

Classic  
Porsche

No. 28 MARCH/APRIL 2015

356 • 911S • 911RS • 911SC • 917

Classic

PORSCHE

KING OF  
THE TRACK

Life and times of the 917



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WE MEET THE TARGA MAN

HARALD WAGNER PROFILE

ONE OF THE FAMILY

40 YEARS WITH A 911S



MEET THE TEAM:

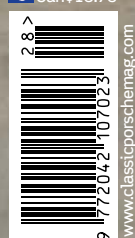
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Photo: RM Auctions

Have auction prices started to slow down at last? That's what we're wondering...

Just as we were about to go to press, the results of RM's auction in Paris, which coincided with the opening of the Retromobile classic show, came through. We'd been anxious to see what came of two entries in particular: a 1973 Carrera RS Lightweight (above) and a 904 GTS (#26).

Carrera RSs are hot property right now, and a factory Lightweight with known history should be right up there with the best. The pre-auction estimate was between

“Have auction prices started to slow down? That's what we're wondering...”

€1.2million and €1.4million, but the car appeared to be unsold at 'just' €925,000, while the 904 made €1,428,000 against an estimate of up to €1.8m. Still big figures but some way under the estimates.

Why? Well, possibly because, despite its unbroken history, in its early life the RS had been converted to impact bumper styling and painted red, before being restored back to its original 'longhood' status and Light Yellow hue a few years ago. Had it been unrestored, or never had to suffer such indignities as being 'updated', maybe the hammer price would have been over the million Euros, or more, RM had hoped for.

As for the 904, who knows? It looks lovely, has great history and will open doors at every historic race meeting. Maybe the 904 has finally found its true value? We'll wait and see...

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# FEATURES

## WORK OF ART

The 1973 Carrera RS is recognised by many as being the finest 911 ever

## WARHORSE

The fascinating tale of John da Silva Lucas's 356 Carrera racer

## HAPPY DAYS

We take a look at the recently-restored Per Eklund 911 SCRS rally car

## THE BIG ONE

Paul Davies looks at the story behind Porsche's mighty 917

## THE TARGA MAN

We track down the man who gave the 911 Targa its name...

## RACERS ON SHOW

Delwyn Mallett drops in on the latest exhibition at the Prototyp Museum

## LA DOLCE CORSA

Ride along with Ecurie Lyford as they take part in the Coupe des Alpes

## ONE OF THE FAMILY

Ron Fleming has owned his 1972 911S for four whole decades...

## CALLED TO THE BAR

*Classic Porsche* visits Karmann Konnection's new home - a former pub!

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Catching up with the cars owned, driven and raced by the team at *Classic Porsche*

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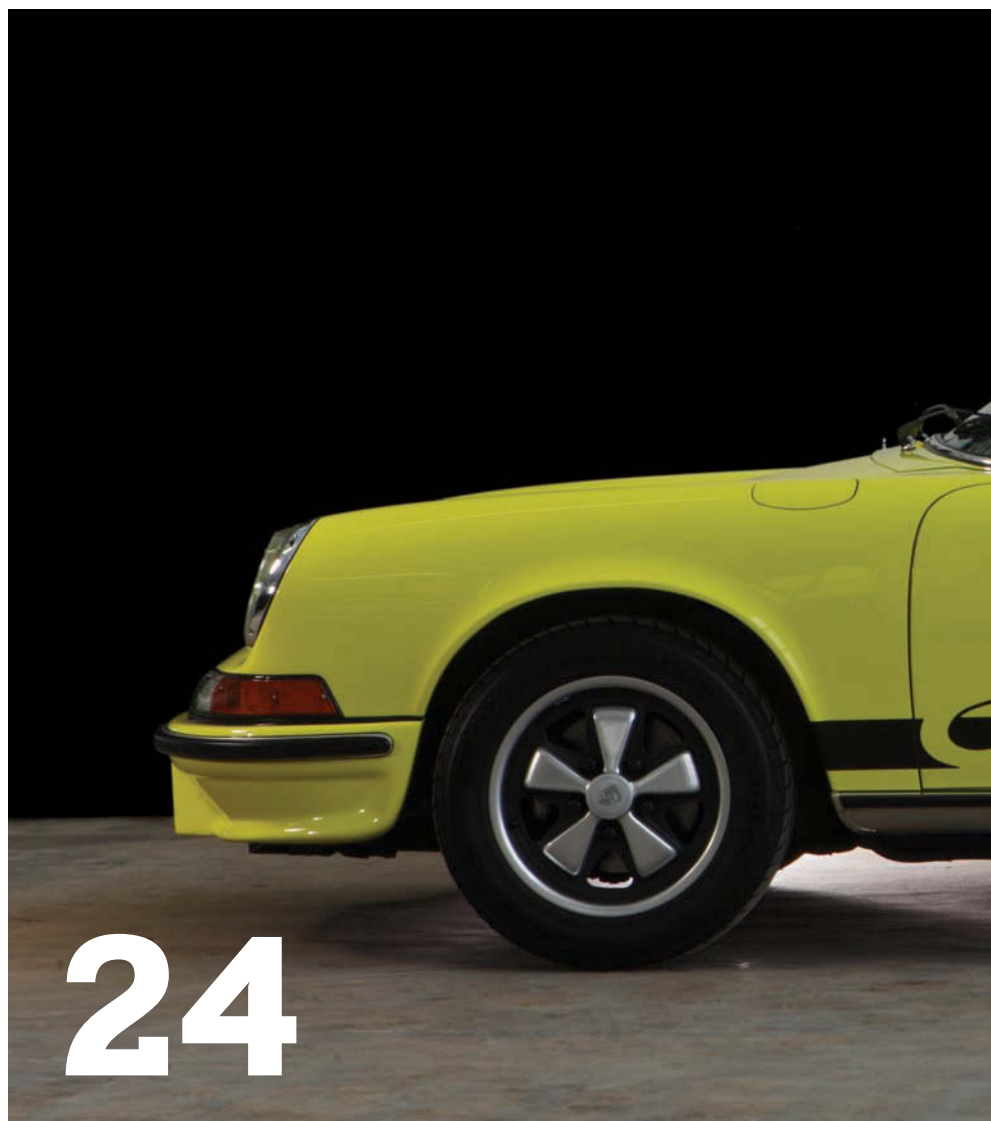
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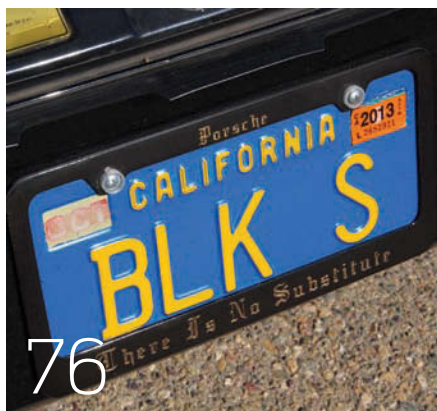
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**97**



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# NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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## FORENSIC VIN EXAMINATION

1973 RS specialist Mark Waring of Rennsport Classics Ltd inspects 1973 RSs for prospective clients all over the world to establish whether they are what the owners purport them to be – the real deal! The escalation in prices has meant his services have recently been in increasing demand. He has experienced, however, an increase in the quality and sophistication of some of the fake cars he has inspected.

To respond to this Mark has been testing for the past three months a piece of forensic equipment from one of the major world suppliers of document and ID scanning equipment and software, with remarkable results.

For example, a recent flight to Portugal revealed that a rusty shell stored outside for 19 years bore the number of a genuine RS Touring, and the images obtained recently from another car will help to establish the authenticity of an extremely valuable 'factory' model.

The product is specifically designed for VIN identification and uses magneto-imaging and eddy-current technology to scan an ID number in steel or alloy to determine an image. The images obtained are so detailed they provide a strong case to assist in establishing authenticity or not.

The equipment, which uses a large industrial diamond, can see minute marks where paint has been too vigorously removed to display a number. But it is not necessary to remove any paint or rust as the tools are non-invasive and the device can 'see' a number under the surface. It is therefore easy to identify over-stamping and tampering.

Mark has named the service VIN-printing and a VIN-print of your chassis and production number with a supplied certificate and report costs £500.00 (+ VAT and any expenses) for a single visit, and he will travel anywhere in the world to perform the test.

**Call 020 8643 0456 or see [www.rennsportclassics.eu](http://www.rennsportclassics.eu)**

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MAGNETO-OPTICAL IMAGING**



**"VIN-PRINT" OF ALLOY USING  
EDDY-CURRENT MAGNETOGRAPHING IMAGING**



## NEW 356 EXHAUST FROM CSP THE CN36 RETURNS!



CSP in Germany is proud to announce the launch of a new exhaust system for the Porsche 356 and 912. The stainless-steel system has the authentic Sebring look and is available for Porsche 356 A, B, C and all 912s (except the later 912E). Several different versions are available for use with US heat exchangers and J-tubes, as well as the all-new CSP heat exchangers. The two mufflers, the collector and the tailpipe are electro-polished to a high lustre for a long-lasting finish. Brackets and all necessary mounting hardware are, of course, included. If this sounds up your street, why not check CSP's website, or their Facebook page?

**Order yours online at [www.csp-shop.com](http://www.csp-shop.com) or by phone: +49 (0)4532 23240**



The Cinturato CN36 is so evocative of the 1970s because, among other things, this tyre in the size 185/70VR15 was original equipment on many early Porsche 911s. The great news is that it has just been remanufactured by Pirelli for the first time in many years.

The Cinturato CN36 is available from stock at Longstone Tyres, who are offering the tyre at £179 +VAT each, with free carriage within Europe.

**[www.longstone.com](http://www.longstone.com) or call 01302 711123**



# NEW OWNERS TAKE OVER THE HELM AT AUTOFARM



Following over 40 years of running one of the UK's most respected independent Porsche specialists, Josh Sadler (above left), has sold Autofarm to the existing management team of Mikey Wastie and Steve Wood (right and second right, respectively).

The deal will see Sadler continuing to work

at Autofarm as Heritage Director, drawing upon his almost unparalleled knowledge of Porsche cars such as the 2.7 RS to manage the Sales and Heritage side of the business.

Mikey Wastie, who has worked at Autofarm for over 15 years, will oversee the burgeoning Engines, Projects and Restoration division whilst former Carrera Cup racer Steve Wood will manage the Service and Storage.

Together they will continue to lead the company's ongoing expansion, whilst retaining the character and personal touch that typifies the Autofarm customer experience.

'We have been working on making this a seamless transition for staff and customers for some months and I am delighted Mikey and Steve engender the true passion needed for the Porsche marque and our customers,' says Sadler.

'Stepping away from the day to day running will enable me to focus more on our car sales and Classic and Heritage side. As g11 values have risen, provenance has become increasingly important and investors are

seeking perfect, correct specification cars. It's an area where, with Autofarm's expertise and history, we can really help customers.'

For Autofarm's new custodians the ownership is exciting, but both are mindful of the responsibility of looking after a brand that has been part of the Porsche scene for so long. 'It is an immense privilege to now own and manage this company,' says Mikey Wastie.

'Steve and I have been involved with Autofarm for a combined 25 years so we understand and appreciate what we now have! Josh still being part of the business is a huge benefit as we take Autofarm forward.'

The transition of responsibilities has been happening discretely for the past six months with Mikey and Steve working alongside Josh on all aspects of the business.

All current staff, together with two new employees, continue to work at Autofarm, underlining Mikey and Steve's commitment not only to preserving the company's experience and heritage but also preparing for its future.

**For more info, log onto [www.autofarm.co.uk](http://www.autofarm.co.uk)**



## CLASSIC INTERIOR KITS

To simplify the life of restorers, Lakewell Classic Porsche Interiors now offers complete interior restoration kits for several 356 and g11 models. All interior kits are manufactured specifically for your model and chassis number. Simply send your certificate of authenticity and Lakewell will confirm original specification and give you an exact quote.

The kits include everything you typically need to bring your interior back to factory new condition including seat covers, door panels, rear quarter panels, carpet set, headlining, and so on. Hard parts such as dashboards, door caps and door pockets are not included, but available if required.

Prices for a g11 '69-'73 coupé interior in black leatherette start from €2300 (ex VAT). Add up to 40 per cent extra for full leather kits in various colours, with optional seat inlays, such as Pepita or Basketweave. The kits offer a discount of 10-15 per cent over the individual parts in the kit.

**For more information drop a line to [info@lakewell.com](mailto:info@lakewell.com)**

## BRAY'S OPEN DAY

Drawing on the success of previous such events, Devon-based 356 specialists Roger Bray Restoration would like to invite you to an open day on Saturday 25th April, from 10.00am until 5.00pm.

There will be workshop tours, displays, demonstrations, talks and a BBQ and cream refreshments. And you can bet there will be plenty of great cars to see...

The place to head for is Milestone Services, London Road, Whimble, Exeter, Devon EX5 2QB. See you there!

**Call 01404 82205 or see [www.rogerbrayrestorations.com](http://www.rogerbrayrestorations.com)**



## HISTORICS UNDER THE HAMMER!



With its home at the heart of British motorsport, Brooklands, near Weybridge in Surrey, auction house Historics offers an environment like no other.

The Historics Spring auction is taking place at the Brooklands Museum, on Saturday 7th March, with viewing of all consignments on Friday 6th March. Entry to the auction also includes admission to the Brooklands Museum.

Among the cars on offer at this sale is the ex-David Foster Carrera replica, a well-known car in UK Porsche circles and one which always draws interest wherever it appears. One of the first 'outlaw' cars to appear over here, it is under the hammer with an estimate of between £35,000 and £42,000. Happy bidding!

**Full information and all consignments are at [www.historics.co.uk](http://www.historics.co.uk)**



## CLASSIC PORSCHE AGENTS?

Do you run a business that caters for the classic Porsche market? If so, would you like to become a stockist of *Classic Porsche* magazine?

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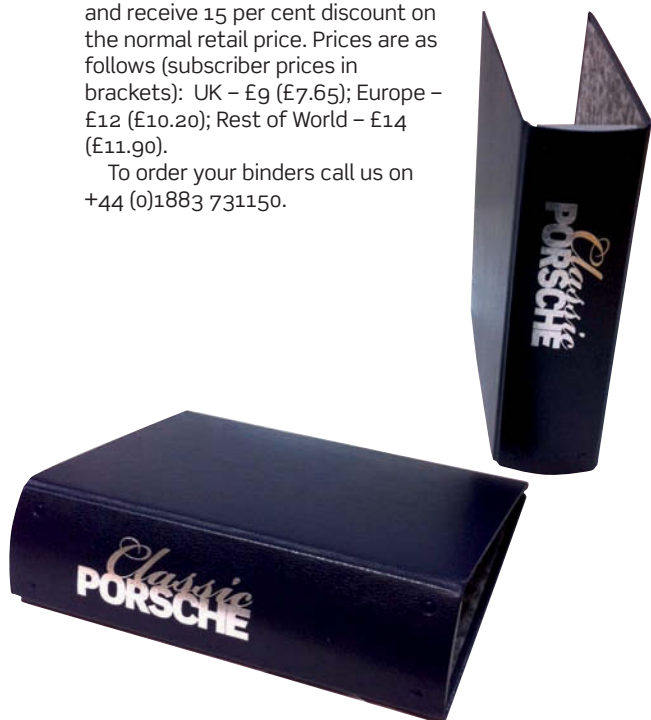
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15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices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

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## CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-27. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: [chp@chpltd.com](mailto:chp@chpltd.com)

## DUAL-PLUG IGNITION KITS

Here's a complete ignition set for classic dual-plug 911 engines, from 2.0-litre through 2.4, 2.7 and up to 3.0-litre engines.

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The kit consists of two six-pin HKZs, two coils, the wiring for the HKZs, a special ignition wire set for double ignition and a Magneti Marelli replica distributor which is specially built for use with the programmable HKZs. Price for the set is €7495, and you can also order every component individually.

E-mail [hackner@schulz-hackner.de](mailto:hackner@schulz-hackner.de)



## CANFORD CLASSICS' LATEST

Just had word from Dorset-based Canford Classics about a range of new restoration parts that help fill the void left when the original items are no longer available.

First off (below left) are these knurled knobs used to secure the fuseboard cover on early 911s, which are manufactured in-house by Canford. Then there are the sunroof cable stops (centre), which are essential for the smooth operation of your 911's sunroof mechanism. Fuel tank return line unions (below right) are frequently corroded, so these replacements will be a god-send for any restorer – they are available individually or with a matching new fuel tank. Also new are guide tubes for 911 headrests and hand-throttle lock barrels.

For further details call 01929 472221, or log onto [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)



## JAZ MOVE TO NEW HOME

Independent Porsche specialists, Jaz, have moved to new bigger workshops at St Albans in Hertfordshire.

The 6000sq ft premises is just minutes from J21A of the M1 or J22 of the M25, with train links direct to London from nearby St Albans station. The new facility is more lavishly equipped than the old, incorporating more ramps and more specialist equipment. On Saturday 31st January, Jaz held an open day to celebrate the move, which proved very popular.

The new address is Unit 18 North Orbital Commercial Park, Napsbury Lane, St Albans, Herts AL1 1XB

Find out more at [www.jazweb.co.uk](http://www.jazweb.co.uk)



## IN BRIEF...

US-based manufacturer and supplier of high-performance products for both classic and modern Porsches, Stomski Racing has a new website. Now featuring an on-line 'shopping basket' and much-improved search facility, it can be found by logging onto [www.stomskiracing.com](http://www.stomskiracing.com)

News just in from RM Auctions in Paris, early 1973 Carrera RS Lightweight (#0619) went unsold for €925,000, against an estimate of up to €1.4million, while a 904GTS (#026) went under the hammer at €1.428million (est €1.4m–€1.8m). 1955 Speedster on UK plates made €220,000 (est €225K–€250K)... [www.rmauctions.com](http://www.rmauctions.com)



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Est: £85,000-£95,000



1984 Porsche 911  
Carrera Convertible  
Est: £16,000-£20,000



2001 Porsche 911  
TechArt Street GT  
Est: £20,000-£25,000

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# 1961 Porsche 356 B Cabriolet

#154359

<sup>1793</sup>  
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# RENN SPOT

## DAVE CONKLIN REMEMBERS ROGER GRAGO, WHO INSPIRED HIM TO FOLLOW THE PATH OF PORSCHE RIGHTEOUSNESS

**N**early 15 years ago I found myself in Southern California attending a large VW event, which included several small events over the span of a long weekend. One of the 'gap-fillers' during the weekend was an evening gathering held at a local eatery and tavern. At the time, I was completely immersed in the Cal-Look VW culture, but something new was burrowing into my consciousness.

So, there I was, sharing a beer with Keith Seume and talking cars, when I mentioned how I was finding myself drawn towards Porsche 911s – early long-hood 911s to be specific. Keith looked up at me, gestured to the fellow standing to his right and said, 'You need to talk with Roger then'.

That was my first introduction to Roger Grago. Roger was a hero in the Cal-Look VW world, one of the original members of the R Gruppe and someone who would quickly become a reliable friend of mine. The ensuing conversation about early 911s fed my growing interest, but what came next really finished me off. 'I've got my car outside; you want to go for a ride?'

I've enjoyed a few rides with Roger over the years, but that first one was special. I climbed into his '73 RS replica (see Issue #11 for a full feature) and went for a *RIDE!* The restaurant parking lot exited at the base of the on-ramp of the 405 Freeway in Orange County.

We accelerated up the ramp and onto the freeway with Roger winding the 2.7 MFI motor to the red-line with every shift. He held his foot to

the floor for more than a mile, barely lifted for the interchange on to the 5 Freeway and stomped it flat again! He only backed off the gas when we took the exit ramp for the first cross-street.

Coming down the ramp towards an intersection illuminated by a bright red traffic light, Roger drove down through the gears. Just as he downshifted into second, the light changed from red to green. A little jerk of the steering wheel induced a perfect four-wheel drift beneath the freeway and around the other side to the on-ramp which took us back up heading in the other direction.

Then it was full throttle all the way back to where we had started. Safe? Hardly! But for a first ride in an early 911, I gotta say it was pretty mega!

Many years have since passed. Roger gave me a lot of advice when I bought my first 911. He sponsored me into the R Gruppe club and he was always happy, cheerful and encouraging when we talked, no matter what was going on in his life.

About ten years went by and I found myself riding with Roger again. I had just finished a photo-shoot of a '70 911S which Roger had helped arrange, when he suggested that we take a drive up the Pacific Coast Highway. No reason or destination in mind – it was simply a nice afternoon and we had wrapped up our project a little early.

We hopped into the Aubergine RS and headed north up the California coast, passing through the surf towns of Newport Beach, Huntington Beach

and Sunset Beach. The California afternoon sun was pouring through the sunroof, the Eagles' 'Hotel California' was blaring from the stereo, pretty girls and surfer guys were making their way to and from the beach, the air was warm and we were cruising in a cool old car.

It was a pure California moment and I remember thinking at the time that Roger was the quintessential California boy. I'm not sure that he ever surfed, but I know that he loved his life.

During that drive we talked a lot about our families. Roger was never shy about his feelings and didn't hesitate to show sincere emotion.

He had a wedding anniversary coming up soon and then he told me all about how he and his wife Terrie had met. There was never any doubt that he absolutely adored his wife and his family. That was a drive that I will hold fondly in my memory.

We lost Roger on December 21. He had fought an aggressive form of brain cancer for more than four years. Those four years were an astonishing display of strength, courage and determination, but sadly a

cancer like that cannot be outrun forever.

Through this struggle I was especially impressed and comforted by how gracious Roger, Terrie and their family were.

During a time when many people understandably wish to close ranks and have their privacy, Terrie selflessly started a blog where she regularly posted updates on Roger's condition and openly shared the emotional ups and downs that come with such a battle. Anytime I spoke to or saw Roger, he focused not on the pain or the limitations forced upon him, but rather how blessed he was to have such a great family and so many fantastic friends. And he had many great friends because *he* was a great friend!

Roger had a bit of a trademark saying when he would sign off on an e-mail or letter. When I would read this parting phrase, it never seemed like an afterthought. I always knew that he really meant it. Roger was a very sincere guy. So, I think it is appropriate to end my story about Roger by stealing his phrase: *All the best Roger, all the best!* **CP**



*David Conklin is a long time German car fanatic who has contributed to our sister publication g11 & 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*

*Roger Grago (left) gave David Conklin the ride of his life in his '73 RS rep. Now, sadly, Roger has passed from us, his battle against brain cancer running its course...*







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# DELWYN MALLETT

## WHAT'S IN A NAME? EX-ADVERTISING MAN MALLETT ALLOWS HIMSELF TO BE SUCKERED IN BY BRAND IMAGERY



*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...*

I have to admit it I'm a counterfeiter. A passer-off. A snob, even. I've fabricated an ersatz Porsche. Please don't set the lawyers on me, Mr Porsche.

Just before Christmas, I went for a drink with a chum who, albeit a man of impeccable taste in all things, I had not hitherto thought of as someone who was prepared to pay a large premium for 'designer brand' clothing. I was therefore quite surprised to note that he was wearing what at first I took to be a Belstaff jacket. (Amazing that Belstaff is now a 'designer' item. In my youth they were strictly for oily bikers.) 'Blimey, John!' I exclaimed. 'Is that a Belstaff?'

