the behaviour of the car to your advantage.'

'The only big problem with the g11 was if you were going downhill too fast and you had to brake hard. Then it could be tricky to stop the car sliding and oversteering too much.'

Waldegård repeated his Monte win in the g11 the following year, but for 1971 he was given a g14/6: 'The engineers at Porsche thought this was the ultimate car because it had 50-50 weight balance, front and rear. I believed them, until I drove it. They were wrong; it was impossible to drive, so nervous. With the g11 you knew when the back end was going in a nice slide and you could control it. The g14 was very unpredictable.'

Waldegård drove the g11 to victory on six international rallies in four years, usually with co-driver Lars Helmer, but the Porsche factory was beginning to concentrate on racing and only one rally, the East African Safari, really interested them. He went to Kenya in 1973 with a factory 2.7 Carrera RS, and new co-driver Hans Thorszelius, and made one of his rare mistakes:

'We were leading very easily but I could not stand being in the dust from Zasada (the other factory entered Porsche) so I went to overtake him, but I shouldn't have done. I missed a ninety-degree left corner and slid into a bank and broke a suspension arm.'

The following year, with the same car, was

BJORN WALDEGÅRD MAJOR PORSCHE SUCCESSES

4th	Tulip Rally	1967
1st	Swedish Rally	1968
1st	Swedish Rally	1969
1st	Monte Carlo Rally	1969
1st	Monte Carlo Rally	1970
1st	Swedish Rally	1970
1st	Austrian Alpine	1970
3rd	TAP Rally, Portugal	1970
3rd	Monte Carlo Rally	1971*
4th	Swedish Rally	1971
2nd	RAC Rally of GB	1971
2nd	Swedish Rally	1972
2nd	Safari Rally	1974
4th	Safari Rally	1978
1st	Classic Safari Rally	2011
All above Porsche g11 except *g14/6		

The car that started the 1978 rally was 'fantastically prepared' said Bjorn, 'but without testing it couldn't work. I felt sorry for Porsche that they didn't win because they were so close, but let's say it was a little bit their own fault. Also they were unlucky.'

As ever, that day at Castle Combe, he was careful with his words, but he spoke his mind when he felt it was the truth. He didn't of course know that six years later he would have the opportunity to return to Kenya and put the record

“ He was a large, proud and extremely genuine man, an absolute gentleman... ”

new driver, and subsequently he got a call from competitions manager, Huschke von Hanstein:

'Von Hanstein said we have a third car for the 1969 Monte Carlo Rally, and if Mr Waldegård is ready to drive that car he is welcome. And Mr Waldegård was ready, and I won.'

That event was run in mixed conditions. Bjorn was very used to the snow covered stages, but he'd never driven a car on slick racing tyres on dry asphalt. At the start of a long, 38 kms, snow-clear stage his Porsche team mates, Vic Elford ('68 winner) and Pauli Toivonen, told him he would have problems.

'But I set a record on that stage and was winning the rally.'

Bjorn was one of a select few who could drive the g11 very fast on loose surfaces. He explained his technique:

'I liked driving the Porsche because after the Volkswagen I was used to the heavy rear engine. People said it would be difficult to drive, when it

better but a failed drive-shaft relegated the crew to second place. It was left to the Ford in '77 to give Bjorn his first win in Africa, but Porsche made one more effort the following year with the g11SC; resulting in fourth place for the Swedish crew after suffering suspension failures and a broken throttle linkage.

Not winning the Safari, after triumphing on Monte Carlo, must have rankled Stuttgart, but Bjorn reckoned Porsche did not have the correct approach to the event, where exhaustive testing and local knowledge is needed:

'When I first went to Porsche they were a very professional team, but by the end of 1970 they did not have a full rally programme. The first year we went to the Safari it was a proper team, the cars were reliable and stayed in one piece, but I made the mistake. After that there was no proper testing and silly things happened which would not have happened if the team had been rallying each weekend.'

straight for Porsche.

Many of Bjorn's later years were spent behind the wheel of a Tuthill g11, so it's only fair that the final words should go to Richard Tuthill, writing on the team blog:

'Our team was hugely privileged to provide the great man's cars on many events. I quickly learned that whatever he said was correct. His experience behind the wheel was unsurpassed and this was clear whenever and wherever he drove a car.

Privately, I considered Björn as my rallying Grandfather. He knew more than anyone how to make the car work and I am convinced that he has passed a small amount of this on to me, for which I will ever be grateful.