Noting the envy in my voice for a moment he looked rather smug before his face cracked into a grin. 'No – guess how much it cost?' Now, whenever someone other than an oligarch says 'guess how much it cost?' the sting will be it was cheaper than expected, rather than eye-wateringly over the top.

A Belstaff 'Trialmaster' retails at £540, so at my first stab I halved it – but I was not even near. Gradually chipping away at the price, but clearly floundering, John finally stopped me and pronounced with obvious satisfaction, '45 quid', followed by, 'at Sainsbury's'. Until that moment I have to confess I had no idea that Sainsbury's sold men's clothing. Astonished and impressed, a day later I treated myself to an early Christmas present.

However, this is where the mysterious alchemy of 'brand values' insinuates itself into the game. Am I happy wearing a jacket from Sainsbury's that looks, for

those that care, like a much more expensive brand but on close inspection obviously isn't?

At one level I am pleased that for a mere £45 I have a good looking, warm, functional and fashionable jacket that should give me years of wear but, and here's the nag that niggles away at my psyche – am I a Sainsbury's man?

Is the edifice that over the years I've constructed for myself as a Porsche-driving, Leica-toting, Ray-Ban-wearing sophisticate (stop laughing, editor Seume) compatible with the brand 'Tu'? Will my whole façade be undermined?

After 30-years as an ad man, I'd always thought I was impervious to the lure of 'brand image' and the often grossly inflated price of so-called luxury products. But, I'm sorry to say I'm still a child of my times. I'm still a sucker for a brand.

Brands are of course about joining a club. And clubs are as much about keeping people out as letting the 'right' people in. For luxury brands the 'right' people are often those with, as some would say, more money than sense.

Which leads me on to Porsche. Although clearly a luxury brand it's one that didn't build its reputation on the back of expensive advertising but in the heat of battle on the race tracks of the world.

At the NEC Classic Motor Show in November I stood and lusted before my favourite of all Porsches – a 904. I didn't buy one in 1972 for £1500, but that's another story.

Up for auction, it was a replica, but one of breathtaking attention to detail and to me no less desirable than the factory-built article. The

owner/builder, Andy Boyle, was on hand and I asked him how he could bare to part with it after investing so much time in tracking down elusive bits (the correct looking white windshield rubber was finally sourced from a chap who, believe it or not, made latex fetish-wear!) and getting the car to a state of near perfection.

For Andy, he said, the fun was in the chase and the build and, having done it – and used it – he felt it was time to move on. There was much speculation on how much the 904 would sell for given that it was a replica, and the £146,000 achieved as the hammer fell was more than £50,000 over the catalogue's top estimate.

Even though that price might seem like a lot for an 'homage', to me it still seemed to be an incredible bargain for a car almost indistinguishable from the 'real' thing – and in the region of a staggering £1,000,000 cheaper.

There must be a heart-warming sense of satisfaction for the new owner in that knowledge,

perhaps akin to my own at my 'bargain' jacket. The 904 even came with a Porsche badge on it.

Which brings me back to my ersatz Porsche. Having spent much of my life festooned with badges of allegiance to various consumer objects, motorbikes, cars, cameras, watches, and even cigarette companies, I decided to differentiate my Sainsbury's jacket by 'upgrading' to a Porsche version.

On hand I had a Porsche visitor's lanyard and a quick snip liberated a length of ribbon complete with a Porsche logo. After exercising my little-used sewing skills it was soon attached to the pocket of my jacket. My upgrade is very convincing but I must confess that I have been unable to resist with all and sundry – you included – the same 'What do you think it cost?' shtick that started this tale.

By the way, editor Seume has also bought a Sainsbury's jacket. I'm not yet sure if he's Porsche-livered it – he's not letting on. (No I haven't! – KS) **CP**

*Fashion victim Mallett with his genuine Speedster, genuine Ray-Bans and... fake jacket. We have it on good authority, though, that his beard is genuine, as are the grey hairs*







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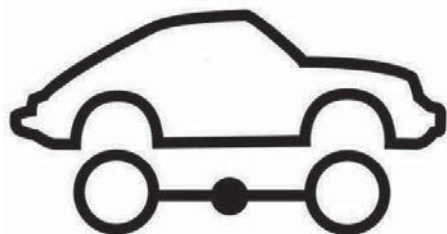


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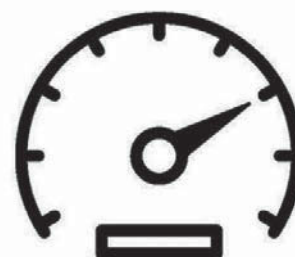
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# ROBERT BARRIE

GETTING TO GRIPS WITH CLASSIC TRIALS, CLASSIC SHOWS, CLASSIC PORSCHEs AND CLASSIC AWARDS...



**E**arly in the new year, I spent a weekend in the company of old cars in two very different contexts. On Saturday, we were out in the country just off the M4 on a muddy slope in Berkshire with a hardy band of competitors at a Historic Sporting Trial.

I am typing softly because this is currently one of the best-kept secrets in historic motorsport. As far as I can tell, it doesn't cost anything and there aren't any rules. I'm exaggerating of course, but only slightly. On this occasion, it wasn't even clear where the course was!

At one point, my daughter wandered in front of the winning car and even that wasn't a problem. Well, not a big one anyway. It was very friendly, lots of fun and, on this occasion, there was a restorative after-party at the local hostelry. I am seriously keen to give it a go.

On Sunday, we were back in town at the London Classic Car Show at the Excel Centre. The eastern side of the city is changing all the time and we approached the venue by cable car.

A somewhat different feel to the previous day. I don't remember much

about the event except there was a lot of shiny stuff on display, it was hot, the daughter was not particularly interested so we didn't stay long.

I hope that's not too unfair on a new venture – maybe slightly fewer dealers and their unsold stock next time?

As we left, however, we spotted some lovely images by Ella Freire, including one of an early 911 (above). You can see it and other work at [freireprintz.co.uk](http://freireprintz.co.uk).

**F**rom London, the high-rollers jetted off to the auctions in Arizona, or the racing in Florida. Meanwhile, I put in some hard yards in a cold workshop on the outskirts of Slough. It's character-building and every day is a school day, as they say. Take the much talked-about issue of matching numbers.

For most purposes, that's a chassis with its original engine and gearbox. However, strip back a 356 or a 911 and you'll find them covered in numbers, starting with the anything-but 'secret' code on the lower part of the dash. That should be the same as the chassis number on the earliest cars and may also be scribbled in crayon on

the dash top.

Then there are stampings – typically the final few digits of the chassis number – on the bonnet and boot frames, the inside of the doors and the headlight bowls. Those numbers should all match on some very original cars, but you'd have to give them a thorough check to be sure.

Then you could look at the dates on the gauges and the wheels – and on it goes! Interestingly, we had an early 911 pass through our hands recently in which all of the panel numbers matched each other, but were different to the chassis number. I can't be certain, but I reckon that was exactly how it left the factory. So, was it a matching numbers car or not?

As Einstein said, not everything that can be counted counts and not everything that counts can be counted. It was a highly original and interesting car either way – and it's a shame that I sold it for peanuts years ago.

**I**t's very late I know, but we can't let 2014 pass without highlighting some of the key events and achievements. So here, on the basis of better late than never, are the Robert Barrie column's first-ever

annual awards.

Event of the year was surely the new Goodwood Members' Meeting. It was great fun and the racing was outstanding. This year's event – with an early 911-only race on the bill – also promises to be special. I am competing and The Dukes Box are playing in the evening. It really doesn't get much better.

An honourable mention must go to the Le Mans Classic and I was very disappointed to miss the widely-acclaimed concours event at Chantilly.

Car of the year was the Irish Green ex-Dickie Stoop 904 GTS sold at auction a year ago in Paris and featured in the previous issue of this magazine. Simply stunning. The Irish Green SWB 911S covered in an earlier issue ran it close.

Drive of the year was Gareth Burnett's winning effort in John Ruston's Talbot at Le Mans. Olly Bryant's charge in the Lotus Breadvan at the Members' Meeting and Andrew Smith's drive in the early 911 at the Revival were also worthy of mention.

Restoration of the year was, and quite possibly always will be, the ongoing work at Bicester Heritage. Magazine and column of the year? I couldn't possibly comment...

For this year, one question is whether the old car market can remain so strong. A personal resolution is to get my 356 pre-A race car finished and on the track somewhere. The delay is no-one's fault but mine.

In the world of fashion, the word is that the sheepskin coat is this year's big thing. Second-hand car dealers take note, and don't forget where you heard it first. **CP**



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

*During a visit to the London Classic Car Show, Robert was impressed by the artwork of Ella Freire, if not by the event itself...*





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# LETTERS

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## LOVE AFFAIR

It is only rarely that I am moved to write to a magazine, but after reading your January/February issue (#27) I just had to express my admiration for the amount of effort that Andrew Haas clearly put into building his 911R-style car.

Over the years I have built a number of modified cars, including two Porsche 911s and a 356 outlaw, and can really appreciate the thought process that Andy has evidently gone through during the build.

All too many projects seem to change direction throughout the build, with the owner starting out with one idea and ending up with another. When that happens, the car ends up looking like something of a mish-mash of styles and parts.

Andy's car, on the other hand, gels perfectly – it is an interesting take on the 911R look, with so many individual touches that it goes far further than the usual 'louvre' quarter windows and Hella

taillights' path that many hot-rod 911s seem to follow. As you can guess, I love it!

I keep reading and re-reading the story, studying the photos and then doing the same with the build thread I discovered on the ddk-online.com website – if any other readers haven't seen that, I suggest they take a look.

Thank you Andy for building this inspirational car. And thank you *Classic Porsche* for featuring it.

**John Grace**  
Via E-mail

**Keith Seume replies:** *As you can probably guess, we, too, love Andy's car – more specifically appreciating the work that he put into it himself. We can't wait to see what he comes up with next!*

## BAHN STORMING

Many years ago when I was a little kid (I am now 68 years old), I remember reading a book (I think it was called something like 'Boys wonder book of cars') which was crammed full of black and white

photos of racing cars and record breakers from as far back as the beginning of the 20th Century.

One of the cars that always stuck in my mind was a streamlined 'racer' which had a slightly battered-looking body. There were few details other than it being a German machine which was never driven and ended up being buried under an Autobahn.

I was always intrigued by that and had schoolboy fantasies of digging up the 'buried treasure'. I never did know what that car was until I saw your fascinating story in issue #27 ('Bahn Stormer!'). Clearly the 'buried treasure' was not to be!

So, thank you *Classic*

*Porsche* and thank you Delwyn Mallett – between you you've solved one of life's mysteries!

**Bill Simmonds**  
Via E-mail

## WELL GRILLED (2)

I noted Jim Catts' letter in your last issue ('Well grilled', *Letters*, January/February 2015) about fastenings for the grille on his early 911.

I recently rebuilt the engine grille on my SWB car and found to my dismay that every single nut sheared off – the rods holding the slats together appear to be aluminium which, over the years, had corroded and 'welded' themselves to the tiny acorn nuts.

I looked around for a suitable replacement but then decided that the same thing would probably happen again one day – I live close to the sea and the air is quite salt-laden.

My solution was to use some stainless-steel threaded rod, with matching stainless-steel acorn nuts. I believe the diameter was 4mm, but I can't be 100 per cent certain as three or four years have passed.

The end result looks just as good and I am now safe in the knowledge that corrosion won't be a problem in future.

**David Percy,**  
Via E-mail

*Far left: John Grace has fallen in love with Andy Haas's hot-rod 911. Can't say we blame him!*



*Left: Reader David Percy replaced the aluminium rods and nuts on his SWB engine grille with stainless-steel parts*





## 1966 Porsche 911 S 2.0

This Famous Irish Green, Multi Concours Winning and Matching Numbers 2.0 "67 S" was featured on the Front Cover of this Magazine, described by Classic Porsche as **"The Best of the Best"** this is a truly unique and unmatched example.

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# A WORK OF ART

Hailed by many as the greatest road-legal 911 of all time, the 1973 Carrera RS remains top of the desirability stakes more than 40 years after its launch, but how many people are aware of the links between this desirable 911 and the mighty 917?

Words: Keith Seume  
Photos: Stefan Bau





## 1973 CARRERA RS



Some people believe that the Carrera RS is the best road car that Porsche ever built, and it's easy to see why they might think that way. But can you really say that this 42-year-old car is better than, for example, a modern 997 GT3RS, or the newly-announced Cayman GT4? That's an impossible question to answer, for you have to put the RS in context with what else was around at the time.

Modern limited-run, high-performance Porsches, such as the 911 GT3 (and its sibling, the turbocharged GT2) are undoubtedly breathtaking cars: they are seeringly fast – too fast, one might argue for road use – and, in the case of the GT3RS, pretty uncompromising. They are brutal trackday machines that are, to be frank, a pain in the proverbial to drive on anything other than billiard-table-smooth roads. Drive a GT3RS for very long on the average British country road and you'll soon be visiting your dentist to have your fillings replaced...

And this is where we get to the crux of what makes the 1973 Carrera RS such a fantastic car. It is simply a great all-rounder. But before we go any further, let's take a step back in time and look at the circumstances surrounding its development and release.





Elsewhere in this issue you can read of the story behind Porsche's greatest race car of all time, the mighty 917 (*The Big One*, pages 48–55). As the cost of developing and competing at the highest levels of sports car racing – Can-Am in particular – had spiralled to what many within Porsche believed was an unacceptable level, the company began to consider other more cost-effective ways to promote its products.

Ernst Fuhrmann is well-known in classic circles today as the father of the four-cam motor in the 1950s. After a sabbatical period at Goetze, he returned to Porsche in 1971 initially as Technical Director, before being appointed Chairman of the Board in 1972. Fuhrmann's return to Porsche coincided with the departure of Ferdinand Piech, father of the 917, who left to go to Audi.

Fuhrmann made no secret of the fact that Piech's obsession with the 917 and its race programme wasn't in line with his ideas on how best to promote the marque. In Karl Ludvigsen's *Excellence was Expected*, he is quoted as saying of the 917's participation in Can-Am 'That was a very interesting adventure, but one cannot constantly play on so many pianos. Now we are going to stay closer to production cars...'.

But Fuhrmann still believed in the value of racing as a way to improve sales, and even though he was personally at the forefront of the movement within Porsche to ultimately kill off the 911 in favour of the 928 (plans for which were already on the drawing board in the early 1970s), he knew the rear-engined, air-cooled model still had a few years left in it. 'Racing is good advertising for every car,' said Fuhrmann – even a flagship front-engined V8-powered GT, like the future 928...

Fuhrmann was a shrewd businessman as well as a

great engineer. He looked dispassionately at the 917 programme, weighing the expense incurred against the monetary returns in terms of sales – ie, did the 917 actually make the company any money? Amazingly, it seems it did, for the cost of the race programme was more than offset by the return in publicity generated by the 917's successes on track.

Just two months after he was appointed chairman of the board, Fuhrmann gave the go-ahead to develop the 911 for racing. Not since the days of the 911R had there been such a push, but this was not to be a short-term effort like the lightweight R. Porsche entered a race-ready 911 in the 1972 GT Championship, beginning with the 1000km event at the Österreichring in June.

Driven by Björn Waldegaard and Gunter Steckkönig – an experimental race engineer with Porsche since 1953 – the highly-modified 911 was forced to run under the looser, but highly-competitive Group 5 classification. It finished 10th, behind a series of all-out competition cars. Now lay the challenge of how to apply the lessons learnt from this early success to the 911 as a whole.

The main questions were how to make the 911 more competitive on the track, and then to examine what modifications would have to be incorporated into a limited-series, road-going production car. To satisfy the requirements of the FIA Group 4 regulations, Porsche would need to build 500 examples – a far cry from the 25 (or, initially, 50) required years earlier for the 917 to be given the go-ahead.

Norbert Singer was placed in charge of the project and his first task was to see how he could 'build in' lightness, to achieve a target weight of just 1000kg. This was done by reducing the thickness of the steel used on the body

*'Touring' model, chassis number 911 360 1271, spent much of its life in Japan. It was ordered from the factory with air-conditioning, two sports seats, and electric windows and radio aerial*





## 1973 CARRERA RS

pressings of the earliest cars, from 1.00 or 1.25mm to just 0.7mm. At the same time, the glass used in all other 911s was replaced by thinner, lighter material made by the Belgian company, Glaverbel. Lightweight glassfibre panels replaced the steel deck lid and rear bumper/overriders, too, on models destined for the track.

Interior trim was an obvious candidate for attention, with the rear seats deleted, all sound-proofing removed and new door cards installed, which dispensed with the normal armrests and door pulls in favour of plain panels with lightweight plastic handles from a Fiat 500 and a pull-cord door release.

The heavy stock reclining seats were replaced, too, this time with lightweight buckets with thumbscrew adjusters to set the angle of the backrest. Oh, and there was no clock, no passenger sun visor, threshold trims or glove box lid. In short, anything that wasn't needed got left in the parts bin...

The bodywork came in for some significant restyling, too, with wider rear wheel arches designed to accommodate 7Jx15 Fuchs wheels, the fronts remaining at 6Jx15. Tyres were 185/70x15 and 215/60x15 Pirelli CN36 radials. Under those wheel arches were Bilstein gas shock absorbers, which helped save just under 4 kilos, while a thicker front anti-roll bar (18mm instead of 15mm) was fitted, along with a 19mm rear.

Visually, the most significant change to the 911's profile was the distinctive RS 'ducktail' on the rear lid. This followed extensive wind tunnel testing at Stuttgart in the early 1970s, which led to the incorporation of the small lip spoiler under the nose of the 911S models.

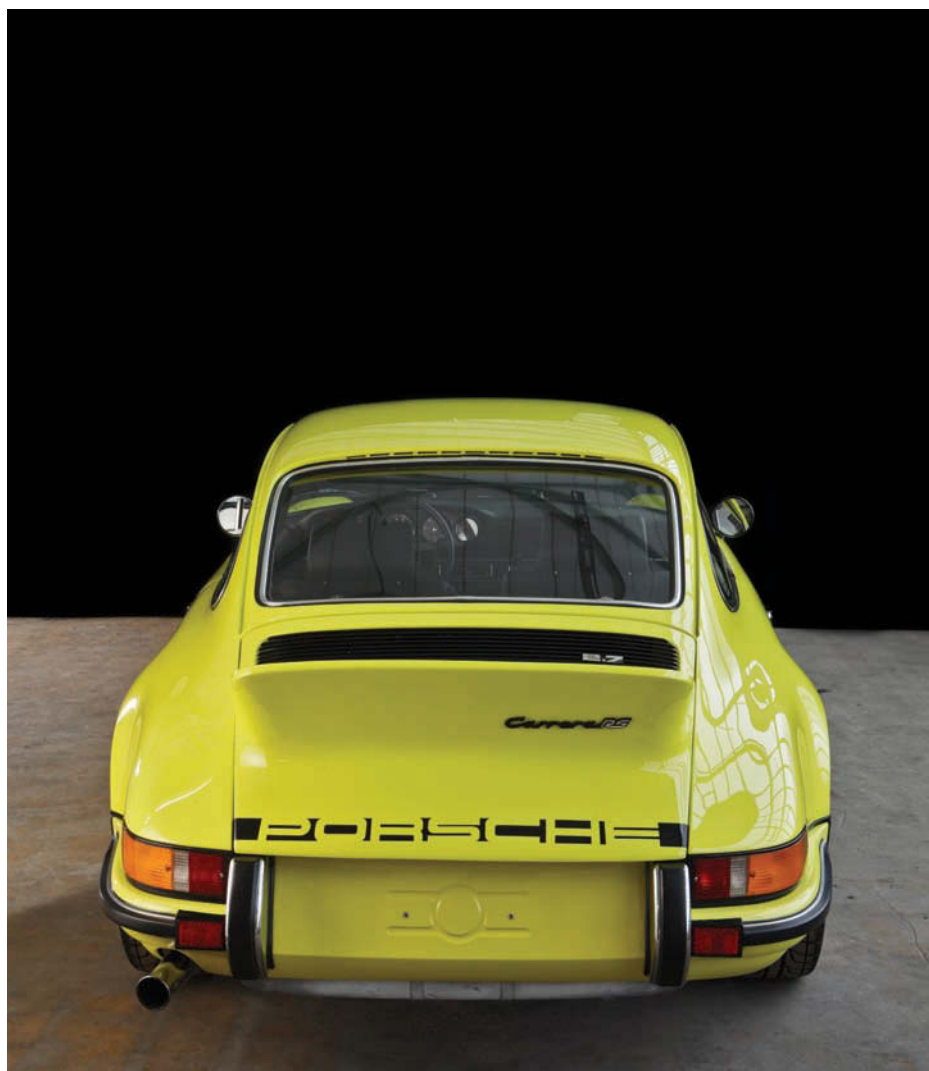
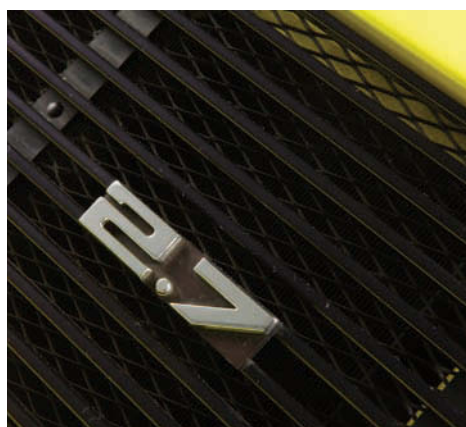
That was fine for a car with the performance potential of the regular road-going 'S', but at higher speeds it was



“Visually, the most significant change to the 911's profile was the distinctive RS 'ducktail'...”







discovered that airflow over the rear of the 911 generated significant lift at speeds over 150mph. By adding this simple ducktail, according to Ludvigsen, lift was reduced from a heady 320lbs to just 93lbs at 152mph. At the same time, the Cd figure fell slightly from 0.41 to 0.40 – a small improvement admittedly, but still worthwhile in the quest for perfection.

A further advantage of the new spoiler was that it improved airflow into the engine bay, providing extra cooling and intake air for the new engine. And what an engine it turned out to be.

The contemporary production unit displaced 2341cc (optimistically tagged '2.4' by Porsche), but by increasing the bore from 84mm to 90mm, the capacity rose to 2681cc (nominally 2.7 litres). This was a deliberate choice to allow the engine to be developed for use in the 3.0-litre class, and in fact meant the Carrera had the same bore and stroke as that of the 5.4-litre 917/10: 90mm x 70.4mm. As we are starting to see, the Carrera RS owed much to the mighty 917...

The lessons learnt from the all-conquering 917 didn't stop there, for the Carrera's engine featured Nikasil-lined aluminium cylinders produced by Mahle, in place of the Biral cylinders of the 911E and S models. This process proved to be far tougher than the previously-preferred chrome-plating used on aluminium cylinders, thanks to the tiny grains of silicon-carbide contained in the coating. It also had the added benefit of allowing an oil film to adhere to the cylinder walls more effectively.

The new (or rather 'revised') engine, which shared the remainder of its major components with the 2.4-litre unit, produced 210bhp at 6300rpm and some 255Nm of torque at 5100rpm. The transmission – type 915 – was the same as that used in the mainstream models, other than a





slightly taller fourth and fifth gear ratios than those used on the 911S.