He was a large, proud and extremely genuine man, an absolute gentleman. Quiet and reserved, as are many Swedes, a great public speaker and, as his record makes painfully obvious, one of the most gifted men ever to get behind the wheel of a rally car' **CP**



Bjorn blasts his re-incarnated 1971 RAC Rally g11 around Castle Combe in 2005. Paul Davies hangs on



Helmeted up. The writer gets ready for a ride with Porsche's rally-meister



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PROJECT g12/6

El Chucho



Part 14: What's this? An engine and gearbox? Does that mean it runs? Well, no, not quite. But we're getting close!

Words & photos:
Keith Seume

Artwork: Chris Jury

Pushed out into the daylight for the first time and finally a chance to look at the car from more than a few feet away. Front suspension was lowered after the photo was taken. Overall, we're very pleased with the results – what do you think?



Guess what? *El Chucho* now has an engine and gearbox installed – and brakes on all four wheels, too! OK, so the engine doesn't run yet, and the brakes need bleeding, but this is a massive step forward and one which has renewed my enthusiasm for the whole project.

Over the last few months, I've had a number of people contact me to say how much they've enjoyed reading the 'warts and all' story of the conversion of a battered g12 into a g11R-inspired hot-rod. From the outset, I didn't want this to be the usual magazine project, which all too often ends up as a list of parts which miraculously fit and function perfectly straight out of the box. Life isn't like that – when you set out to create your dream Porsche from a wreck, you have to expect hassle. And hassle I got!

With Classics at the Castle looming (see pages 49–52 this issue), I knew I'd have to work hard to get *El Chucho* looking something like finished. That meant building up the engine, bolting up the gearbox, fitting all that into the car and then sorting the front brakes. I had just barely a couple of weeks free before the show.

The first job was to install the flywheel and clutch – no problems there, with the RSR-style lightweight flywheel I bought from Patrick Motorosporst on a trip to the USA in April. Likewise the clutch – a stock pressure plate and disc were chosen to keep the car drivable – which bolted right up. All good so far. Next, it was time for the 'naked' glassfibre cooling shroud to be fitted.

Hmmm, well, like almost all glassfibre mouldings, especially lightweight ones, this needed a fair amount of fettling to fit right and I'm not 100 per cent happy yet, as there are a few gaps I'd like to seal to help the cooling. I used stainless-steel button-head bolts to fit the shroud and am happy with the overall look.

The Jenvey ITB (independent throttle body) injection system was next. I needed to slightly enlarge the mounting holes on the base of each manifold so that they would slip easily over the studs on the heads but, after that, it all fitted well. The Jenvey-supplied linkage is an absolute work of art, smooth in operation and with plenty of adjustment.

I have to admit, I really like the overall appearance of the

Right: Doesn't it look pretty? Translucent engine shrouding took a bit of time and fettling to fit, but looks great, as does the lightweight engine support bar from R-to-RSR



Far right: Mike Bainbridge-built gearbox ready to install. Note the purple Powerflex urethane bushes. Hi-Torque starter came with the car when we bought it





Far left: Big six-pot billet calipers fit inside 15-inch wheels, whether Fuchs, steelies or space-savers like ours. Mounting adaptors allow the calipers to fit both early and late struts



Left top and bottom: Thick vented discs are from AP Racing and bolt to the original hubs using purpose-made adaptor rings

Jenvey set-up as it still has a classic look to it, especially with those big ram-pipes. It'll be a shame to cover them with any kind of filter – I'm working on that right now, as I want to avoid anything that looks too modern.

It was decided that it would be easier to install the headers once the engine and trans were in the car, so we were now at that decisive point where the g12 morphed into a g11 – well, OK, a g12/6 to be more accurate. After all, it still has a g12 VIN number, and always will.

With the car on R-to-RSR's two-pillar lift, the engine and trans were placed on a tool cabinet, wheeled under the back of the g12 and the lift lowered slowly as the drivetrain was adjusted until the mountings lined up.