The plan was to build just 500 examples of the Carrera RS (as the model became known) but as history has shown, the response was so great that this initial run sold more quickly than had been imagined possible.

Four versions would be available, the rarest being known as the RSH (for 'homologation') – a lightweight (960kg) model of which just 17 examples were built. Then came the M471 and M472c options, better known as the 'Lightweight' and 'Touring' respectively.

The former was essentially a productionised version of

The value of genuine, original RSs has, over the last few years, gone through the roof. After a period in the late 1980s when even a Lightweight could be purchased for £20-25,000 in the UK, they have continued to rise in value at an almost alarming rate. This has led to tales of fakes and forgeries (which is where the latest forensic examinations of VIN numbers comes in useful – see *News*, page 8), so it is a wise man who seeks expert advice before entering into the purchase (or sale) of an RS today.

But is an RS really worth a high-six figure (or more) price tag? How much better a car is it than a good 2.4 911S? That depends on who you ask. With a good 'S'

“If you haven't driven a Carrera RS, it's hard to appreciate what a perfectly balanced package it is...”

the RSH, with slightly less attention paid to all-out weight savings. As a result, the factory-specified weight of the M471 model was 975kg, just 15kg more than the RSH. The M472, though, featured the same interior trim and detailing as the regular 911S, other than a smaller 380mm-diameter steering wheel. This trim package added around another 100kg to the all-up weight. The final offering was the 2.8-litre RSR (option M491), of which 55 examples were built for competition use.

Ultimately, 1580 Carrera RSs were sold, not including the RSR – a far cry from the original planned run of just 500. However, by building 1000 (or more) examples, Porsche could now homologate the RS for use in the very competitive Group 3 GT racing category.

costing between a quarter and a third of an equivalent RS, you'd need to be pretty set on Carrera RS ownership. But, on the other hand, there is no doubt that an RS is something very special – it's a limited run model which has direct links to the 917. It was developed by Porsche's finest engineers for use in the most competitive of all race categories. The letters 'RS' stood for *RennSport*, and that's a pretty good indication this is something special.

If you've not driven a 1973 Carrera RS, it's hard to appreciate what a perfectly balanced package it is, be it in Lightweight or Touring trim – it's definitely far more than just a 'hopped up' 911S. It hasn't become the stuff of legends without cause. But what would you expect from a 911 born at a time when Porsches ruled the racetrack? **CP**

*Such a classic profile. The trademark ducktail spoiler was the result of extensive testing in the windtunnel at Stuttgart. The Carrera RS was first shown to the public at the 1972 Paris Salon – orders flooded in...*





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# WAR HORSE

After an early life spent racing at club level in Kenya, this little coupé gained notoriety on British circuits as the star of many a David and Goliath battle against far quicker 911s. We step behind the wheel of the recently restored former John and Caroline Lucas 356 Carrera

Words and photos: Keith Seume  
Archive material courtesy of Roger  
Bray/Caroline Lucas/Ian Robertson









**M**any of our older readers will be familiar with the name John da Silva Lucas, he of the receding curly hair, glasses and winning smile. The wicked glint in his eye only hinted at a devilish sense of humour, one which saw him take delight as his daughter Caroline took on all odds – modern 911s included – in the old Porsche Club GB championship driving a well-worn 356 Carrera coupé.

John Lucas – ‘Lukie’ to his friends – enjoyed a laugh but behind the seemingly casual exterior lay a person who looked into every possible way to make an old Porsche competitive against far more modern and more powerful machinery. He and Lotus founder Colin Chapman could have come out

Porsche Club GB's *Porsche Post* magazine a few years ago. The first owner was WJ ‘Jim’ Cardwell who was well-known in local motorsport circles for his class-winning ways in the East African Safari Rally, while partnered by his wife Lucille. Of note is that he also won the East African GT Championship on more than one occasion at the wheel of this very Carrera.

Now Kenya and circuit racing are not commonly mentioned in the same sentence, largely because, at the time, there was only one race track available: Nakuru, located in Kenya's beautiful Rift Valley. Better known today for its lake and nature reserve, populated by countless flamingoes, Nakuru was the home of Kenyan motorsport, but only hosted events three or four times a year. These events were

“Now even a high-revving four-cam has its limits, and they were well and truly exceeded...”

of the same mould, for both saw the benefits of ‘adding lightness’ to make a less-powerful car competitive. But of that, more anon...

The story really begins back in December 1956 when Porsche chassis number 58162 was driven off the assembly line at Stuttgart. This was a 356A Carrera, finished in Aquamarine Blue with a contrasting grey leatherette interior – and right-hand drive. The number stamped into the crankcase of the four-cam engine was 90743, while the special-order low-ratio gearbox bore the serial number 12396. And although built in Germany, 58162 was destined for warmer, dustier climes: Kenya.

We can thank a future owner, Ian Robertson, for compiling the early history of the car, his efforts appearing as a story in

typically two-day affairs held over a weekend, with practice on the Saturday, followed by the race proper on Sunday.

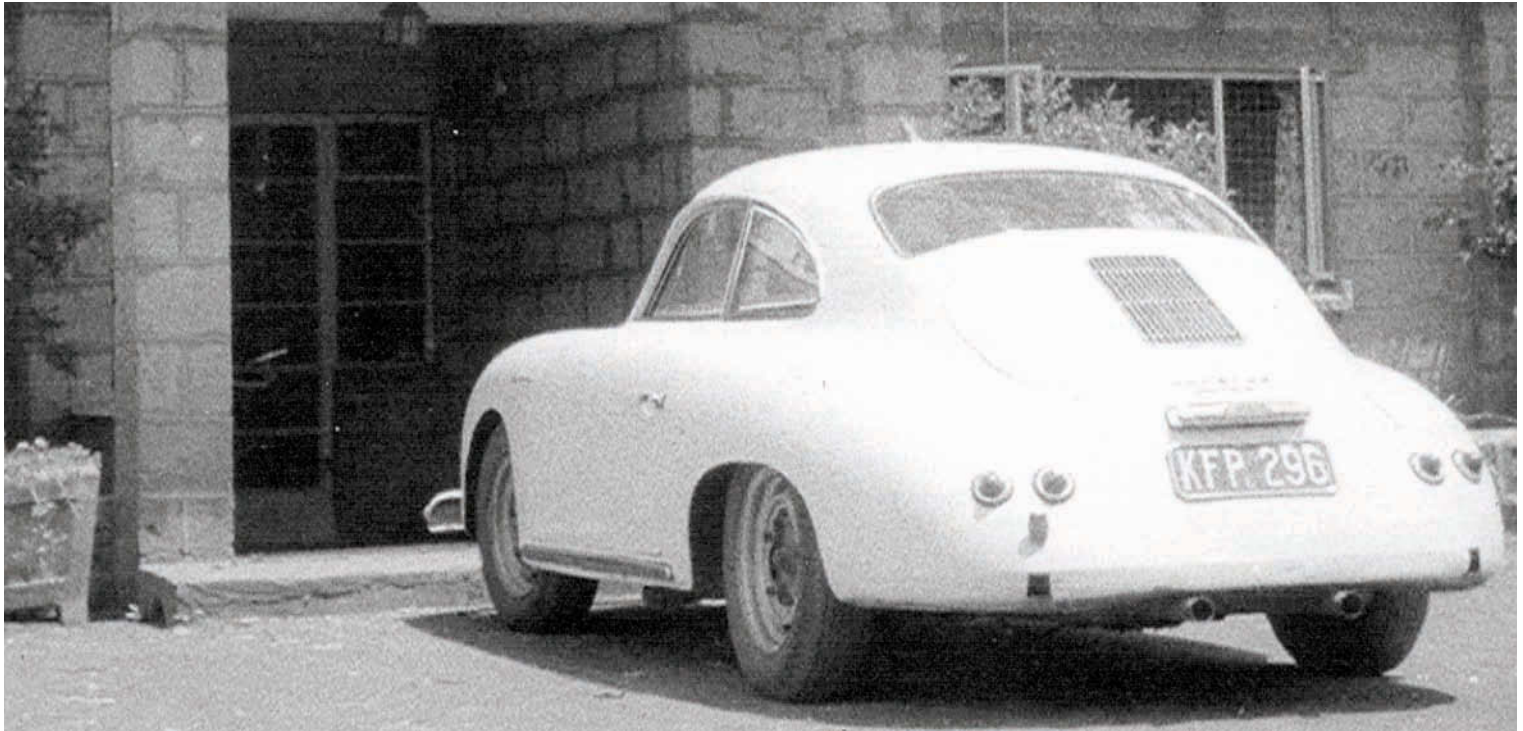
In 1963, after almost six years of hard use, the Carrera, still with its four-cam engine, was sold to Irish ex-pat, Bill Parkinson, who also raced and rallied in East Africa, with considerable success. In fact, he also won the GT Championship at the wheel of the same Carrera. Parkinson had a reputation for being both outspoken and generous, and it's the latter side to his character which led to the Carrera's mechanical downfall.

It seems that his generosity extended as far as lending his car to an Italian friend to race at Nakuru – and that's where things started to go wrong. Intending to shift from third into fourth gear, foot to the floor, the hapless driver – possibly

*John da Silva Lucas (‘Lukie’) enjoyed having fun at the expense of far quicker and more modern rivals. At one point the car ran a big VW motor, producing around 170bhp. It was fast!*







unused to driving a right-hand drive car – shifted into second by mistake. Now even the high-revving four-cam has its limits, and they were well and truly exceeded at this point.

There were two alternatives available: either send the engine back to the factory (there were no official Porsche dealers in Kenya at the time) or fit a suitable replacement. The former option would have meant the car was out of action for quite possibly several months, the latter would see it back on track immediately, if a little down on power. The second option was the one of choice...

A Super go motor was sourced and installed in the Carrera (as would be the case with many Carreras over the years) which meant that the 356 was now less than ideally geared for circuit use. The problem was that the four-cam engine could be revved quite happily to 7300rpm, whereas the Super go's maximum rpm was closer to 6000 revs. What were ideally-placed close-ratio gears for the high-revving

Fuhrmann motor were somewhat limiting as far as the pushrod engine was concerned.

Of no matter for it meant that the Porsche could once again see some track action, the big Carrera-spec drum brakes and uprated suspension meaning that the car was still a fun drive around Nakuru, if not especially competitive. However, Bill Parkinson decided to put the car up for sale and it was snapped up by Ian Robertson. Although the engine did need attention not long after purchase (it began consuming oil, requiring a full rebuild), the new owner drove the car for several thousand miles over the course of the next 19 years.

His work took him from Kenya to Uganda (Entebbe, immortalised by the military coup) and then back to Nairobi in Kenya once more. Here the owner continued to race the Carrera at Nakuru, crossing paths with Gordon Crow, who had recently re-opened an official Porsche dealership in Kenya (see *Kenyan Memories*, issue #22) and whose business

*The Carrera was delivered from the factory straight to Kenya, hence the right-hand-drive steering*

*Caroline Lucas with the car in its 'teardrop' days! Interior now sports Speedster buckets, while engine is a 'warm' Super go*





greatly facilitated maintenance on the hard-working 356.

In 1969, a transfer back to London saw Ian Robertson import the Carrera and get it registered on UK licence plates. At the time, nobody cared about (or was even offered) an 'age-related' number plate, so the 1965-built coupé was granted a 1969 registration number, GPX 890H. Once he'd joined Porsche Club GB, Robertson began using the Carrera once more for motorsport, competing in events at Oulton Park, Brands Hatch, Goodwood and Silverstone.

The car was also used for a daily commute of some 80 miles, to and from Heathrow airport from its Sussex base.

years, gaining a reputation for being able to persuade their little four-cylinder engines to produce levels of horsepower that others could only dream of at the time. It was John's ability to think outside the box that made his cars special, and he was very much an advocate of 'form follows function' for it would be true to say that he was not overly concerned with achieving a concours finish if the same amount of effort could be applied elsewhere to make the car quicker.

John's masterplan was to make the car as light as possible. He generally ran the car in Porsche Club events where he mixed it with rivals driving far more modern and powerful 911s,

“Every inch of double-skinning was turned into a metallic imitation of Swiss cheese...”

This was in the days before the M25 motorway and, despite its age and hard life, the 356 coped well, seeing some 12,000 miles added to its mileage in around six months. During this time it suffered just one failure, a broken cylinder head stud, which was quickly and simply repaired.

The Carrera was tucked away in storage in west London for four years while the owner went to New Zealand on business. He returned to the UK in 1978, but eventually decided to emigrate to New Zealand, arriving there in October 1984. The decision was also made to sell the Carrera before leaving the UK, the car being snapped up by well-known Porsche racer and 356 guru, John da Silva Lucas.

John had raced 356s with the Porsche Club for many

so anything he could do to improve the power to weight ratio would be advantageous. At this stage, had anyone been aware of the extent to which John would pursue this plan of attack, they would have done well to invest in Black & Decker company shares... To say that John attacked the Carrera with gusto would be something of an understatement.

Today, of course, nobody in their right mind would dream of desecrating a genuine 356 Carrera in this manner, but to John Lucas it was an old 356 which was simply a tool with which he could embarrass the 'moderns'. Out came the hole-saw, out came the drills, as John set out to remove as much weight as possible from the already stripped-out coupé.

Every inch of double-skinning was turned into a metallic

*Not a sight you see often. The 356 mixed it with the 911s (and 924s) in the PCGB championship, often embarrassing the 'big boys' with its turn of speed*







imitation of Swiss cheese, while every square inch of what he considered to be excess material was pared from the likes of door locks, window winders, door skins and seat mountings. If something wasn't actually needed to hold the car together, it got trimmed down – or thrown in the bin.

John's daughter, Caroline, frequently drove the featherweight Carrera, cutting her racing teeth before getting behind the wheel of a 911T in the Porsche Challenge, a supplementary series to the PCGB Production Championship. In 1994, she became champion in this series, driving a Porsche 924S. She was second in the 1995 Porsche Cup and then entered the British GT Championship. In 1998 and 1999, she drove a Porsche 911 RSR run by PK Sport, finishing 11th and 13th in races at Spa and Silverstone in the first season, with the best result being a ninth place, at Donington, in a GT2 in the next.

Although she undoubtedly had fun in the old Carrera, in an interview for sister title *g11 & Porsche World* magazine back in 1995, Caroline recounted how she never really expected to make an impact on the race scene, believing she never actually had the ability to achieve anything special: 'Upsetting the men in my father's 356A Carrera seemed to be the highlight of the day when, according to them, I used to be in the way. I was "The mobile chicane", they used to joke. I only managed muted success and,

looking back, some of this was me, coupled with the modern technology of my competitors superseding that of the pretty 356.'

John Lucas, though, used to take delight at the antics of the 911s in their efforts to overhaul the 356. I remember him telling me with glee how the 'moderns' occasionally struggled to keep up with the little coupé on the straights. The secret? Well, at one point, the engine in the back of the Carrera wasn't quite what it seemed.

'Nobody ever paid much attention to the car in the paddock – to them it was just an old Porsche with a little four-cylinder engine,' Lucas told the author. 'So when I ran a big VW motor in it, nobody noticed – or if they did, they didn't care...'

The 'big VW motor' which John ran at one point was a potent concoction featuring Scat 'split-port' heads (aftermarket items along the lines of the separate cylinder heads used on Porsche's 911) and dual Webers. It probably produced upwards of 170bhp which, in a lightweight 356, was more than enough to keep the big bangers at bay on the straights. 'It was great,' laughed John, 'but we couldn't keep up round the bends.'

Ultimately the Porsche was retired and, with John's passing, fell into the hands of Porsche restorer Roger Bray in Devon. Roger had known John Lucas of old and knew the car well – and its significance in UK 356 history. He was in

*Long before the Carrera came to the UK it had already had a hard life in Kenya, where it was raced and rallied by three different owners*

*RHD coupé feels quicker than a stock Carrera, thanks to the light weight. Take a look at the original 'Swiss-cheesed' doors and flimsy home-made deck lid! There are more than a few stories that can be told by those scrutineers' tickets, of that we're sure...*







*Despite losing its original engine, the ex-Lucas coupé retains its big Carrera drum brakes. Pirelli decal harks back to its days on track...*

something of a quandary, as Carrera values had gone through the roof and, while the ex-Lucas car was far from original, it was still a genuine factory Carrera. Just one which had been drilled full of holes...

Looking at the bodysheet in its stripped state, it was obvious that to restore it to original would require an absurdly large amount of time and effort. But, there again, with Carrera values what they are... No, thought Roger, this is a car with a great story and deserves to be kept that way. And we wholeheartedly agree.

The shell was repaired as necessary (time had taken its toll in a number of places) and certain 'race mods', such as a single-skin aluminium deck lid and lightened door catches, replaced with original parts on the grounds of longevity and safety. Although Caroline had raced the car bedecked with tiny red teardrop decals, Roger opted to keep the car plain white, as it had been when John Lucas first took it under his wing, with repro decals added for

our photoshoot.

Inside, the original MotoLita steering wheel was retained, while a pair of Speedster-style seats replaced the worn modern race 'bucket' fitted by John to keep the scrutineers sweet. Still with its plastic side and rear windows, rear roll-cage and race harnesses, and now running a 'warm' 356 motor once more, this was how I came to drive the legendary 'Lukie' 356. And I can tell you, with so little weight, it felt quicker than a stock Carrera, and a whole lot more fun than any Super 90.

Taking to the byways of Devon, I could almost hear John's laugh over my shoulder as he urged me to keep ahead of the modern hatchbacks. It's a fun drive and one which the new owner will enjoy for many years to come, of that I'm sure. It's now sporting a fully-trimmed interior, but let's just hope it never gets returned to being 'just another' stock Carrera. That, after all, would be a crying shame. **CP**  
[www.rogerbrayrestorations.co.uk](http://www.rogerbrayrestorations.co.uk)

*Roger Bray had the original race decals specially reprinted for the magazine photoshoot, to recall the days when it was raced by the Lucases*







1973 911T LWB Coupe #52 Black & Yellow

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# GET HAPPY

Swedish rally star Per Eklund ran this factory-built 911 as a privateer in the WRC in 1978 and '81, and now it's been totally restored. We caught it in action on the rally stage at 2014's Goodwood Festival of Speed

Words: Johnny Tipler

Photos: Antony Fraser (statics), Johan Dirickx (archive),  
Johnny Tipler (action)





I duck instinctively. A cloud of dust, stones flying everywhere as the white 911 sweeps sideways round the final bend on Goodwood's Festival of Speed rally stage, barrelling angrily along the final run between the bales to the finish line. It's Johan Dirickx, Belgian Porscheophile extraordinaire, resolutely helming his latest acquisition, the ex-Per Eklund SC.

Whilst snappers are liberally showered with shingle, there's no particular danger of an off as Johan is familiar with the course, having run his Bastos SCRS here on previous occasions. He has a penchant for 911s with provenance, and bought the Eklund car in 2013, its illustrious rally star owner having abandoned the restoration that he'd implemented a full 15 years earlier.

In the past year, under Johan's tenure, the car has been comprehensively rebuilt from the bare shell – including a repaint and replicating the original Happy People livery – at

Johan's 911Motorsport workshops in Kontich, Belgium. All mechanical work, including a comprehensive engine and transmission rebuild, has been expertly carried out in-house by Mike van Dingenen.

A passionate collector, Johan makes an acute assessment of the Eklund 911: 'There were two factory cars – the East African Safari cars – and then there were three cars built to most of the Safari specs, and one of those is this one, the Per Eklund car. I think two of the three client cars still survive. So this car was pretty much built up like the Safari cars, and that's why it is a little bit higher, and if you look at the rear wheel arches you'll note that they are much wider than SC wheel arches, more like STs. There are signs that this is an experimental engine; you've got the high butterflies and single-plug ignition, which is strange because most of those engines ran on twin sparks. The engine sounds pretty similar to the SCRS;





it's a deep boom. I absolutely love it.

'Also the suspension is different to what you would expect, and it could indicate it was a prototype, because the car is much higher. Those were some of the little things that Porsche did at the time when it was built into a race car; all those little things that only Porsche did that no individual would ever have done.'

The car has an intriguing provenance. Chassis number g11 410 2989, it only competed in a couple of WRC events, though Per Eklund campaigned it in a number of less important rallies, the car ending up with 935 style front bodywork doing autocross, a discipline (if that's the right word) that Eklund excels in. A works Saab rally driver from 1970 to 1979, he scored a fair number of podiums at

the East African Safari Rally and nail the win, according to Jürgen Barth, who was, predictably, involved with the project at Weissach, along with Roland Kussmaul.

Working backwards, in 1974 Porsche created what they called the ST kit, which seems to have been an adjunct to the pre-existing ST race car spec that came into being as a factory-derived competition car in 1970. Although not well documented, it's likely that 15 examples of the original 2.3-litre g11ST were built in race and rally format, with a further 23 units of the 2.5-litre g11ST documented as race cars. In *The Porsche Book*, Jürgen Barth lists the chassis numbers of 15 special g11S race and rally cars from 1970 and '71, with 23 race cars from 1972. The ST designation was an in-house amalgam of the g11S engine

## RUMBLE IN THE JUNGLE

*The two works g11s entered for the 1978 East African Safari Rally were billed as SCs and presented in red, white and blue Martini colours. The car (14) crewed by locals Vic Preston Jnr and John Lyall finished 2nd overall, with Bjorn Waldegård and Hans Thorszelius (5) placing 4th. Painted in white and red Esso Eminence livery, the Alméras SC saw action at international level in the 1982 Tour de Corse, while the Prodrive cars emerged as Rothmans SCRss for Henry Toivonen to take five wins in the 1984 European Rally Championship.*

“This batch consisted of just five cars, two of which were retained by the factory...”

the wheel of a g6 V4, and like several of his countrymen he is up there with the gods of the WRC. He was Swedish Rally Champion in 1978, and Swedish Rallycross Champion as recently as 2004.

So how come the g11? In 1978 Per was looking for a suitable rally car for the '78 WRC season, and was introduced by his pal, Prodrive engineer David Lapworth, to the exalted short run of rally g11s that Porsche was building in Weissach at the time.

This batch consisted of just five cars, two of which were retained by the factory, one ordered by Alméras Frères (winners of the 1978 Monte Carlo Rally with Jean-Pierre Nicolas), and one by Prodrive, in the pipeline for Henri Toivonen to contest the 1984 European Rally Championship, while the fifth went to Eklund Motorsport.

Rather than being the very latest kit to come out of Weissach, the specification actually dates from four years earlier, 1974, when Porsche homologated the g11 to FIA regulation 3062. The competition department didn't actuate the homologation until 1978 when they decided to build up the SC as a competition car to Safari spec, based on FIA 3062. The factory finally decided to go for

and the lighter g11T chassis.

Eight years on, it enabled Porsche to build this small run of rally g11s to comply with the FIA papers based on the 1974 car. Porsche judged the 1974 car to be the lightest base-model of the range, and so that was the starting point for the '78 project. While a number of key privateers like Kremer and GELO Racing acquired STs and SC packages in the early '70s, these later kits were so rally specific that only Alméras, Prodrive and Eklund Motorsport got them.

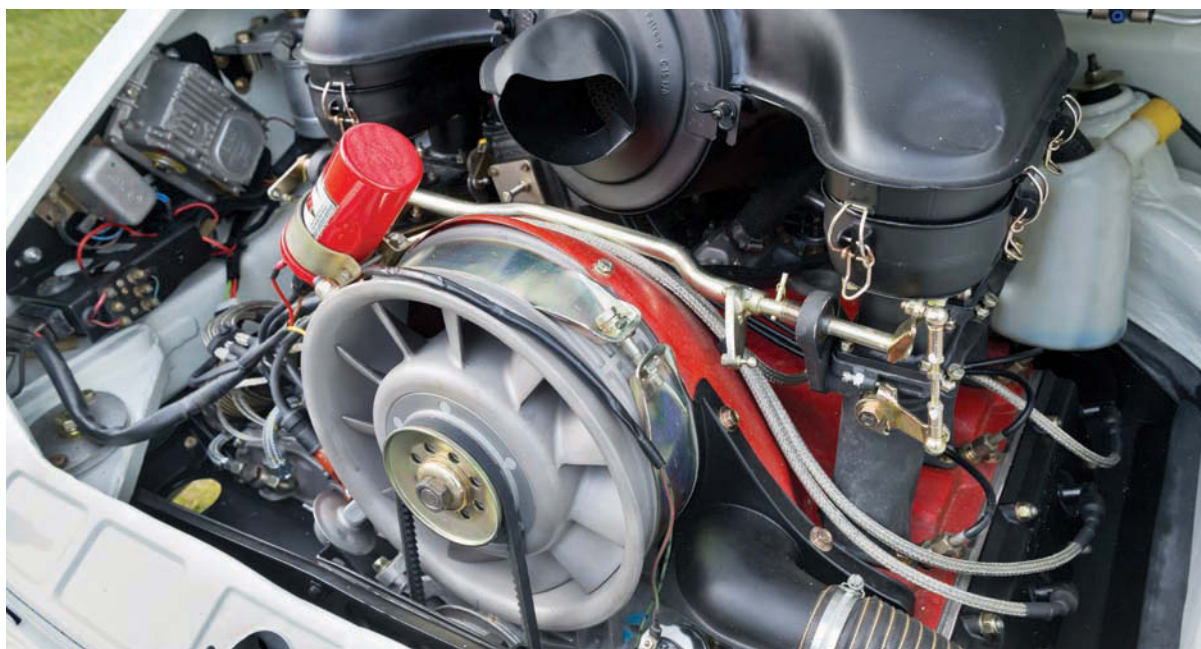
The Alméras SC was also a narrow-body Group 3 lookalike, and they had a second g11 which was the Group 4 car, built up as a wide body Tarmac specification car, on account of the fundamentally Tarmac requirement of French rallies, whereas Prodrive and Per Eklund stayed with the narrow bodied g11, given the gravel-strewn surfaces of the rallies they would be entering.

These two cars were built at the same time, but with significant collaboration between Per Eklund and David Lapworth. As such, the cars resemble each other very closely, and were equally similar in specification to the two '78 works Safari cars (see sidebar).

*Ex-Eklund rally car pleased spectators and photographers alike at the Festival of Speed, 'yumping' its way along the dusty forest course*







The comprehensive ST kit installed in the lightweight car comprises the 300bhp 3.0-litre flat-six built by Porsche Motorsport (with butterfly injection instead of the slider injection that was prone to jam due to dust on rally stages), a close-ratio gearbox with oil pump and cooler on top of the 'box (like the RSR), a 10,000rpm rev counter, competition clutch, competition exhaust manifolds and system, and a front-mounted 935 oil tank.

The uprated suspension components include front springs and struts with coil-over rear shocks, wrapped alloy trailing arms, and uprated brakes based on the 935's at the front. There's a front-mounted engine oil cooler, bias-adjustable pedal box, rear ducktail engine-lid spoiler, rear wing extensions in metal, and front alloy cross-member. The shell is reinforced in strategic places, including the engine bay and suspension mounts, with double-skinned front wheelarches and alloy roll cage. A

battery of four Bosch spotlamps on the front lid completes the image.

According to Per Eklund, the kit did not include the additional rally equipment of sump guards, seat, spotlights and steering wheel, and hydraulic handbrake, which he didn't like. At the time, seats and steering wheel were left to driver choice, and sump guards were fitted according to the nature of the stages the cars were rallied on.

The fuel tank was original so the spare wheel could be carried. Fuchs wheels were fitted at the front, and Fuchs or ATS Cookie Cutters on the back, depending on the nature of the stages. Per Eklund confirms that he received the complete ST kit from Jürgen Barth as one of the three selected teams, and indeed Jürgen refers to the batch as 'STs with Porsche Motorsport'.

The Per Eklund 911SC (or is it 'ST'?...) began life as a standard car, converted with Porsche support in his

*High-butterfly engine only runs single-plug heads, unlike most ST-spec cars of the time. Level of preparation is second to none, thanks to current owners g11Motorsport*







Well, wouldn't you smile, too? Johan Dirickx loves the car – and who can blame him? Per Eklund autograph on roof panel; 10,000rpm tach formed part of factory ST kit

Swedish workshop and remained in his ownership until Johan bought it. Bedecked in its jolly Happy People livery, its moment of glory was Finland's FIA 1000 Lakes Rally of 1978, where Per and co-pilot Björn Cederberg finished 4th – having been 3rd on the road but docked a place for speeding on a transit section and receiving a time penalty.

The 1000 Lakes was also nicknamed the Thousand Jumps on account of the notorious 'jumping' over countless blind crests. A photo in *Motor Sport's* October 1978 edition shows the Happy People car chucking up mud

cent true, it is a nice story.' The Eklund SC was then used at National Championship level with a good degree of success in rallies like the Hunsrück in 1979, and in the 1981 Swedish Rally where, notwithstanding its age, Per finished 9th overall, sponsored by Publmmo, with co-driver Ragnar Spjuth. This pair contested the 1981 Rally of 1000 Lakes, but failed to finish because of mechanical problems. Resplendent in white Clarion livery, Per then went rallycrossing with it, funkung it up with 935 style droop-soot nose, front lid and polyester bumpers, all parts

“Amazingly, this was the very first time that Porsche scored points on gravel in the WRC...”

while spectators on a sunny hillside shelter under brollies. Amazingly, this was the very first time that Porsche scored points on gravel in the World Rally Championship.

And the sponsor? According to Johan, 'Happy People was a non profit organisation, and it seems that it still exists.' But whether any funds changed hands, or Per just liked the logo is a moot point. As Johan says, 'Per did not have any sponsorship and therefore volunteered to carry "Happy People" on the car, and even if that isn't 100 per

supplied by Porsche. These period parts have been kept with the car, including the original Swedish number plate, HOH 276. The car was then retired and placed in the local motor museum at Arvik, Karlstad, Sweden, part of which is dedicated to Per and his WRC successes, including his formidable Metro 6R4 from 1986.

Back in the late '90s Per decided to restore the car with the idea that he would enter the European Historic Rally Championship, so he extracted it from the museum. In





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“Happy People? A genial identity for such a fierce bolide. It makes everyone smile...”



1999 the original Porsche Motorsport engine and gearbox were dispatched to Francis Tuthill for overhaul, though they remain under wraps and have never been reinstalled in the car. The projected restoration was never finished: Per was pulled from the project to run an X-Games (X = Extreme sports) team in the States, so in 2013 ownership of the car passed to Johan Dirickx.

Perfectionist that he is, Johan instantly embarked on a full restoration, from bare metal repaint and application of the red-nosed clown and Happy People identification, based on a multitude of period archive images, to a comprehensive rebuild of the drivetrain and running gear. Happy People? A genial identity for such a fierce bolide. Still, it makes everyone smile.

Which brings us to the Goodwood Festival of Speed's Rally stage. I asked Johan's friend, Alan Benjamin from Denver, for his impression of hurling it around the Goodwood rally course. 'Absolutely fantastic, and a huge grin every run,' enthuses the laconic Colorado man. 'I am one of the few American rallyists here; we don't really do rallying in the USA that much. Except for Pike's Peak, which is now all paved. But Johan, my best Porsche buddy in Belgium, allows me to do this, and then he comes over to the US and races some of my Porsches at Laguna Seca,

so we have a good international alliance.

'But the Goodwood rally track is narrow, it's pot-holed and the edges of the track, as we would say in the US, are trees, so when you're driving someone else's expensive car you try and leave a little bit out there and let the car owner and the pros really go for it. But it's absolutely fantastic and the car is getting better every day.'

What about the particular methodology of driving a loose, off-road rally stage? 'The skill sets are completely different. There are way bigger slip angles, and if you had that much slip angle on pavement you would be dramatic but overall you would be slower, a lot more power and oversteer, less four-wheel drifting, but either way, it's a blast!' From last year's 3m 24s in the Bastos car, Johan managed 3m 11s in the Eklund car. 'We could have done better if the gearbox and final drive were more adapted to the terrain,' mused Johan. 'If this had been the case, 3m 05s would have been possible.'

The Happy People SC remained in Per's ownership for 35 years, and that's a testimony in itself, even though it got neglected latterly. But now it's in Johan's tenure, benefiting from a nut-and-bolt rebuild, and knowing of his penchant for letting his beast off the leash, we'll be seeing lots more of the car in historic rallies. Happy days! **CP**

*Car sits higher than average rally g11 – a necessity considering its intended use on hard Scandinavian events. Happy People logos make the car popular with the public – especially the kids!*

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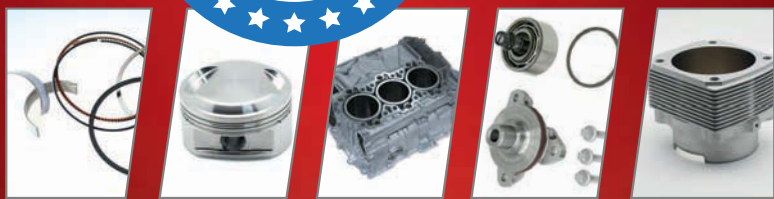
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# THE BIG ONE

Porsche had been building sports racing cars and winning since 1953, but outright victory at Le Mans demanded a new kid on the block. The 917 was the answer, but it had a troublesome upbringing...

Words: Paul Davies

Photos: Porsche AG, Paul Davies Archive and where credited

It must be one of the biggest – if not *the* biggest – moments in Porsche history. It's April 1969 and a row of 25 new sports racing cars are lined up in Stuttgart for a brace of sceptical observers from the *Commission Sportif Internationale* to inspect. They are offered a bunch of keys and invited to fire up any car they like. The pair, Dean Delamont from Britain's Royal Automobile Club, and Herbert Schmitz, his German counterpart, decline the offer but do pull one car out from the line for detailed inspection.

The month previously, the CSI men (representing the sporting arm of the *Federation International Automobile*, the FIA) had visited Porsche and been shown a few completed cars, plus the necessary bits to make the

number of vehicles required for homologation into Group 4 for Production Sports Cars. But the FIA were braced off with the 'intent to manufacture' ploy used many times before by various concerns and demanded the real thing. On that second visit Ferdinand Piech, manager of Porsche development, and his team had done it – the 917 was ready to race!

And race it did. After a traumatic start, Porsche's biggest sports car to date pulverised the opposition. In just three years' life, the 917 won 15 out of 24 World Championship races entered, including a double victory at Le Mans. After the first year, Porsche turned over the running of their Big One to factory-supported and private





teams, manufacturing no fewer than 43 cars for International racing to service their requirements.

Technically, the 917 was not rocket science, designed under the direction of Hans Mezger it followed the well-proved formula for the much smaller sports racing cars built before. The chassis was an aluminium tubular space frame, and the body glassfibre with a domed transparent cover over the engine to improve rear vision for the driver.

The driver sat well forward in the chassis, with the flat-12 engine immediately behind the cockpit, and the transmission at the rear. In original guise, the tail spoiler was linked to the rear suspension, increasing downforce when required – but this system was banned by the FIA late in 1969.

Suspension was typical Porsche racing practice: wishbones all round with titanium coil springs over gas-filled dampers, and anti-roll bars front and rear. Steering was rack and pinion in a magnesium housing, and the magnesium wheels were 15in in diameter.

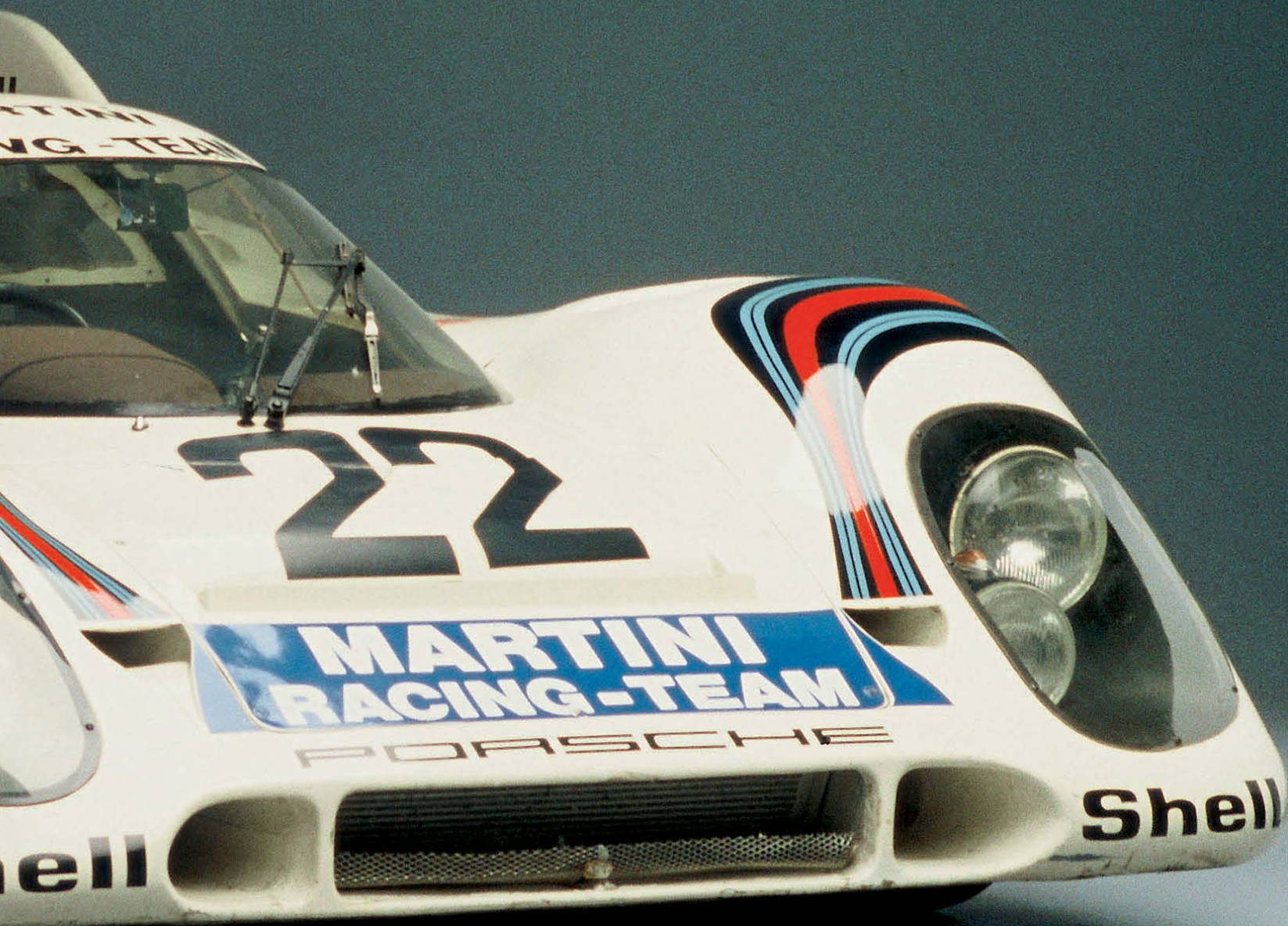
Porsche had new disc brakes developed by ATE for the 917, with four-piston calipers made from titanium and aluminium operating on solid discs, although in the first year these proved to be inadequate. From 1970 the British

JWA team adopted a Girling caliper with larger-diameter pistons, whilst German entries used a similarly revised ATE unit. Cross-drilling of the discs further improved braking efficiency for 1971. The final brake specification was adopted for the production 930 Turbo of 1975.

The engine seemed totally new, but it wasn't. The power unit of the 917 was, in essence, two six-cylinder 911 air-cooled units fixed in line, with a central gear between the two driving an output shaft to the rear mounted clutch and transmission. Two different crankshafts were used: one a (long) one-piece design with the central gear cut into the forging, the other two individual cranks welded to a separate central gear.

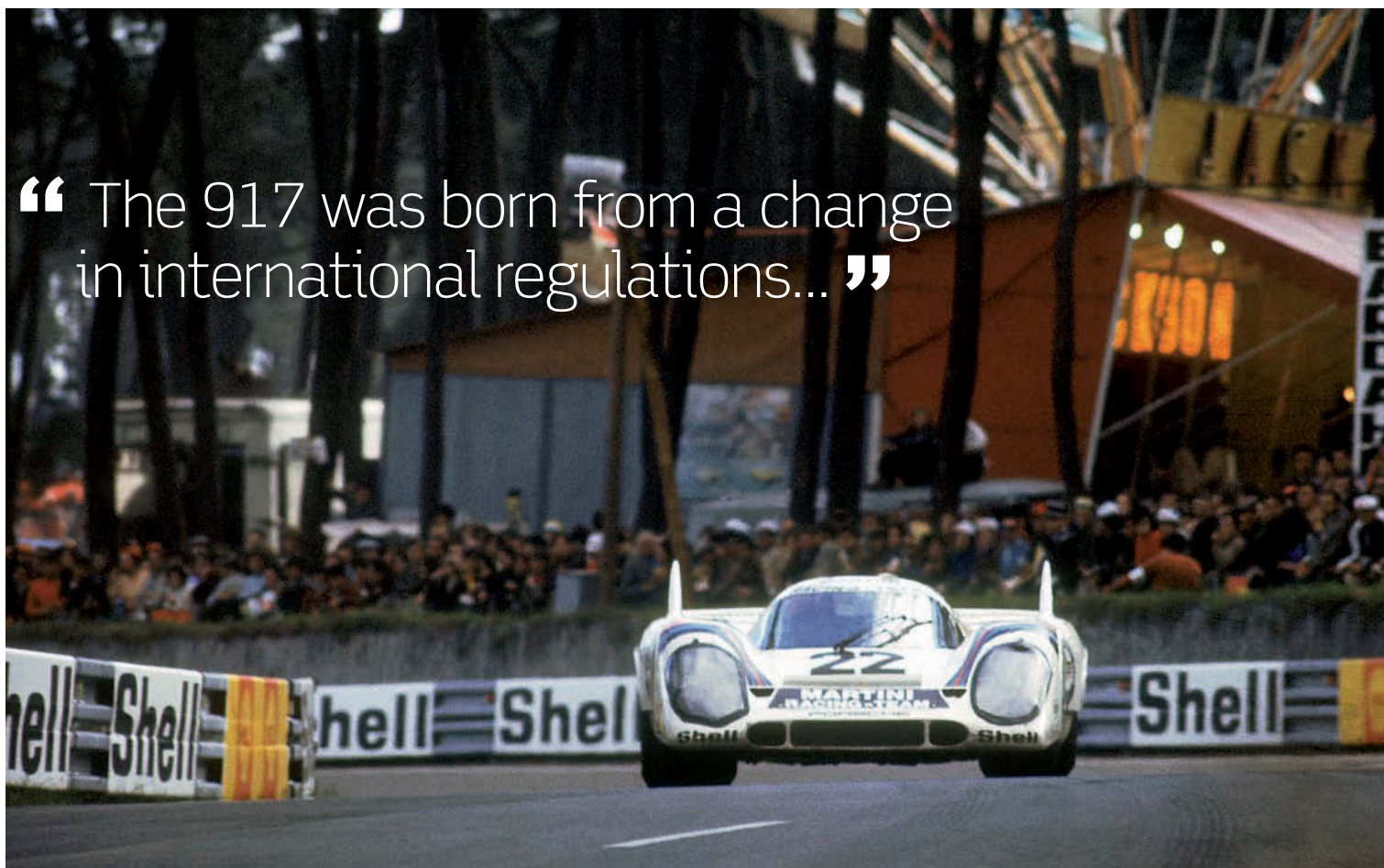
The gear also powered the flat, central, engine cooling fan and ancillaries, such as the oil pumps and ignition distributors, through a number of output shafts. The camshafts were also driven by a gear train from the crankshaft, unlike the chains of the 911 or the shafts and bevel gears of the four-cam Type 547 engine used in the old Spyders.

Bore and stroke of the first of the 917 engines was the same as the 908 (85mm x 66mm), giving a capacity of 4494cc. With 86mm bore and 70.4mm crank throw the





“ The 917 was born from a change in international regulations... ”



capacity became 4907cc, and with an increase of piston diameter to 86.8mm was 4,999cc – knocking on the 5.0-litre category limit.

With two valves per cylinder driven by two overhead camshafts per bank of cylinders, fired by twin-plug ignition and running with Bosch mechanical injection, the original engine developed 560bhp at 8300rpm, the interim 4.9-litre unit (debuted at Monza 1970) gave 600bhp and the final specification 5.0-litre engine (from Brands Hatch 1971) a heady 630bhp.

Like many of the early Porsche sports racers, the 917 was born from a change of the international regulations. The 550 and 718 Spyders, the 904GTS, and then the 906/7/8-series cars, had all been winners, but outright victory in the most prestigious race of all, at Le Mans, had eluded the company.

Ford won the 24 hours classic in 1966 and '67 with their 7.0-litre Ford GT, but when the FIA changed the rules for 1968 and introduced a 3.0-litre limit for the (Group 6) prototype category, it seemed Porsche's eight-cylinder

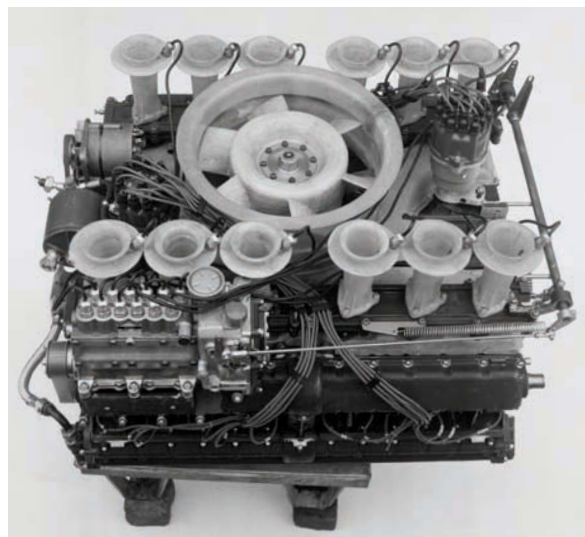
engine, specifically in the 908, could put the marque right up at the front.

But the FIA complicated matters by also introducing a 5.0-litre limit for Group 4. The John Wyer run Gulf team carried on the Ford tradition by taking victory in France in '68 with the 4.9-litre GT40 finishing ahead of a private Porsche 907 and factory 908. Despite a weight advantage, with just 350bhp available Porsche could not match the 500bhp of Ford.