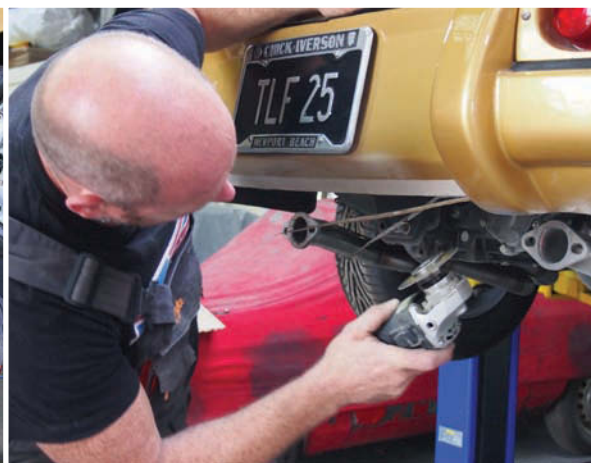
It sounds easy but it took three of us to keep an eye on things as the car was lowered over the engine and 'box. My biggest concerns were that I had routed the fuel lines, and located the fuel pump, such that they wouldn't foul the nose of the transmission casing – as it turned out, we were safe. As all the mounting bushes (courtesy of Powerflex) were made from urethane, they were less

resilient than stock rubber ones, so we needed to lever things around a little to get the bolts to line up. After a few minutes' exertion, we were done!

Next came the Turbo Thomas exhaust headers. They bolted up a treat and looked great. But what about the silencer? Now we had problems... There was nothing wrong with the muffler itself – the problem lay with the glassfibre rear valance. Although it looked just fine, it soon became clear that it wasn't entirely symmetrical – or straight. The result was that the valance (apron) fouled the silencer and would need to be trimmed.

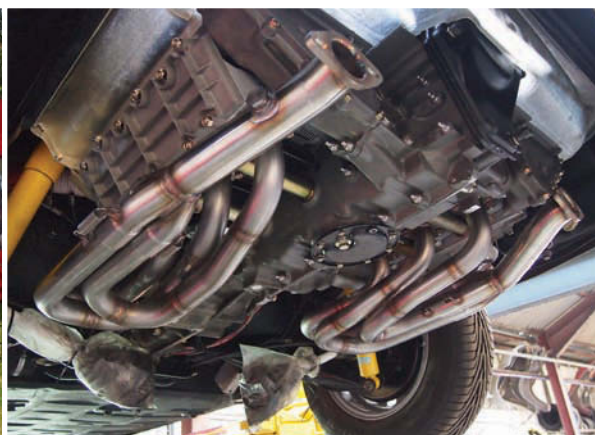
Normally, of course, that would be no big problem, but in our case the valance had already been painted, so we couldn't simply attack it and make good afterwards. After much deliberation, Andy Hornby gradually, and very carefully, trimmed the lower edge of the panel so that it almost cleared. To go much further would create another set of problems, so we decided to leave it until after the show and look at things afresh then.

We'd already fitted the rear brake calipers and discs,



Far left: Andy and Paul weigh up the job ahead. 'Will it fit?' There was only one way to find out!

Left: Rear valance fouled the silencer due to the moulding not being as symmetrical as it might be. Careful trimming gave us enough clearance for now, but we'll need to come back to this problem before the engine is fired up



Above: All smiles – KS with his baby at Classics at the Castle in September. OK, we had to trailer it there, but it was great to see what interest the car received

Top right: Turbo Thomas stainless-steel headers are a real work of art, as is the Bob Watson-built engine

Above right: We needed something to keep junk out of the injection system at the show, and what better for El Chucho (mongrel) than a set of paw-printed balls?

Right: The initial engine installation – we've since relocated the ECU inside the car, and re-routed the fuel lines. But we like the overall simplicity of the engine bay. Wiring is next...

Far right: Patrick Motorsports supplied the lightweight flywheel, which is used with a stock clutch assembly from Pelican Parts

so it was the turn of the front. Here we replaced the stock discs with vented, grooved discs from AP Racing, which were needed to allow us to use the six-pot billet calipers from R-to-RSR. The calipers fit the early-style struts used on the SWB 911/g12 and, thanks to separate mounting adaptors, can also be used on later struts, too.

They bolt on using the original mounting lugs, while the discs simply replace the stock parts, bolting right up to the original hub. The calipers are designed for use with a normal 19mm master cylinder, too, so the installation is very straight forward. I can't wait to see what the brakes are like – as I've been saying to people, after years of driving under-braked hot Volkswagens, this promises to be quite a revelation!