Initially the FIA had put a 50-car production requirement on the new Group 4, making the GT40 probably the only truly eligible and competitive car, and Porsche had professed no interest in building a car in such numbers. But somehow (was it pressure somewhere?) the FIA relented and halved the number. Porsche dithered, until Ferrari announced it would build 25 examples of the 5.0-litre 512S. Porsche took the bait.

In fact, while Mezger and his men set to work with true Teutonic efficiency in June 1968 to design and develop their Group 4 contender, Ferrari dallied (perhaps a nice long

*Second Le Mans win for Porsche in 1971 was provided by the Martini Racing 917K driven by Helmut Marko and Gijs van Lennep. 917.053 (with tail fins) was the last Group 4 car made*



*Far left: That famous picture – Porsche lines up 25 cars at Stuttgart in 1969 for the FIA observers to agree the 917 can run as a Group 4 production sports car*

*The flat-12 engine was, effectively, two 911 motors in-line with a central power take-off. The engine was officially Type 912 – the '912' car was officially '902' but this could not be used*



The cut-down bodywork on the 917P (Can Am prototype) Spyder (Siffert driving) revealed the problem behind the Group 4 car's instability at speed during tests at Zeltweg late in 1969

Far right: Debut race for the 917 was the 1000kms at Spa-Francorchamps in May 1969 with Gerard Mitter driving, but the car failed with a broken valve on the opening lap



Italian lunch?) and consequently only Porsche made it to the start line at La Sarthe the following year. But the dream debut didn't happen, and it was another win for the JW Automotive Gulf GT40, with drivers Jacky Ickx and Jackie Oliver. Porsche would have to wait another year...

Homologated on 1st May 1969, the 917 made its first race appearance at the Spa 1000kms just 11 days later with Gerard Mitter at the wheel of a 917K short-tail (*kurz*) version (chassis number 917.004 in fact) but it suffered a broken valve on the opening lap. Two weeks later the same car appeared at the Nürburgring 1000kms and, with orders to finish at all costs, crossed the line in 8th place, Frank Gardner and David Piper driving after BMW had refused to let their contracted men Dieter Quester and Hubert Hahne race in the car.

The early races of the 917 had revealed far from perfect performance. The car was very fast, with 240mph predicted on the Mulsanne Straight at Le Mans, but not at all stable. In its first month of existence several experienced drivers opted not to take the wheel.

Four of the new cars, 917LH in long-tail (*langheck*) form, were entered for Le Mans, three from the factory and one by British privateer John Woolfe. Vic Elford and Richard Attwood were to drive chassis 008, Rolf Stommelen and Kurt Ahrens shared 007. Woolfe's car, with Digby Martland nominated as second driver, was 005, and 006 was a spare car that did not race.

Porsche nearly did not race the 917 at Le Mans. The FIA attempted to ban the movable rear wing (they had outlawed such devices in Formula One) but, after a bit of blackmail from Porsche team manager Rico Steinemann

(you allow our wing as homologated or we go home) the big cars were permitted to race without changes.

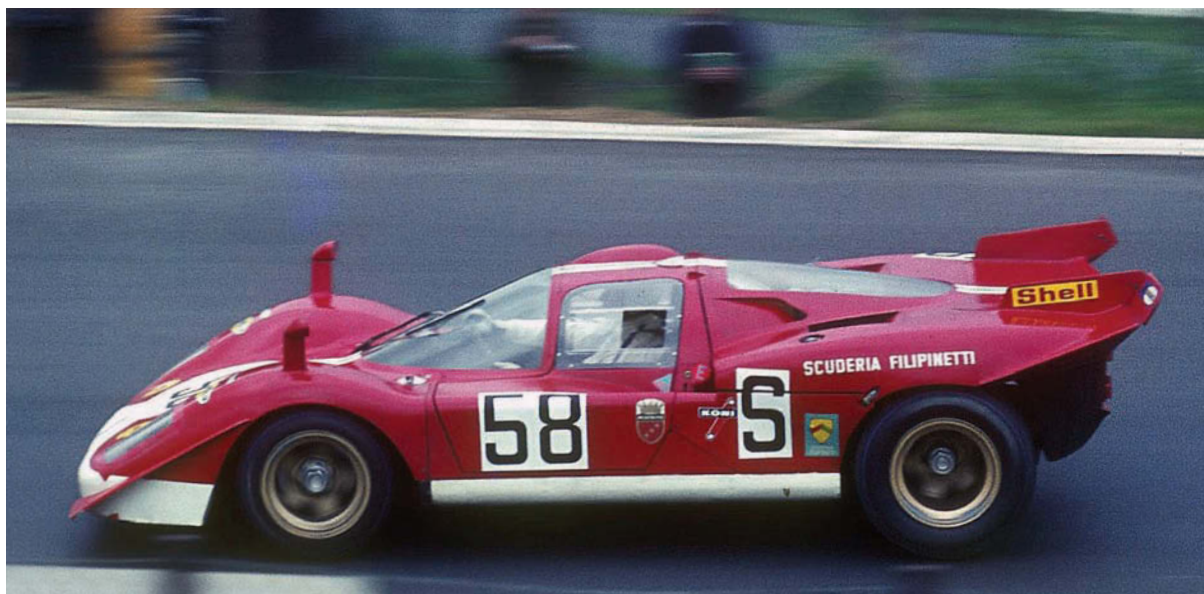
Whilst almost all of the named drivers were Porsche experts, John Woolfe was a bit of an outsider. He had raced high-power sports cars, including a V8 Formula One-powered Chevron, but had no experience of the 917. In fact Ahrens qualified 005 in eighth place, some 13 seconds behind pace-setter Stommelen.

The trusty Herbert Linge was put forward by Porsche as the man to start the race in 005 after Martland declared the car too much of a handful. But Woolfe, as team owner, opted to be the man to sprint over the track for the traditional Le Mans start.

Le Mans '69 goes down in the annals not just for the debut of the 917 but also because it was the last time the sprint over the track to the cars would take place. Jacky Ickx made his protest by strolling over the Tarmac and carefully belting-up before setting out in the Gulf GT40.

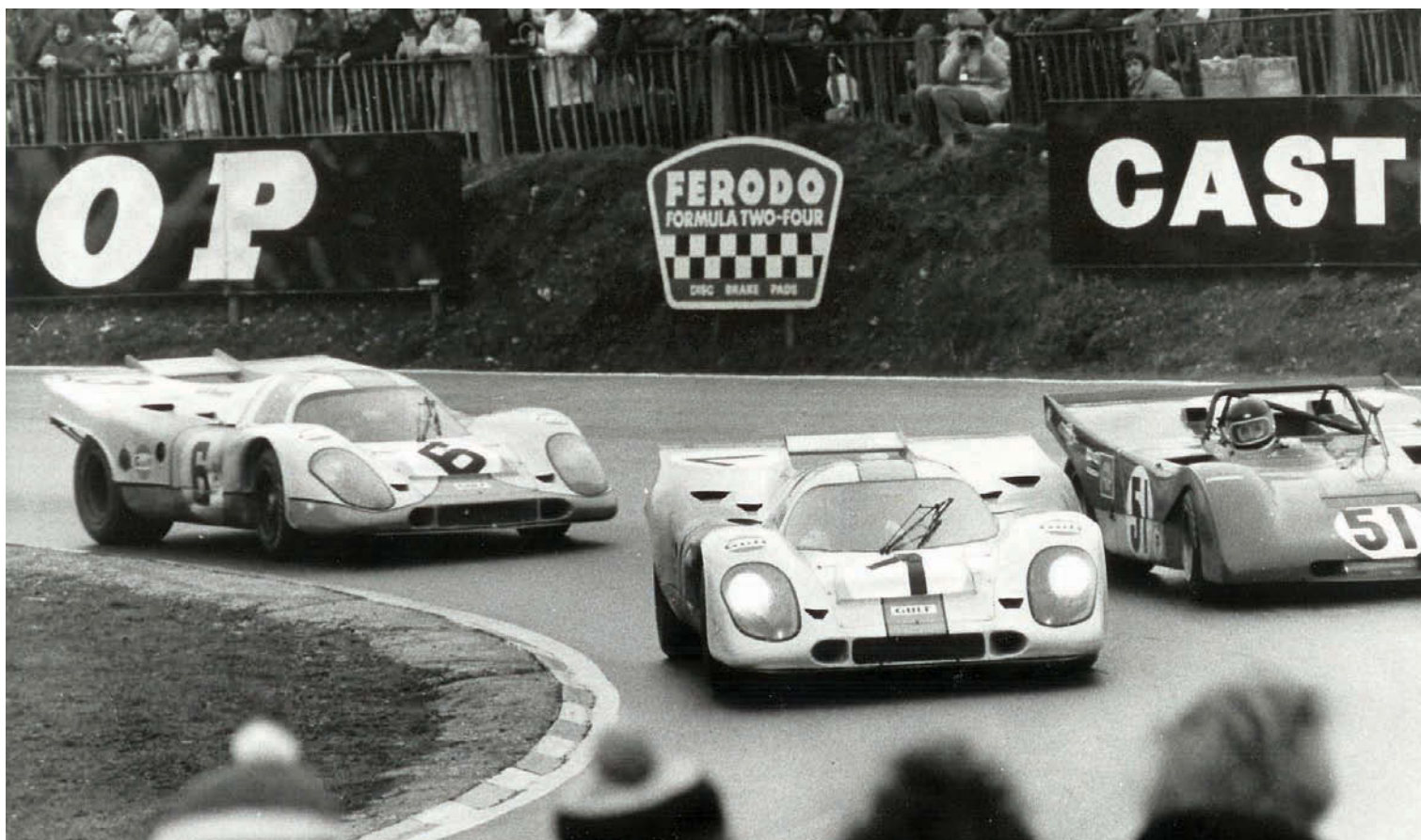
Woolfe lost control towards the end of the first lap near White House. The blue-yellow striped long-tail got two wheels on the grass, broke up, and burst into flames, the fuel tank hitting the following Ferrari of Chris Amon. Amon was unhurt, but Woolfe died on his way to hospital. It later emerged he had been unable to fasten his seat belt after the sprint start.

Victory for the new Porsche seemed possible. The Stommelen/Ahrens car pulled out after 148 laps with clutch failure, and Elford/Attwood settled down as race leaders. But with two hours remaining the surviving 917 was wheeled away with a broken transmission. Victory went, again, to Ford with the perambulating Ickx, and



The announcement Ferrari would make 25 of their 512S kick-started Porsche's own project (KS)





Jackie Oliver, in the Gulf GT40, ahead of the Porsche 908 of Hans Herrmann and Gerard Larrousse.

After Le Mans, Porsche were very much aware they needed to revise the 917, and so concentrated on continuing to race the proven 908. The big cars next raced at the Austrian 'Grand Prix' – it was actually a 1000kms sports car race – late in the season at the Österreichring, with the quasi-factory entry of private owner Baron von Wendt, driven by Jo Siffert and Kurt Ahrens giving the model its first victory. The second car, an all-English affair entered by David Piper and driven by Richard Attwood/Brian Redman, finished third.

Piper bought the winning car after the Austrian race. Took it (with modified flaps on the short tail) to South Africa for the end-of-year Kyalami 9 Hours and – sharing with Richard Attwood – recorded the second flat-12 victory of the first year.

During the second half of 1969, JW Automotive and Porsche had agreed plans for the following year. Porsche would concentrate on building and supplying the 917 for others to race whilst JWA took over the running of the factory cars, in the Gulf Oil colours that had previously adorned the GT40.

Immediately after the Österreichring race, Porsche and JWA stayed behind at the Zeltweg circuit to set about

solving the problems, originally thought to be due to the chassis flexing – something that perplexed Porsche because they knew the structure was one of the stiffest yet. JWA's John Wyer and John Horsman worked alongside factory technicians led by Peter Falk, with Brian Redman and Kurt Ahrens test driving.

The 'eureka' moment was provided by an extra car Porsche brought along – a cut-down coupé intended as a prototype for the Can-Am series in the USA and designated 917P. Back to back driving of the Österreichring race cars and the 917P revealed the high-speed instability problem of the Group 4 car was caused by the aerodynamics.

Chopping bodywork, particularly at the tail, and riveting on aluminium extensions considerably reduced the lap times of the race car and – more importantly – made it a lot easier to drive. The extra speed, however, revealed inadequacy in the braking department. Porsche went away with the necessary knowledge to turn the 917 into a driveable winner, that would give the marque domination in World Sports Car racing for the following two seasons.

Based on the crude bodywork modifications developed at Zeltweg, the revised 917K featured a flat, rising tail that was shorter than the original *kurz* models Porsche had raced in '69. In addition the braking problem was

*Pedro Rodriguez leads Jo Siffert during the early stages of the 1970 BOAC 1000. Rodriguez's win on a (later) rain soaked track is an all-time racing great. I was there!*



*Far left: The factory entered 917LH of Elford/Attwood almost made it to the Le Mans flag in 1969, but retired two hours short with transmission failure after leading for much of the race*

*John Woolfe with 917.005 before the start of the 1969 Le Mans. Woolfe was to fatally crash on the opening lap, ending the traditional driver sprint start (Photo: J Woolfe Racing Archive)*



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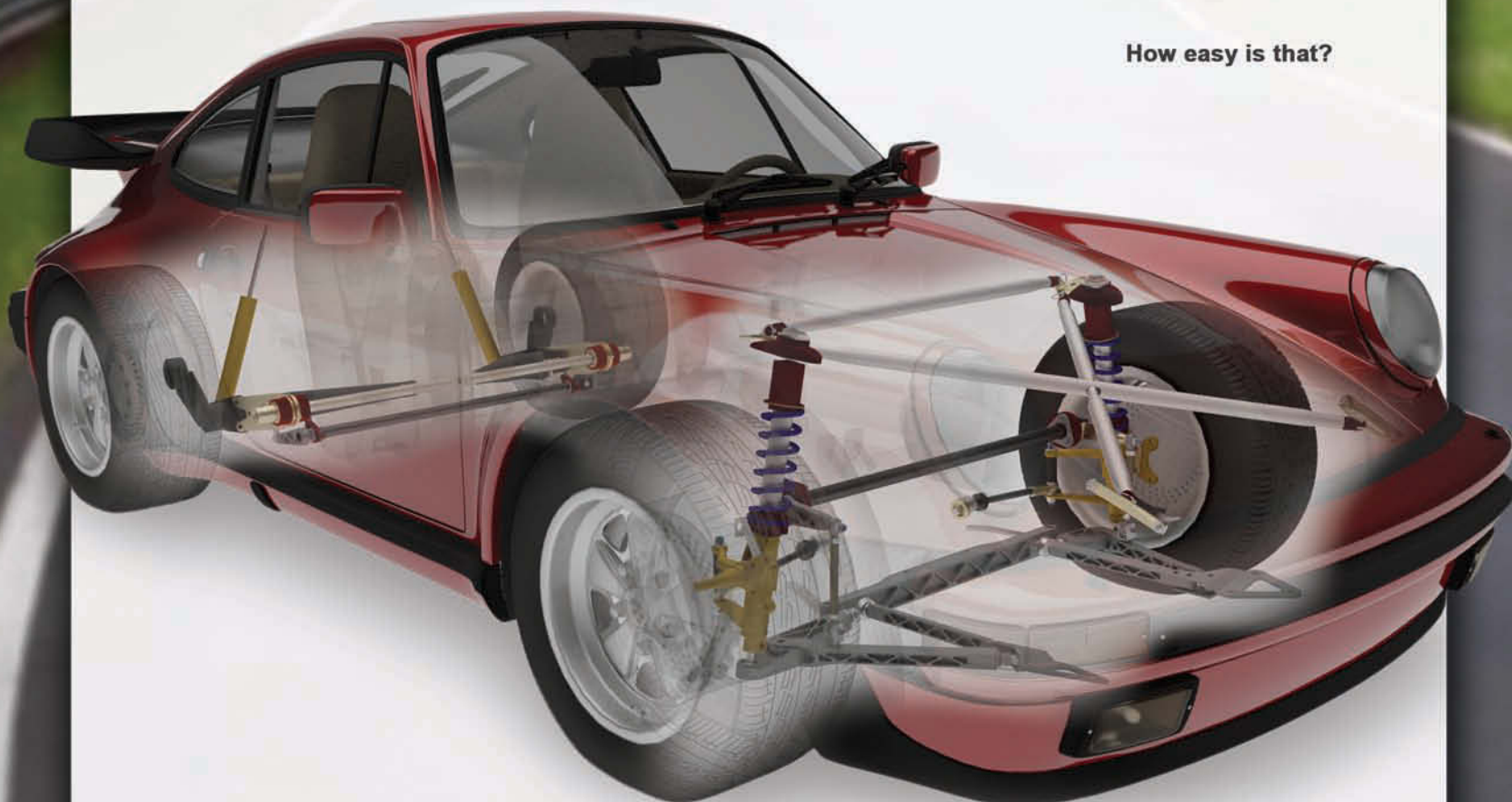
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Far left: Mark Finburgh owns 917.013, re-chassis'd as 034 after a crash during filming of 'Le Mans'. The car won five races, including the last-ever for the Group 4 car in 1971. It's now in a museum near Spa, Belgium (Photo: Finburgh)

Left: Marko/van Lennep 917 pulls away from the pits at Le Mans 1971. Car now resides in the Porsche Museum at Stuttgart

addressed with the use of improved calipers, and (later) cross-drilling of the discs.

Additional modifications included a revised clutch plate and a heavily finned and strengthened transmission casing. The track was increased and wider wheels (10- to 12in at the front and 15- to 17in at the rear) fitted in wider bodywork.

The 1970 season was a straight-off success for Gulf Porsche. At the Daytona 24 Hours the 917K of Pedro Rodriguez/Leo Kinnunen took the flag ahead of the similar car of team mates, Jo Siffert/Brian Redman. Third place went to the car that kick-started Porsche to build the 917, the Ferrari 512S of Mario Andretti/Arturo Merzario/Jacky Ickx making its race debut. For the rest of the year Ferrari was to provide the biggest competition to the factory-supported and private 917 teams.

The Ferrari 512S came good at Sebring a month later, with the only finishing Gulf Porsche being the Rodriguez/Siffert/Kinnunen car in 4th place. The race also saw the first appearance of the US Porsche-Audi team, but both 917K entries failed to finish.

Most times the marques met in 1970 Porsche defeated Ferrari, with the Gulf team dominant, but at Le Mans it was the 'private' Porsche-Salzburg team (owned by Louise Piech, daughter of Dr Ferdinand Porsche and mother of

Ferdinand Piech) 917K of Richard Attwood and Hans Herrmann that triumphed. Second place went to the Martini Racing 917LH of Gerard Larrousse and Willy Kausen; the only significant victory for the long-tail.

Le Mans 1971 was another win but, again, it was not the official factory team that took the flag. Instead, victory went to the Martini Racing 'K' of Helmut Marko and Gijs van Lennep, with the Gulf Porsche of Richard Attwood and Herbert Muller following. The Martini short-tail car sported vertical fins at the rear, whilst the JWA short-tail had the 'wedge' back first developed after the Zeltweg tests, but with an additional central spoiler.

The last major victory for the Group 4 car came at the 1000kms race run on the banked Montlhery circuit near Paris on October 17, 1971, Derek Bell and Gijs van Lennep driving one of the most successful of all the JWA cars, chassis 013/034. Then, perhaps because of the way Porsche had steamrollered the opposition, the FIA announced that sports cars competing in the World Championship the following season would be limited to just 3.0-litres.

It wasn't quite the end of the 917. Porsche turned their attentions to CanAm racing in the USA, and the European Interseries, where radical developments of the 917 would rule for several seasons. But that's another story. **CP**

The Big One at last! The factory-supported 917K of the Porsche-Salzburg team took victory at Le Mans in 1970 with Richard Attwood and Hans Herrmann driving





# PORSCHE 917: SIGNIFICANT INTERNATIONAL RESULTS AND RETIREMENTS

## 917 PROFILE

Race	Country	Drivers	Entrant	Car	Chassis	Result
Race 1969						
Spa 1000kms	Belgium	Mitter	Pors	917K	004	DNF(engine)
Nürburgring 1000kms	Germany	Gardner/Piper	Pors	917K	004	8th
Le Mans 24hrs	France	Woolfe/Linge	JWR	917L	005	DNF (accident)
		Stommelen/Ahrens	Pors	917L	007	DNF (clutch)
		Elford/Attwood	Pors	917L	008	DNF (trans)
Oster'ring 1000kms	Austria	Ahrens/Siffert	Wendt	917K	009	1st (First Win)
		Attwood/Redman	Piper	917K	010	3rd
Kyalami 9hrs	South Africa	Attwood/Piper	Piper	917K	010	1st
Daytona 24hrs	USA	Rodriguez/Kinnunen	JWA	917K	015	1st
		Siffert/Redman	JWA	917K	014	2nd
		Ahrens/Elford	PorK	917K	011	DNF (fuel tank)
Sebring 12hrs	USA	Rodriguez/Kinnunen/Siffert	JWA	917K	013	4th
		Siffert/Redman	JWA	917K	009	DNF (accident)
		Elford/Ahrens	PorA	917K	019	DNF (accident)
		Herrmann/Lins	PorA	917K	020	DNF (engine)
BOAC 1000kms	UK	Rodriguez/Kinnunen	JWA	917K	016	1st
Brands Hatch						
		Elford/Hulme	PorK	917K	023	2nd
		Attwood/Herrmann	PorK	917K	020	3rd
		Siffert/Redman	JWA	917K	004	DNF (accident)
Monza 1000kms	Italy	Rodriguez/Kinnunen	JWA	917K	016	1st
		Siffert/Redman	JWA	917K	009	12th
		Attwood/Herrmann	PorS	917K	020	DNF (engine)
		Elford/Ahrens	PorS	917K	023	DNF (tyre)
Spa 1000kms	Belgium	Siffert/Redman	JWA	917K	014	1st
		Elford/Ahrens	PorS	917K	023	3rd
		Laine/van Lennep	AAW	917K	021	5th
		Attwood/Herrmann	PorS	917K	020	6th
		Rodriguez/Kinnunen	JWA	917K	004	DNF (trans)
Le Mans 24hrs	France	Attwood/Herrmann	PorS	917K	023	1st
		Larrousse/Kausen	Mart	917LH	043	2nd
		Siffert/Redman	JWA	917K	004	DNF (engine)
		Rodriguez/Kinnunen	JWA	917K	016	DNF (cooling)
		Hobbs/Hailwood	JWA	917K	026	DNF (accident)
		Elford/Ahrens	PorS	917LH	042	DNF (engine)
Watkins Glen 6hrs	USA	Rodriguez/Kinnunen	JWA	917K	016	1st
		Siffert/Redman	JWA	917K	014	2nd
		Elford/Hulme	PorA	917K	019	4th
		Attwood/Ahrens	PorA	917K	020	6th
		Larrousse/van Lennep	Mart	917K	021	9th
Imola 500kms	Italy	Bell/Redman	JWA	917K	016	1st
		Rodriguez/Kinnunen	JWA	917K	026	DNF
Oster'ring 1000kms	Austria	Siffert/Redman	JWA	917K	026	1st
		Elford/Attwood	PorS	917K	023	4th
		Rodriguez/Kinnunen	JWA	917K	016	DNF (engine)
		Ahrens/Marko	PorS	917K	020	DNF (fuel)
1971						
Daytona 24hrs	USA	Rodriguez/Oliver/Siffert	JWA	917K	013/34	1st
		Siffert/Bell	JWA	917K	004/017	DNF (engine)
		Marko/Lins	Mart	917K	019	DNF (accident)
		Elford/van Lennep	Mart	917K	023	DNF (accident)
Sebring 12hrs	USA	Elford/Larrousse	Mart	917K	020	1st
		Rodriguez/Oliver	JWA	917K	009	4th
		Siffert/Bell	JWA	917K	026/031	5th
Brands Hatch 1000kms	UK	Siffert/Bell	JWA	917K	014/029	3rd
		Joest/Kausen	Usdau	917K	022	6th
		Larrousse/van Lennep	Mart	917K	023	9th
		Rodriguez/Oliver	JWA	917K	015/035	DNF (engine)
		Elford/Redman	Mart	917K	019	DNF (fuel tank)
Monza 1000kms	Italy	Rodriguez/Oliver	JWA	917K	013/034	1st
		Siffert/Bell	JWA	917K	004/017	2nd
		Joest/Kausen	Usdau	917K	022	7th
		Marko/van Lennep	Mart	917K	019	DNF (throttle)
		Elford/Larrousse	Mart	917K	020	DNF (throttle)
Spa 1000kms	Belgium	Rodriguez/Oliver	JWA	917K	013/034	1st
		Siffert/Bell	JWA	917K	004/017	2nd
		Joest/Kausen	Usdau	917K	022	4th
		Elford/Larrousse	Mart	917K	012/021	DNF
		Marko/van Lennep	Mart	917K	019	DNF
Le Mans 24hrs	France	Marko/van Lennep	Mart	917K	053	1st
		Attwood/Muller	JWA	917K	026/031	2nd
		Rodriguez/Oliver	JWA	917LH	043/044	DNF (engine)
		Siffert/Bell	JWA	917LH	045	DNF (engine)
		Larrousse/Elford	Mart	917LH	042	DNF (engine)
		Kausen/Joest	Mart	917K	001	DNF (accident)
Osterreichring 1000kms	Austria	Rodriguez/Attwood	JWA	917K	013/034	1st
		Siffert/Bell	JWA	917K	004/017	DNF (clutch)
		Marko/Larrousse	Mart	917K	?	DNF (accident)
Watkins Glen 6hrs		Siffert/van Lennep	JWA	917K	014/029	2nd
		Bell/Attwood	JWA	917K	015/035	3rd
Barcelona 1000kms (Montjuich)	Spain	Bell/van Lennep	JWA	917K	013/034	2nd
Paris 1000kms (Montlhery)						
		Bell/van Lennep	JWA	917K	013/034	1st