So, as I write this, R-to-RSR is sorting out the wiring and bleeding the brakes. The next job is to complete the fuel system and get ready to call on Bob Watson to oversee the initial fire-up of the 'new' engine. I am dying to hear what it sounds like but even more anxious to know what it drives like. Watch this space... **CP**



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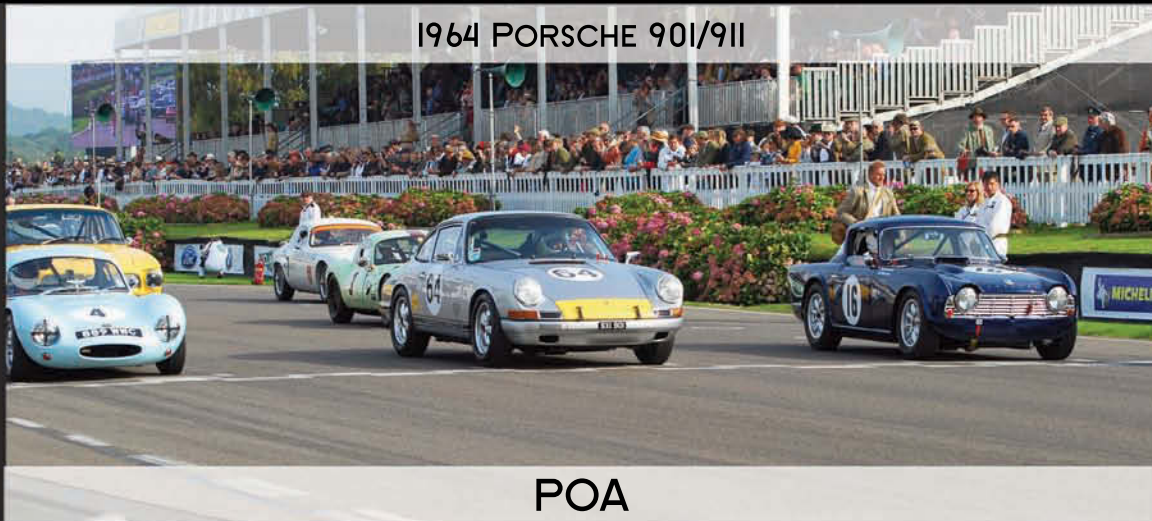
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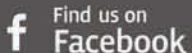
Congratulations to Andrew Smith and the team for an outstanding performance all weekend. Coming home with a podium 3rd Place in the Fordwater Trophy at the 2014 Goodwood Revival



Our recently completed 1965 Porsche 911 was in pride of place on the Porsche stand in the Earl's Court Motor Show at the Goodwood Revival.

We have more Porsche available in stock and also have the knowledge and experience to prepare, build and run front running competition Porsche

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MAXTED - PAGE

FINE HISTORIC PORSCHE



1958 Porsche 356A Carrera 1500 GS 'Sunroof' Coupe | RHD Chassis #102210 | Engine #90914 Type 547/1

An extremely rare Right Hand Drive, 356A Carrera 1500 GS 'Sunroof' Coupe, which raced in Ireland during the late fifties in the Leinster Trophy and was winner of the Smithfield Trophy.

Chassis #102210 was manufactured by the Porsche factory in Stuttgart-Zuffenhausen in November 1957 and left the factory with the following specification built to special order:

Engine number: 90914 Type 547/1 (Four-cam) • Gearbox number: 17163 (Gear ratios BBAB) • Colour: Silver Metallic (5706) • Interior: Green Leatherette

Optional Equipment: Right Hand Drive, Sunroof, Chrome Centre Locking (Rudge) Wheels, Speedometer in miles, Safety Belts, 2 Headlight Grills - Removable, "Ponti-Stabili" Mirror and Corduroy - Linen Bag.

It is thought that as few as ten or eleven 356A Carreras were built to RHD specification, of which barely half are still known to survive. We are delighted to offer this extremely rare and collectible 356, which has been carefully restored and rebuilt over a three year period and remains complete with the original matching-numbers four-cam engine and gearbox, plus valuable Rudge centre-locking wheels.



1957 Porsche 356 1600 Speedster | Chassis #83019 | Engine #P 64351 *Concours restoration*

Delivered new in Germany on 26th February 1957, via the Mannheim Porsche dealership - Ernst Islinger. We are delighted to offer this exceptionally high quality, LHD Porsche 356A 1600 Speedster, which has been restored by the renowned Piacenza-based coachwork specialists, Nostrini Massimiliano. The car has been the subject of a ground-up restoration to exacting standards. Meticulous attention to detail has been paid to perfecting bodywork panel gaps and shut-lines, which are all exceptional. The car has been re-painted and trimmed to the highest level and all to original specification and every component on the car, including its matching-numbers engine, has been carefully and correctly restored and rebuilt.

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