ABOVE: The 'official' factory-supported Gulf-Porsche team took most victories, with 13 wins in two seasons. This is Bell/Siffert at Spa in 1971: note small additional trim tab centre on rear deck

## THANKS TO:

Mark Finburgh, owner of 917.013/034  
Porsche AG Historical Archive

John Woolfe Racing Archive

References:

'The Porsche Book', Jurgen Barth and Lothar Boschen

'Blue and Orange, the history of Gulf motor sport', Michael Cotton

'Excellence was Expected', Karl Ludwigsen

'Automobile Year', 1969, 1970 and 1971

Race statistics:

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

## Entrants:

Pors - Porsche factory (D)  
Piper - David Piper Racing (UK)  
JWR - John Woolfe Racing (UK)  
Wendt - Baron Von Wendt (D)  
JWA - JW Automotive Engineering, Gulf Porsche (UK)  
PorK - Porsche Konstruktionen KG (A)  
PorA - Porsche-Audi (USA)  
PorS - Porsche-Salzburg (A)  
AAW - Team AAW (SF)  
Mart - Martini Racing Team (D)  
Usdau - Team Auto Usdau (CH)







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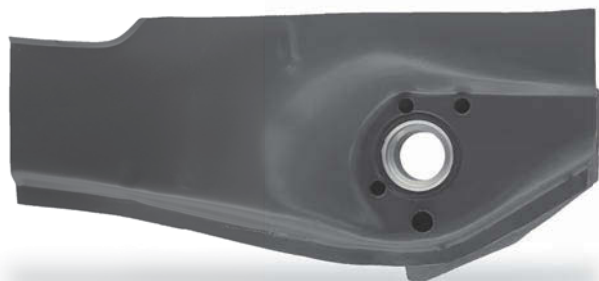
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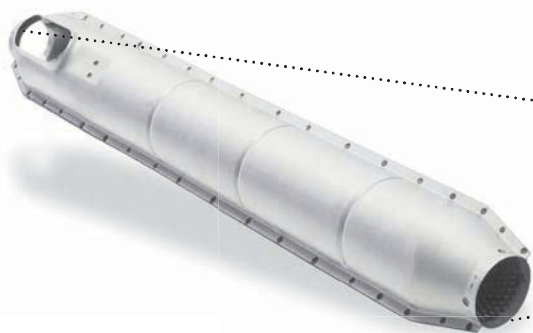
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# The TARGA Man

Harald Wagner has worked for Porsche for 60 years: he is credited with coming up with the name 'Targa', got many of Germany's young VIPs into the company's products and fought with success against bare-basics 356 and 911s

Words: Christian Steiger

Photos: Porsche Archiv and G von Sternenels (*Auto Bild*)









**T**he call came at ten o'clock in the morning. By two o'clock Harald Wagner was in the Porsche Experimental workshop looking at what he describes as 'two g11s that had been defaced by giant metal stirrups'. Then he adds, 'but we had to sell the car and to do that we needed a name.'

Thus begins one of the more momentous stories that Harald, in his impeccable blue suit, can tell from his 60 years at Porsche. And he tells it like it happened three weeks ago rather than way back in 1965.

'So we started with what we would call a "brainstorming session" these days,' says Harald with a faint smile and his strong Swabian accent pronouncing it 'Breehn-Schdorming'. 'Someone had the idea that we should name the car after a racetrack, but half the names had already been used and the others didn't sound right: Daytona, Le Mans, Nürburgring...

'We discussed "Targa Florio" but we were worried that customers might start dropping the first word, abbreviating "Florio" – and "Flori" sounded a bit, well, effete. So then we thought, what if you took the "Florio" away completely?'

Targa. A name which has long-since transcended the original car and entered the language as a generic term, like 'Hoover' or 'Xerox'. And no, Harald swears he didn't know that the word means 'shield' in Italian. Happy coincidence, then, for a car that would go down as the first high-safety convertible in history.

Harald Wagner is now 90 and has reams of such

anecdotes. And they all relate to the company he has served since 1954. Many tell of how a mixture of talent and improvisation gradually created one of the greatest sportscar companies in the world.

Herr Wagner, we should point out, may well technically be a pensioner but he's never really stopped selling Porsches. In fact he reckons he's sold about 400 since his official retirement day. Not that he's counting...

Harald Wagner's career began in 1945 with a bike. He'd returned to Swabia as a 21-year-old after the war, with no profession and with a paralysed left hand due to a gunshot wound. The bike was needed to get to and from hospital for regular checkups. The bike itself needed regular puncture repairs and he found himself hanging out in the shop that fixed them.

He remained as an apprentice and, alongside bikes and sewing machines, he sold BMW motorcycles and Mercedes and NSU cars. Later he moved on to Hanomag tractors before finally landing at Porsche – a young sports car company looking for staff with dealership experience. It should be noted that, as is well known, the Zuffenhausen company was a family business and it just so happens Wagner's mother was a sister of Dorothea Porsche, wife of the chief executive.

These are exciting times; the 356 is already selling overseas but Porsche is still a very small concern, with only 320 employees. 'Most of the managers were former army officers,' says Wagner, 'and I was the only one who

*Harald Wagner swears he never realised that the word 'Targa' meant 'shield' in Italian, naming the car after the famous long-distance road race*





knew the car trade.' And soon all the Porsche dealers knew the young Wagner.

He would have been hard to avoid: most of the dealers had neither a Porsche demonstrator nor anyone to really show it off. If you wanted to buy a 356 at this time you would be told 'Go to Stuttgart-Zuffenhausen, knock at the door and ask for Mr Wagner'. The customer would then get the guided tour of the plant, be shown the finished cars and then, assuming all went well, sign a contract. Test

new 356 imparting his displeasure: 'I had never sold a car to a customer in Berlin and therefore didn't know about the extra importation paperwork required for the (then divided) city'.

Customer collection from the factory was initially less the 'feature' it is today and more a necessity due to a lack of any other option, but Wagner turned it into more of an experience. 'Some took it for a waste of time, but most customers were struck by the amount of effort and hand-

*Above left: Alfried Krupp von Bolen und Halbach collects his 356B from the factory – it was fitted with a rear windscreen wiper.*

*Above: A young Wagner with Ferdinand Porsche at the top of the Grossglockner Pass*

“ You would be told ‘Go to Stuttgart-Zuffenhausen, knock on the door and ask for Mr Wagner... ”

drives tended not to happen, 'Simply because we didn't have any spare cars much of the time'.

Thus the cream of the emerging German Republic would be sold their sportscars by Harald Wagner personally: Herbert von Karajan, the conductor; Rainer Günzler, the sports reporter; Bernhard Sprengel, the chocolate tycoon and patron of the arts; Eduard Rhein, editor of 'Hörzu' and best-selling author, and Georg Thomalla the actor, whose gravitas-laden tones Wagner had on the phone a few days after receiving delivery of his

finishing that went into every car – this always contributed to the buying experience. We also always accommodated customer requests where possible – however strange. We once matched the colour of a new 356 Cabriolet to the poodle of a banker's wife...'

Then there was Alfried Krupp von Bolen und Halbach – the last German steel baron – who bought seven Porsches until his untimely death in 1967, all in the same dark grey. He was also the first customer to request a rear window wiper on the 356. And one day he suddenly decided he

*From left to right: Ernst Fuhrmann, Herbert von Karajan, Richard von Frankenberg and Harald Wagner discussing the details of von Karajan's special-order Carrera RS*







**Above:** Wagner still drives a 911, with his own distinctive Stuttgart licence plate

**Above right:** Wagner arranged for this 904, driven by Paul Frère, to be filmed during the 1964 Nürburgring 1000km event for broadcast on the ZDF television channel

**Below right:** Harald Wagner presents the keys of a new Carrera RS to up and coming German football star, Uli Hoeness  
**Below:** There are many happy memories at Porsche

wanted chromed wheels on his new 356 despite it already sitting, completed, in the delivery yard. One word from Herr Wagner and this was 'rectified' in the shortest possible time.

It was through requests such as these that he realised the value of the options list. In fact he wrote the first options and accessory list on his typewriter in 1955. These days the Porsche options and customisation list is a weighty tome and a legend in its own right. It was also he who fought to have a sunroof made available on the 911 despite it not originally being planned.

'The engineering teams wanted to avoid it as they thought the customers would get their hair caught! What complete nonsense!' Harald Wagner, as always, got his way and the new car was re-engineered accordingly.

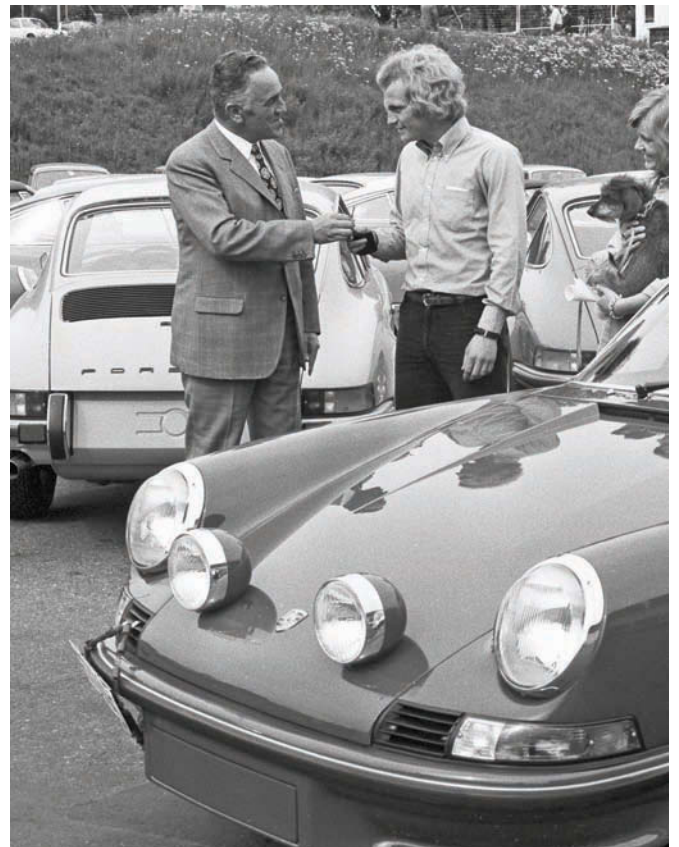
Indeed it is likely to be due to Wagner that the 911 range is quite so extensive today, but he explains that Porsche wanted to compete on level terms with Mercedes and therefore 'we had to offer a convertible and an automatic'.



Wagner loved the 911 from the start but he was also very fond of the 928. 'It was a great car. OK, we had a few issues to begin with, but never with the engine or gearbox, only small stuff.' He's had both as company cars, always in a shade of dark blue known as 'Wagner blue' – it's his wife Christa's favourite colour. She was the one responsible for getting him to move from Hamburg to Stuttgart all those decades ago. They even used a prototype 911 on their wedding day.

Naturally Harald Wagner still drives a dark blue Porsche, this time the very latest 991 – complete with a sunroof, of course – which wears the distinctive S-HW 1111 number plate. At home he keeps a large box of index cards with all of his personal Porsche customers – including one man who has bought 67 Porsches from him over the years!

'What can I say; he always wanted to be the first person in his city to have the latest model!' And Harald Wagner was hardly going to argue with that logic... **CP**





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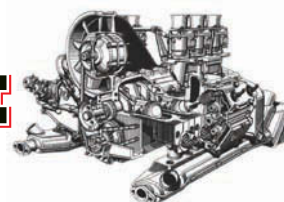
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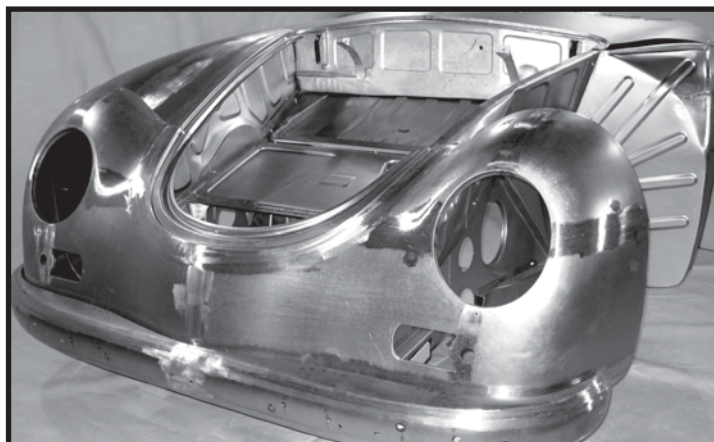
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1948 AFM, built by Alexander von Falkenhausen. Pre-war he was one of the engineers who developed the BMW 328 and post-war he built BMW 328-powered cars at his garage in Munich

# RACERS ON SHOW!

Hamburg's Porsche- and Volkswagen-oriented Prototyp Museum is holding a special exhibition to celebrate the 25th anniversary of the fall of the Berlin Wall, showing a range of cars built in a similar vein to the first Porsches...

Words & Photos: Delwyn Mallett

**O**n display at this amazing museum is a collection of rare German competition cars from the post-war 1940s and the early 1950s – a time when it was still possible for East Germans to travel to the West and German marques from both sides of the divide competed against each other, not just for laurels but ideological supremacy.

And while some of the names in the exhibition, such as Veritas, may be familiar to many, others like AFM, HH, EMW, Klodwig, Baum, Rometsch or Scampolo will almost certainly be less so.

Germany had dominated the world of motor racing before the war with the all-conquering Mercedes and Auto-Union teams vying with each other for top honours. When the victorious allies divided the country into four zones of occupation, the future of German motor racing was of little consequence and the major companies that had survived the war had neither the funds or the incentive to return to motor sport. In fact, they were prevented from doing so by the rather draconian restrictions imposed upon them by the post-war government.

*Below left: 1947/1949 Baum, this was the first East German F2 car, built by Kurt Baum*

*Below right: 1949/1951 Lorenz 1100cc, a swoopy mid-engined design based on Kübelwagen parts*







Above, from left to right: 1950 Klodwig-BMW F2, East Germany's first mid-engined racer, with BMW 328 power and VW Schwimmwagen suspension; 1954 Rometsch Porsche Spyder 1100cc, built in Berlin; 1956 AWE R3, driven by Edgar Barth who moved west to Porsche when the state-funded Rennkollektiv withdrew from racing in 1957; Amazing VW and Porsche-based overhead camshaft engine built using Tatra cylinder heads. A homebuilt forerunner of the Porsche four-cam?; HH48 (for Hermann Holbein 1948) Formula 2 car built to an incredibly high standard by ex-BMW engineer, Hermann Holbein who had been involved with the Veritas project before building his own cars

It was left to privateer enthusiasts to revive motor sport and little more than a year after Germany's May 1945 surrender, motor racing returned to a devastated and impoverished nation. On the 29th of September 1946 50,000 spectators made their way on foot, bicycle or train (travel by private cars was banned) to witness Germany's first post-war road race on an improvised course on the Autobahn near Karlsruhe.

Germany was officially divided in half in 1949 and the communist East, as was the wont of the communist system, soon created the *Rennkollektiv*, a state-sponsored operation to support motor sport.

Arguably the prettiest car in the exhibition and a creation of the *Rennkollektiv* is the delicate 1956 AWE R3 (for *AutomobilWerk Eisenach*, in fact the pre-war BMW factory). Low and sleek with fully-enclosed wheels, this car (above, centre), driven with verve by Edgar Barth, frequently frightened the factory Porsches in the hotly disputed 1500cc class.

By 1957 travel to the West was becoming increasingly difficult for citizens of the DDR, and prospering West Germany had won the technical battle on track and the ideological battle for minds, and the *Rennkollektiv* was terminated. Barth decamped west and to further success

engine, clothed in bodies that ranged from the skeletal to the exotically streamlined.

Very few of the East German *Eigenbaus* have survived so it's quite a treat to see, in the bare metal, the 1100cc Lorenz. This mid-engined Kübel-based car was constructed between 1949 and 1951 in the Saxony workshop of Gottfried Lorenz, and it apparently took an apprentice an entire week to drill the weight-saving holes in its chassis.

Of particular interest to Porsche enthusiasts will be the Rometsch Spyder. Built for the *Renngemeinschaft*, a group of West Berlin enthusiasts, it was also intended to compete in the 1100cc class. The group asked Porsche to sell them a new 550 Spyder, but as it was still under development they were unsuccessful. However, Porsche was willing to help them build a car at the Berlin premises of Rometsch.

Using a modified VW chassis, and completed early in 1954, it competed in 1100cc races, by then held only in the German Democratic Republic (DDR), and fitted with a 1500cc Porsche motor – and badge – it also competed in the 1500cc category.

Builders of larger-capacity cars were also attracted to the torsion-bar suspension of the VW, a good example of which is another *Oestie*. Built in Aschersleben, Saxony, by

“Of particular interest to Porsche enthusiasts will be the Rometsch Spyder...”

Below left: Veritas (built between 1947 and 1953) are probably the most well known and successful of the immediate post war 'specials'

Below right: 1950-1959 Scampolo 975cc was built in 1950 in West Germany with a BMW motorcycle engine. In 1952 it went East where it dominated F3 until 1957. In 1959 it was converted into Formula Junior with new bodywork and a 900cc two-stroke Wartburg engine. It is still used today in historic racing

at his old rival Porsche, where his son, Jürgen, would later also become a stalwart of their racing endeavours and a Le Mans-winning driver at the wheel of a 936.

Grids for the first post-war races were largely composed of those cars that had survived the conflict, but very quickly enterprising enthusiasts started to construct their own cars. These *Eigenbaus* – homebuilts – used whatever components fell to hand but nevertheless were constructed to a high standard, often by engineers who had worked for the major manufacturers and race teams.

One vehicle that was readily available for cannibalising was the military Volkswagen *Kübelwagen*, and aspiring racers were soon dragging abandoned shell-shattered Kübels out of the hedgerows and forests, and using them as the basis for their homebuilts. VW-based cars competed in the 1100cc category and the builders generally used the complete chassis, suspension and

Ernst Klodwig, this miniature Auto-Union features a mid-mounted two-litre BMW six-cylinder engine in a tubular chassis with torsion-bar suspension salvaged from a VW *Schwimmwagen*.

Easily overlooked but worth scrutiny is one of the smaller exhibits, a VW motor with an overhead-cam conversion achieved by grafting the timing chain and cylinder heads of a Tatra engine onto the VW crankcase. A fascinating example of ingenuity in the quest to squeeze more power out of the VW motor, which can also be regarded as a sort-of 'prototype-Carrera'.

All of the cars on display have information in German and English and a period racing documentary projected onto a large screen shows many of them in action, adding context to a fascinating display.

The exhibition runs until March 15 this year, so be quick! And, of course, there's the rest of the Prototyp collection to drool over, too... **CP**







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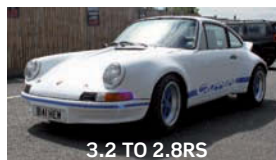
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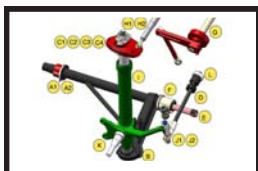
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# LA DOLCE CORSA

For those of us who enjoy owning classic Porsches, spending a few days driving through the French Alps in the early part of the summer comes pretty close to heaven. The Coupe des Alpes is an absolute must on any petrolhead's bucket list.

Words: Thomas Seydoux

Photos: Philippe Fugier

Welcome to the Coupe des Alpes Rally. If you remember the opening scene of the original *Italian Job* movie, it's very much the same thing. Without the interruption of the bulldozer inside the tunnel, the ride goes on for a couple days until you've reached the French Riviera. Fortunately, you don't need to own a Miura, as any pre-1986 classic is welcome. As often in historic rallies, Porsche, in a variety of models, dominates a field of about 220 entries.

The Coupe des Alpes Rally was originally part of the European Rally Championship in the 1960s, and many famous drivers such as Stirling Moss, Paddy Hopkirk and Vic Elford took part, and won. Revived 25 years ago by ex-rally driver Hervé Charbonneaux, the rally is run entirely on open roads without speed or regularity trials, so you can drive at your own pace the entire time, following the road book from Evian to Cannes.

Over a period of three days, cars and drivers tackle no fewer than 20 mountain passes, including the Col de la Bonette and l'Izoard (2715 metres and 2361 metres above sea level, respectively).

The modern format makes it accessible to a wide range of classic cars and drivers looking to enjoy the roads, whether as their first ever rally or as veterans (several participants are on their 10th year or more in a row). Without a challenge, why bother you may ask? Well, for some it's an opportunity to bond with their cars and drive them as they were intended. For others, getting their engines to complete a 600-mile mountain run is a challenge in itself!

But all participants will most certainly agree that the Alps provide unbelievably beautiful vistas and, with very little traffic in June, sharing mountain roads almost exclusively with other classics remains a cherished opportunity nowadays. Last but not least, the feeling of 'getting away from it all' is simply unparalleled.

A few years ago, we decided to group our friends into a team, and Ecurie Lyford was born. Participating as a team permits you to obtain dedicated hotels, dinner tables, drive together and, of course, exchange cars. Just as importantly, it binds together the driving experience with the friendship, creating a unique atmosphere of nostalgia and free spirits, a reminder of what we all felt like as kids playing together on school holidays.

On the eve of the rally, members gathered at the Hotel Verniaz in Evian. In the true spirit of the Sixties, team polo shirts, car stickers, as well as various vintage trinkets, were given to the pilot and co-pilot of each car, uniting us for a few days as Lyford members. It may seem trivial but it contributes to the nostalgia and plunges every one of us immediately into the spirit of the period.

After checking the oil level, tyre pressures and fuel, and installing the rally plates and numbers, we all met for dinner, most of us not having had the chance to see each other since the previous year. Anxious and excited at the same time, we eventually got to sleep knowing we would share many stories together over the next few days.

Our team comprised a wide range of early 911s, from 1965 to a 1986 Turbo, with pretty much everything in between, including a 356 Beutler and a soft-window 912. This allowed us to compare cars and exchange drivers to experience first hand the pros and cons of each model. Although we were all impressed by the Turbo's performance, everyone agreed that the 'long hoods' (pre-1974 911s) were best suited for the event, combining driver involvement and good performance.

Eric, proud owner of a 2.4T and the 1986 Turbo, explains his preference for the earlier model: 'The rewards of driving a 2.4T are not told by the speedometer – you have to look elsewhere. You get your kicks by mastering the vagueness of the long-throw gear lever, by carefully balancing pressure







on the brakes and throttle, by working the steering wheel smoothly – and by the most basic achievements, like getting the crude heater system to warm the cabin in the early hours of the morning when surrounded by snowy mountains! When going through villages, school kids cheer you on from the confines of their school yard, clearly impressed by its vivid green colour and the sound of its engine.'

The 1968 911S driven by Robin and Lionel seemed best suited for the enthusiast driver as summarised perfectly in a period review: 'The 2.0-litre engine of the Porsche 911S is in essence a wild beast only to be tamed by the most

*Alpine scenery is breathtaking – as was the array of cars taking part. Porsches were plentiful, but other entries included Lancia Stratos and Renault Turbo 2. The Porsches proved to be the perfect cars for the mountain roads*

mountain roads. Coming out of hairpins, we'd have loved to have some more power, but when driven smoothly it still rewarded the driver convincingly.

The car however had another significant asset: the Targa roof and its 'soft' rear window. The Alps in an open car is altogether another experience. Your senses react differently

## “ The Coupe des Alpes was originally part of the European Rally Championship in the 1960s... ”

experienced drivers. For others who may not have the required skills, the level of performance on the road is such that it will only provoke fear.'

A wild horse that can be scary at times, but one you can't help wanting to ride over and over again: 'It was difficult to keep the car in the correct rev band, and its short chassis combined with the engine hanging in the rear meant that no driving error went unnoticed! Although you could literally sense fear in the car at times, our rally in the 2.0-litre 911S was an absolute thrill,' concluded Robin.

For those who prefer a more relaxing experience, the 912 offered a great compromise. The 912 may not be as powerful as its six-cylinder sibling, but its engine is indestructible, and can be pushed pretty hard all day long without reservations. The car had the optional five-speed gearbox, and the torque at low revs was well-suited for

to the environment; the mountains, the smells of the fields and the forests, and even the light levels feel different in a Targa, providing a oneness with your surroundings that can't be matched in a closed car.

Fanny and Thomas, driving an unrestored 1965 911, discovered the shortcomings of using a car that has now become highly collectable: 'There was a drawback, however: the car's originality made it difficult to be driven in anger. Sure, the car should remain on the road and be used the way Porsche intended, but unmolested 1965 911s are rare, most of them having been raced, restored, or both. Although cars are meant to be driven, we did feel the weight of its originality, and had to drive sensibly even when we would have wanted to push on a little more...'

The Ecurie Lyford is fortunate enough to include some much-needed variety thanks to the presence of other great





models, such as a Mercedes Pagoda, De Tomaso Mangusta, Jaguar E-type roadster and an Alfa Romeo Montreal. Against a backdrop of g11s and g12s, these period grand tourers offered serious alternatives and plenty of fun, as well. If Porsche is often considered a benchmark of reliability and overall efficiency, these other brands' trump cards are their exotic design and bucket-loads of character.

The Coupe des Alpes gave us some interesting insights. The convertibles put a permanent grin on their passengers' faces, and were greatly admired for their elegant design. Their overall performance measured well throughout the rally, even though raw speed is rarely a priority in open cars.

The Mangusta was very quick when not plagued by fouled plug issues. Giorgetto Giugiaro, its designer, certainly knew how to draw attention: each time the 'gullwing' engine lids were opened, the De Tomaso always attracted a sizeable crowd. Over the years, owner Henrique has learned to master its reliability issues with utmost persistence, patience and loving care, spending equal time behind the wheel as in the engine bay! The rally without the Mangusta, and its most devoted owner, simply wouldn't be the same.

In its bright orange livery, the Alfa Romeo was sublime. The Montreal has huge character, and its Marcelo Gandini design, with its numerous cues borrowed from the Miura, has

*From Beutler-Porsche (above left) to De Tomaso Mangusta (top left), the event attracts all. Ecurie Lyford team consisted of a variety of cars, but Porsche predominate*

aged well. In the hands of our very elegant Italian teammate, Massimo, they formed the perfect pair. The Montreal did experience brake problems, however, mainly due to Massimo's efforts in demonstrating that an elegant design doesn't have to come at the expense of some serious performance. By the time they reached Cannes, car and driver had proved their point in great style.

Each of these cars oozed personality and presence, bonding perfectly with their respective owners, while offering the rest of us some serious competition on the road. Upon arrival on the Mediterranean shore, prizes were given to the biggest teams during the closing dinner in Cannes, providing an additional reason (if needed) to celebrate as a team.

This year, all 16 of our cars reached the chequered flag safely, allowing Ecurie Lyford to win the overall team prize, as well as the Mountain Trophy. If you're looking for a new opportunity to bond with your g11, the Coupe des Alpes is not to be missed! **CP**

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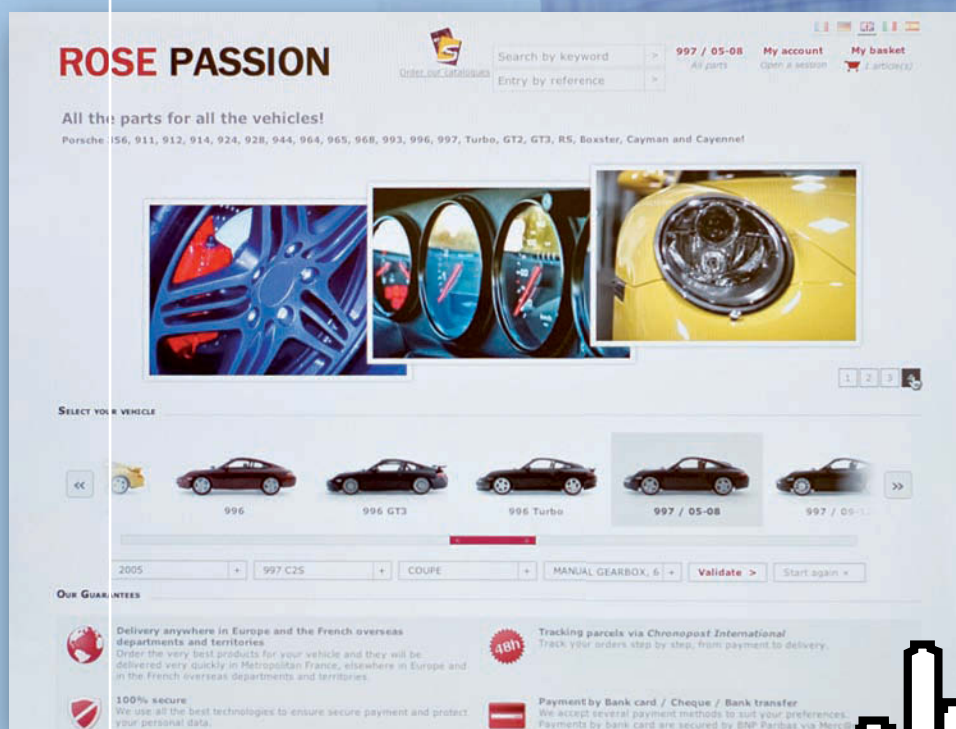
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# ONE OF THE FAMILY

Not many people can boast of having owned a car for as long as Ron Fleming, for he bought his black 911S 40 years ago! We look back over four decades of life with a 1972 Porsche

Words & photos: Keith Seume





Ron's name will be familiar to many people with a passing interest in high-performance Volkswagens and off-road racing. His company, FAT Performance, based in Orange, California, has an enviable reputation for building race-winning motors for cars competing in the SCORE off-road race series in California and Mexico.

Ron is still also heavily involved with the world of VW drag racing, a sport in which he first became embroiled back in the late 1960s, first at the wheel of a Bug called *Underdog*, later in control of a legendary racer called *Tar Babe*. And today, he competes regularly in the VW Super Street championship in a 300+bhp nine-second Beetle. But let's turn the clock back a way – back to the early-1970s, in fact.

Having spent (who said misspent?) his youth racing VWs on the drag strip and embarrassing muscle car drivers on the street, Ron – like so many other VW owners, then and now –

began to lust after a Porsche. He bought a 911T which he proceeded to modify, with a hot 2.4-litre engine, bored-out Webers, Carrera-style flares and suitably wide Fuchs wheels. It scratched the itch, but he still wanted more – more in the form of a 911S.

In 1975, He sold the 911T and tracked down a black sun-roof 911S. Being a 1972 model, it had a 2.4-litre engine and oil-filler in the rear quarter panel. The stock engine (which displaced 2341cc) produced 190bhp at 6500rpm and was equipped with the original Bosch mechanical fuel-injection.

The car already had an interesting story attached before Ron bought it. The 'S' left the factory in Light Yellow, destined for sale at the famous Vasek Polak dealership at Hermosa Beach, on Pacific Coast Highway. It seems that a customer came in one day and was desperate to buy a new 911S, but it had to be in black.

After some phone calls, the salesman came back with







the news that there were no black ones available anywhere. The solution? Take the Light Yellow car sat in the showroom and repaint it for the customer! Can't help wondering how many dealers today would go that far to get a sale – and how many customers would be happy to accept a new car that had been repainted before it had even turned a wheel? Not many, I'm sure.

With just 34,000 miles on the clock when it came into Ron's ownership, the 911S was sound in wind and limb but, Ron being Ron, he dropped the engine out in his workshop and tore it apart to check all was OK. It almost goes without saying that it was fine after so few miles but Ron just wanted to make sure...

However, it was perhaps inevitable that Ron's hot-rod instincts would come into play before too long, so it was only a matter of time before he tore the engine apart and rebuilt it with a pair of SC-spec cams, which helped boost power to a very useful 212bhp – 22 more than stock and enough to keep Ron happy (for now).

Ron's programme of personalising the 'S' has manifested itself in a number of ways, some subtle, some not quite so. None, however, have done anything to detract from the character (and desirability) of this most sought after of early 911Ss. Ron likes black cars – his race car had been black, as was his old Oval-window VW street car – but to him the 1972 911 just wasn't 'black' enough. 'When the later cars came out, with their black-anodised trim, I knew that was what I wanted,' says Ron.

But rather than have the brightwork around the windows and door frames anodised, he chose to have them powder-coated instead, because he'd seen how black anodising often suffered in the strong California sunshine, turning purple before your very eyes. He had the headlamp rims coated, too, along with the door handles and 'S' body trim. He also swapped the door mirror for one from a 1974 model as it was the smallest available in black, at the same time fitting factory-supplied tinted glass all round.

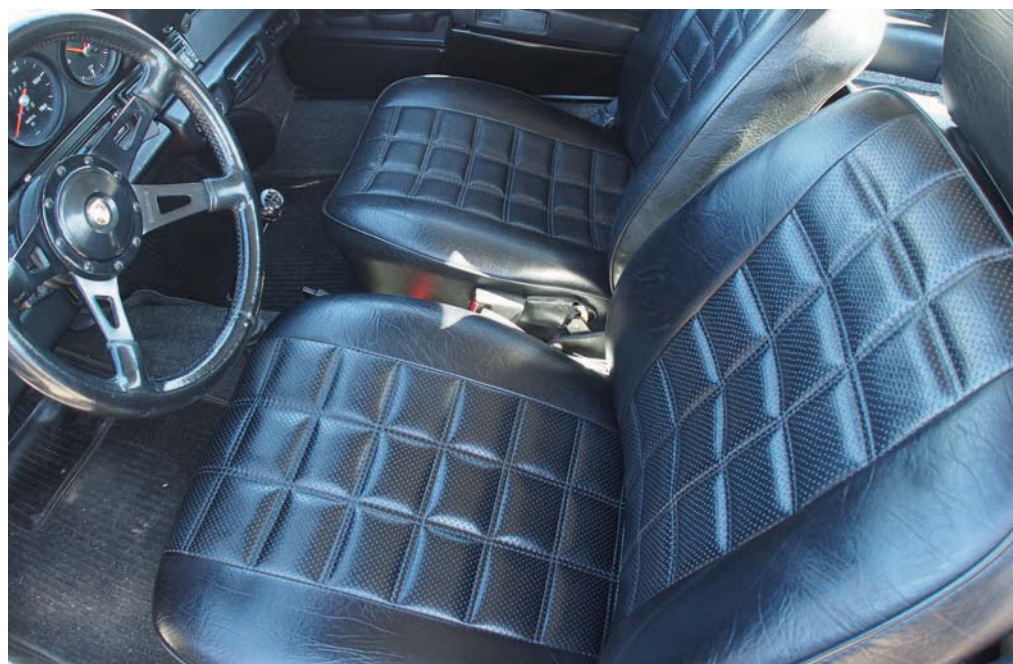
The personalisation process didn't stop there, though. Turning to the interior, Ron had local trim specialist, Don 'Brad' Bradford reupholster the seats and door panels in his trademark 'fat biscuit' style. This is a reference to the double-stitched pattern on the seat inserts, which many thought resembled a tray of freshly-baked biscuits! Brad's handiwork was regarded as unsurpassable for quality in the 1970s and original examples of his workmanship are treasured today, particularly within the VW scene.

Among other changes Ron made to the interior were to fit the passenger door card from a European-spec RHD 911 to the driver's side door of his LHD car. This meant that he now had a proper arm rest and door pull on both doors, for greater comfort and convenience. Later, he also had Brad stitch up some new footwell mats, which included a pair of speakers so that he wouldn't have to cut holes in the retrimmed door panels.

Ron drove the car like this for close to 10 years, by which time the paintwork was beginning to show its age. Needless

*The 1972 'S' came from the factory in Light Yellow but its original owner asked for it to be painted black before taking delivery from Vasek Polak's dealership*





to say, he had it repainted in – you guessed it – the original black. Well, what else did you expect?

By the mid-1990s, the car had clocked up over 230,000 miles on the rebuilt engine and showed no signs of needing anything other than routine maintenance and tyres – ‘Oh, plenty of tyres!’, quipped Ron. He drove the 911 virtually every single day to work from his home in Yorba Linda, California, and was constantly hassled by people wanting to buy the car.

One Japanese visitor would regularly leave his business

spring, a new belt for the MFI pump, a drain plug, fuses, clutch cable and a set of plugs and points. In the 1970s, it cost just \$27, but it's hard to imagine what it would change hands for on the open market today.

You can't own a car for this length of time and not have some stories to tell, particularly if you're a hot-rodder at heart. Ron still smiles when he recounts his two favourite tales, one being of the time when he was heading across the desert on the way to a show. Feeling the need for ‘refreshment’, he spied a sign stating that the next service

*Ron still enjoys driving the Porsche but admits it doesn't get used as much as it should. ‘Fat Biscuit’ interior by Don Bradford is a classic hot-rod touch*

“ Pulling the Porsche over, clearly the officer thought it was his lucky day as he pulled out his notebook... ”

card under the windscreen wiper, while another hopeful offered Ron the sum of \$25,000 for the car... Yes, we did say \$25,000. That was quite a bit for an old 911 back then, even an ‘S’. But, as the owner said at the time, ‘What else can I buy that would give me as much pleasure?’ – and he was right, what could he have bought?

And talking of prices, one of the little extras of which Ron is most proud is the factory touring kit, which he bought for the car not long after he acquired it. Consisting of all that was deemed necessary to keep the 911S on the road during a lengthy transcontinental drive, it includes a spare valve

station was 143 miles away. As his needs became more urgent, he planted his foot to the floor and rolled into the gas station within the hour...

The second story is one of those which are best enjoyed around a fire with a beer or two to hand. Ron and a friend were on the way to New Mexico, rolling along at a steady 130mph, or so, when they were spotted by a member of the Highway Patrol who took a rather dim view of the 911's rate of knots. Pulling the Porsche over, clearly the officer thought it was his lucky day as he took out his notebook and wandered over to speak to the anxious driver.

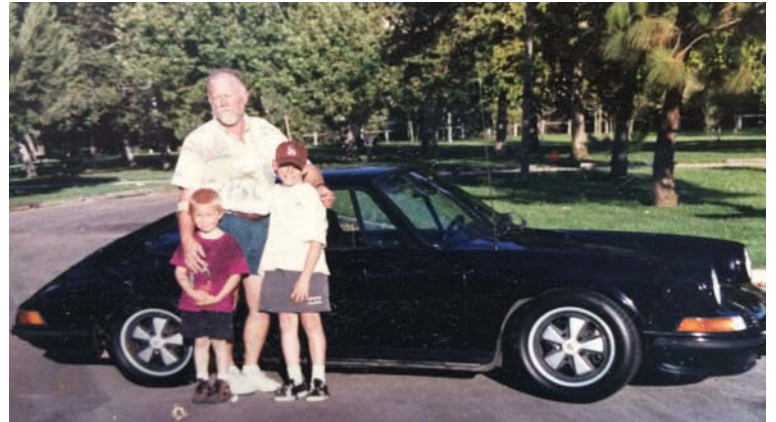




*Almost 19 years separate the two photographs. Ron with his two sons, Ryan and Erik, pose next to the same car in the same park. Only change to the car is the choice of wheels...*

Ron, knowing that the safekeeping of his licence lay in the balance, immediately launched into a tall tale that he hoped would appease the officer's obvious wrath. When asked why he was driving so fast, his reply was to the effect that the car was suffering from serious fuel-delivery problems, thanks to the belt-driven fuel-injection pump.

'I need to keep the engine rpm as high as I can, or it won't run at all!' he told the patrolman. 'If I leave it in low gear, it overheats, so I need to drive as fast as I can to keep up the airflow,' he said.



away safely in the garage). This has broadened the choice of tyres and also helped to sharpen the handling. In addition, Ron carried out another engine rebuild, swapping the cams for new grinds from WebCam, who also supply camshafts for his drag race motors.

Today, the black 'S' competes for Ron's favour with his beloved rag-top VW Beetle, with which it currently shares garage space. He's taken the 'S' on R Gruppe 'treffen', and frequently visited the late lamented Cars & Coffee at Irvine – he's even lent it to yours truly on several occasions. But it

“ The officer gave Ron a sideways look and asked if he thought it was possible to reduce the speed a little...”

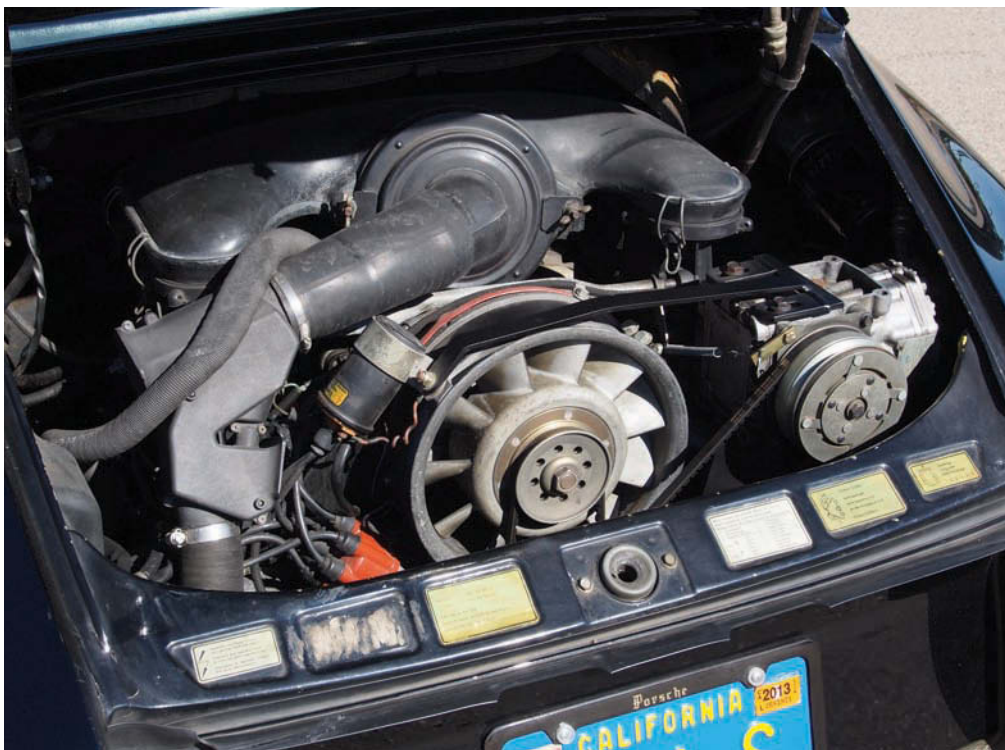
The officer gave Ron a sideways look and asked if he thought it was possible to reduce the speed just a little. 'Would a hundred be OK?' asked the driver, to which the officer mumbled something which Ron took to be in the affirmative, at which point the black g11S headed off down the road, with one very relieved owner at the wheel.

In more recent times, Ron has continued to make changes to the car, the most evident of which is a swap to 16-inch wheels, which have been detailed to resemble the earlier style of Fuchs (the original 15-inch rims are tucked

doesn't get used as much as he would like, so Ron occasionally talks about how maybe he should think about selling the g11.

Sadly, the way the market is now, it's too valuable to drive every day in rush hour freeway traffic, and he can no longer simply park it outside while he dives into his favourite sushi bar for fear of theft or damage. But selling it would leave a Porsche-sized void in the garage which he would struggle to fill. And anyway, how could anyone bring themselves to sell a member of the family? **CP**

*Original 2.4-litre engine has had a couple of rebuilds – note the air-conditioning compressor which Ron fitted. Unusual Britannia steering wheel was made in UK by Moto-Lita*





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# CALLED TO THE BAR

**'Meet you at the pub' has a totally new meaning. Ritchie King has moved, and now you'll find Karmann Konnection and its massive stock of early Porsche parts in the saloon bar**

Words and photos: Paul Davies

If you've heard of Ritchie King before, you'll understand this. Ritchie is what you'd call an entrepreneur, a chap who seizes opportunities and makes the most of them.

So, when he felt his Karmann Konnection business in Southend-on-Sea was getting a little too crowded, he bought a pub just up the road.

I'll explain. The pub had, of course, ceased to be a public house – they're closing at an alarming rate in this country at the moment – but it was a big Victorian building on one of the Essex town's main streets and offered Karmann plenty of space to expand. Furthermore, the old, nineteenth century stables immediately behind the pub were also available. Our man did the decent thing and put his money down for the whole lot.

The company moved into The Golden Lion (the sign's

still there on the wall) a year ago, but shifting the massive stock of one of the biggest Porsche classic car restoration parts businesses in the country – if not further afield – is no speedy job. Even now it's still 'work in progress' but KK is up and running in its new premises and doing what it does best, supplying mail order parts, commissioning and manufacturing hard-to-get bits, plus restoring and selling some of Porsche's finest.

Walk in through the saloon door, the bar's no longer there to offer Greene King IPA (pity) but instead you're confronted with body panels, wheels, steering wheels and an incredible collection of almost unattainable elsewhere minor trim parts so essential for putting the correct finishing touches to a 356 or early 911.

Where else can you see, for example, a line of genuine

*Just part of Ritchie's own collection viewed from the hay loft. He says he hasn't driven the four-cam Carrera GT, far left, for some years but he's planning an outing this year*





356 engine grilles, horn pushes and badges for almost any model, replica but precise tool kits, and newly manufactured aluminium engine and luggage covers, or steel floor panels, for the early 911?

The Ritchie King way of doing things is simple. Owners –

the sales team and a large amount of the parts stock, there are those stables out back. Originally the buildings would have housed horses and carts, and carriages, with stable boys sleeping on straw in the roof areas. Now the largest contains cars, some of Ritchie's personal collection

“Owners investing in a top-quality restoration want everything to be completely correct...”

not necessarily in the UK, as KK sells all over the world – investing in a top-quality restoration want everything to be completely correct, in-period, and no detail should be wrong. Ritchie is a stickler for accuracy.

The move from the old premises – which, frankly, were cramped and hard to find – has given Karmann Konnection space to grow. In addition to the pub itself, which houses

rubbing shoulders with sales Porsches and the part-completed projects.

Other buildings around the central courtyard include several more workshops (one contains the shell for what will be a 911R replica – watch this space – while another seems to be full of classic-era motorcycles) and stores plus, at one end, the body shop where Lionel and his team



Once upon a time you could buy a pint of IPA ale and a Scotch egg here. Now it's a haven for early Porsche parts big and small. Lambretta and grandfather clock not for sale!





Sebring-style exhaust will fit all 356 models and is manufactured specially for Karmann Konnection in stainless-steel with a removable baffle, for that extra oomph!

Steering wheels are still big business. Replica Les Leston and Derrington aftermarket wheels are hand-finished by Ritchie himself in the 'skunk works' at his home

Aluminium GT seats re-manufactured to original Porsche design for 356 Carrera and Speedster (and anything else you have) are available bare or trimmed

work. A former Sportswagen man, Lionel is actually his own boss and ready to discuss a repair, paint job or body restoration, with anyone who calls. But much of his work is for Karmann; when I last dropped in he had several early 356 shells in various stages.

You'll see from the pictures the 150 years old stable buildings have been restored to a high standard and,

Our man's journey to Karmann Konnection is a familiar one for the specialist car business. Messing about with two wheels and then four in his Essex youth, he was quickly into US-style customising, and worked in a spray shop before he took a college course in sheet metal work and welding. With an inclination to give orders rather than take them, he got his own workshop, still customising, and

“The 150 years old stable buildings have been restored to a high standard...”

already, there's an old-style 'motor village' look about the place. Ritchie has further plans, space above the showroom building (he expertly restored the wooden staircase himself) will become offices, and there are plans afoot to use the area for regular Porsche owners' meets.

We visited KK's previous premises a few years back, but for new readers (as they say) it's worth retelling the entrepreneurial Ritchie's story.

then spent time in the USA. VW Beetles were much part of the scene then, although Ritchie admits he wasn't too impressed.

'Then I saw a copy of *Hot VWs* magazine and realised there was life beyond the standard Beetle,' he recalls. Which is why, over 30 years ago, he decided he'd open his own retail shop, selling VW custom and go-faster bits. The natural progression to Porsche came a bit later.



Shell is a KK project that will be built into a 911R style car. Ritchie is aiming to beat Porsche's 780kgs 'lightest ever' 1970 Tour de France 911ST without cutting any corners

Ritchie King has developed the old stables into a motor village. When work is complete he hopes to organise Porsche owners' meets in the setting





Polished Carrera brake drums complete with inserts are a new Karmann Konnection product for early 356s



Speedster shell gets attention from Lionel and his men in the body shop in the old stables



Ritchie first owned a 911, then bought a 356 from the USA and began to work on it. The lack of available parts got him thinking, and it wasn't long before Porsche bits joined VW on the shelves. Not a big jump really when you consider the history of both makes. By then it was the early 1990s, and Ritchie was spending quite a deal of the year in California, sourcing rust-free VWs and Porsches to import to Europe.

Karmann has grown since then and evolved into a company that's forged its own particular niche in the Porsche parts business. Now the company sources parts from all over the world and, if it can't find them, makes its own. Ritchie's long links with the USA mean he's also able to pick the best from what's available in the vast early Porsche market over the Atlantic and bring them into the UK.

Speedster in the corner was restored by Karmann a few years ago and was in for a check-over. 1968 911L lurking on the left was a US import that is now being built for sale

He still imports cars from the USA, although a recent policy to major on Porsche has meant that VWs are no longer on the shopping list. Decent 356 and early 911 models are still available in the US, says Ritchie, but prices have risen – as they have in Europe. The days of the bargain Porsche are no longer with us!

Nowadays, instead of seeking out each car himself, Ritchie relies mainly on his Stateside contacts to find vehicles. Sometimes a car will be imported and offered for general sale either as a project or restored, but in many instances he has details of buyers looking for a particular model. The company website regularly lists new arrivals.

You'll probably have gathered that Ritchie King is somewhat of a perfectionist. He's determined to get things right and has spent an inordinate amount of time and energy ensuring that he can supply the absolutely correct part for any specific early Porsche. If he can't get it somewhere, he makes it. The biggest slice of Karmann Konnection's customers buy online but now, for the first time, there's somewhere accessible if a visit is needed. Only thing is, you can't get a pint! **CP**

## Contact:

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28g Victoria Avenue, Southend SS2 6NE  
Tel: 01702 340613  
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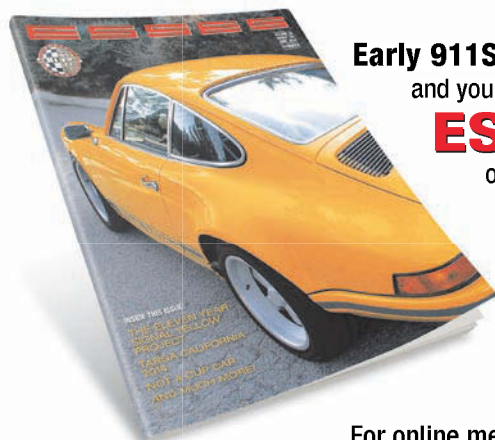


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# A WINTER'S TALE

**Steve Wright brings us up to date on his project cars, starting with his historic racing 356 coupé. And there's news on his Okrasa Special and VW Bus tow vehicle, too**

Words & photos: Steve Wright



*Last race of the season and time to take stock of what needs to be done. Ian Clark (on the left) is in charge of the mechanical side. Both Ian and Steve can't wait to get back out this season!*

**W**inter for me is a chance to pause and focus on rebuilds, repairs and improvements. The race car is always the first priority, unless something else is properly broken, as the window between race seasons is surprisingly small.

FISCAR and HSCC race into late October here in the UK and the opening race of the season is mid-March; last year our first race was at Donington and was in the snow! When you factor in the Christmas break, it only gives about three months to have the car repaired, fettled and ready for racing. So we usually pull the car onto the trailer after the last race, grab a beer, and sit and draw up a list. The car is then dismantled a week later.

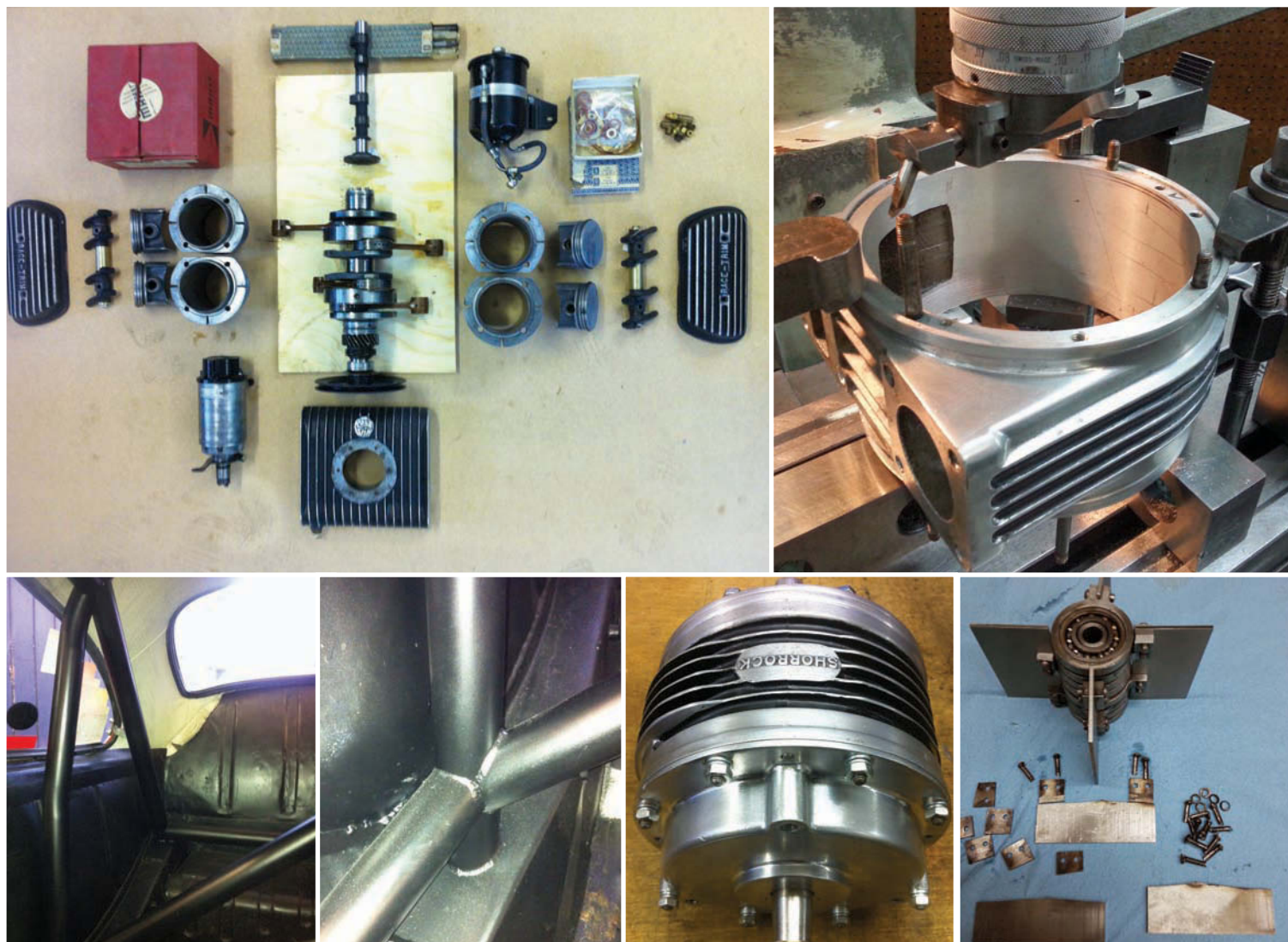
Winter is also a period of development, as I don't have the resources to change something, test it, tweak it, test

it again and then go racing during the season, so the car tends to remain static through the season and then get a brace of changes over winter. So far it's received a fully welded-in six-point rollcage, along with door bars and dash bar, courtesy of Andy Robinson Fabrication.

Andy makes many of the cages for front-running historic race cars, sits on the MSA committee dedicated to car safety and runs a 260mph five-second-quarter mile Pro-Modified drag car. So he knows his pipes and welds. While there, Andy also reinforced the GT fuel tank mounts so we don't have 80 litres of fuel bouncing around in a tank that has left its mountings behind in the event of a big crash. And finally he made up a booster seat for Ian!

I'm quite a bit taller than average and the seat is mounted rigidly to the car for increased safety (seat





runners tear in a major shunt, so you end up bouncing around the car like a penny in a washing machine if you're unlucky), so Ian always struggled with the shift to third gear, and brake pedal travel. The former risks missing a gear and over-revving the motor, the latter means Ian can't press the brake pedal all the way, which is a major limitation in a drum-braked car!

We're constantly developing the motor too – this winter sees a new exhaust and special tweaks to the carbs in search of more torque and adding to the 176bhp we saw on Peter Baldwin's dyno last summer.

The Okrasa Special will also be a major focus of development this year. I've made the decision to also race it, so that instantly means a focus and development path for the car. It will also be going into Andy Robinson in March for a rollcage and he will also refurbish the rear coil-overs and undertake a host of minor fabrication jobs.

Ian had also convinced me that the old Shorrock supercharger I had sitting on the shelf would be ideal for extracting more power from what is effectively the equivalent of a 1300cc Porsche Super motor: if we're lucky it has 60hp and the car doesn't weigh more than 500kg, but it still won't stand a chance against Coopers, Lotuses and others that weigh 25 per cent less and have twice the horsepower.

Of course, as with all things related to old cars, the blower required a huge amount of time (read money!) to rebuild to allow us to go racing reliably but Derek Chinn of Precision Engineering is intimately familiar with the Shorrock, having rebuilt and tweaked many of them over

the years. With this and a host of engine tweaks we should see triple-digit horsepower figures! It's also period perfect – take a look at Land Speed Record cars from the '50s and Shorrock-powered cars pop up surprisingly often, regularly powering similar capacity cars to over 150mph.

I also spent the dark winter months finding a coach builder to clothe the chassis in ally. Unfortunately all the good ones aren't sitting around idle so the bodywork will have to wait until 2016, which was the earliest Lewis Barrow, whom I settled on, could make a start. But at least we now have a confirmed slot with a guy who does 1950s Ferraris, Jaguar race cars and perfect replicas of the Porsche 550 and RSKs in aluminium!

And so finally to the VW bus. I know it's not a Porsche but if you're going to go historic racing then you should do it authentically. There's none of this modern motorhome nonsense in the Wright workshop, but a standard VW bus is flat out at 60mph and towing a 356 makes hills a chore. The bus received a disc-brake conversion on day one as the drums are rubbish even without a combined 900kg of race car and trailer behind it!

So after three years of duty it's also being treated to a new motor, this time a 2140cc unit based around an 88mm Okrasa crank and 88mm EMPI slipper-skirt pistons, WPS-ported heads, along with the existing 42DCNF Webers. With north of 150bhp, tree-pulling torque and a taller final drive, this will allow for 70mph cruising with a lot fewer revs, making for a quicker, easier and quieter journey.

So, just a bit going on in 2015! We'll keep you updated as the year unfolds.... **CP**

*Top left: Engine components for the VW tow bus laid out ready for assembly – it's all old-school, right down to the Vertex magnet!*

*Top right and above: Shorrock supercharger rebuilt by Derek Chinn ready for installation in the Okrasa-engined special*

*Above left: Andy Robinson fabricated new MSA-legal rollcage that helps stiffen the shell and offers greater protection than original*



# SMILE FACTOR

**Our man reckons the Carrera 3.2 is the best classic 911 to have as a daily driver. Well he would do, he's owned one for nine years**

Words & photos: Paul Davies and KPB photography



*Stretching that 231bhp over the military roads of the Brecon Beacons during the Historic Rally Car Register's Autumn Leaves Scenic Tour*

**M**y first Porsche was a 912. You know, the 911 with the 356 engine that outsold the six-cylinder version in its first two years. Real classic, nicely balanced, performed a lot better than it did on paper, and – when I bought it back in 1989 – pretty cheap. But daily driver? No.

On back roads it was fine, but motorway work had Fiestas roaring past, the drivers grinning mockingly, and getting it started was a matter of tickling the Solex carbs until the engine ran steady – although that might have been my particular car.

So, I needed something a bit more, as they say, user-friendly; I reckon if I'm trolling around the country on *Classic Porsche* magazine business the least I can do is turn up in the right make of car. Also, wouldn't it be nice to take the Porsche on the annual holiday run to northern Spain, without holding up 2CVs on the back roads of France?

The question was how to replace the 912. An early 911, even way back in 2006, looked pricey and a bit too precious. I looked at a nice '76 Carrera 3.0 but it was expensive, and the later SC at that time was a no-no in the credibility stakes – although it's getting up there now with the best. The Carrera 3.2, manufactured from 1984 to 1989, seemed a no-brainer.

I always like to bring my long-time co-driver (Mrs D, that

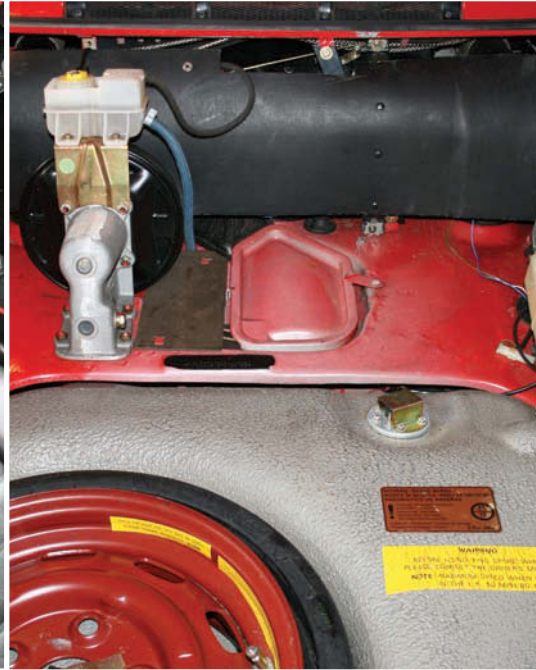
is) into car buying decisions. Then, if it all goes horribly wrong, it can't all be my fault. Driving early cars – like the Carrera 3.0 and the 911SC – revealed a couple of basic problems in the daily driving department, namely the agricultural feel encountered with cog-swapping through the 915 gearbox, plus the amount of leg muscle required to depress the cable-operated clutch.

The revised Carrera 3.2, built from 1987 model year with hydraulic clutch and easy-shifting G50 gearbox made by Borg Warner, was the answer. Eventually I found one, a two-owner Targa that passed muster, for sale with Coventry specialists PCT, or at least Autobahn as the sales outlet then was. A deal was done, which even included a six-month warranty, and I drove off. On the M5 motorway, the fresh air blower running at full blast to counter a stinking hot summer day expired in a cloud of smoke and the acrid smell of a burnt-out electric motor!

To be fair, PCT replaced the unit straight away – and also re-fitted the rear anti-roll bar which had been knocking on the transmission casing because, at some stage in its life, it had been fitted upside down.

From then forward I can report the Carrera 3.2 has proved a worthy buy. Yes, I've had a few problems – in general just what you would expect with an ageing Porsche – and consequently have spent money to keep it up to scratch through the 48,000 miles it's covered so far.





But it's been worthwhile. The family BMW 3-series is a very good car, which is what you would expect, but get in the Porsche and you only have to go a couple of miles down the road before the smile factor sets in.

Driving the Carrera 3.2 is like driving a modern car without the bad bits. The non-assisted steering is heavy on parking because of the 205-profile front tyres, but once you're on the move it has a precise feel that's hard to match with a modern – especially those with electric PAS. The suspension – still torsion bars, of course – is firm, but you truly feel connected with what's happening. Yes, the brakes are borderline if you're cracking on, and they do need to be kept in top condition.

The engine, that's the gem. This, you need to understand, is to my mind the ultimate expression of the original Porsche air-cooled flat-six. It's not the final configuration but it retains the attribute of the original Porsche concept of 'less is more', with just about the right amount of modern technology. The 964 and the 993 that followed were also air-cooled, but much revised and not necessarily better.

In 1984, when the 3.2 first appeared, Porsche was seriously getting to grips with clean air legislation, especially in the USA, and that's one of the good things about the 3.2 motor. The company's first stab at electronic management, via the Bosch Motronic system, for the first time accurately controlled fuel flow relative to such things as throttle position, engine and ambient

temperature, and ignition. The end result is a super-flexible engine that delivers fuel economy which owners of carburetted or MFI-equipped cars will die for.

On those long trips to Spain and back I've taken the trouble to do long-term fuel checks, and 27mpg overall is the result. Not bad, I reckon.

I can't fault the way my Carrera 3.2 drives, although I'm conscious of the fact it's still on its original dampers. I've fitted Super Pro synthetic bushes to the front suspension (back end coming soon) but I think a set of new Bilsteins, or similar, would be the icing on the cake. Even so, it's a good top-gear motorway cruiser (bit of wind rush from the Targa top over 80mph) and on back roads third gear seems to be the place to be, the super torque of the engine taking you from almost nothing to well over the legal limit. Smile factor again.

Inevitably we get the big question. No-one, well not me anyway, said Porsche ownership was cheap (in fact if you think that way, don't buy one), but although there is most definitely a constant cost factor involved, you'll come out smiling just as long as you keep on top of things. Francis Tuthill (who's built more rally Porsche than most) once told me – talking about the 912 actually, but the same implies – that the best way to deal with Porsche ownership was to drive it, enjoy it, and fix it when it breaks.

That's not to say you don't indulge in regular maintenance, I think Francis was referring to not being dragged down the full restoration route. I've had it fixed if

*The gizmo on the glove box lid is a Brantz distance recorder used on classic car scenic tours*

*Front luggage compartment without the carpet reveals space saver tyre (never used), brake servo and very useful 80-litre fuel tank*

*Note street sign, but apologies for mis-spelling*

*That's what the tea tray on the tail is really for!*

*Am I smiling? I should be...*







*Exhaust re-fitting at PCT after pre-silencer failed*

*The 3146cc engine is incredibly torquy and economical thanks to Motronic management (as far as I will go down the electronics route) and 20 years of Porsche six development*

*Carrera rests by the Canal du Midi on a trip through southern France*

it broke, changed the oil, spark plugs and things like that and had the bodywork attended to when rust threatened. Before I bought the car, at 55,000 miles, it had had an engine rebuild after the oil pump failed (don't know why) but during my ownership, from 62k and nine years, I've spent just over £10,000, excluding tax, insurance and fuel.

Biggest expenses? A year into ownership, Gantspeed took a good look and replaced the clutch, updated the clutch-release mechanism, rebuilt the rear brakes and suspension, and gave the engine the 'works' (£3,500). PCT fitted a new dry-sump tank (new one from Autofarm £500) when the original leaked, and also fitted a stainless-steel pre-silencer (both jobs £1400).

Jaz (I spread my favours) did a mega-service and fettle before one of my Spanish trips that totalled £1200 and included new handbrake cables, a wheel bearing, drive-shaft seal, and electric motor for the driver's seat height adjustment. Recent work at Specialist Vehicle Preparations has included replacing a broken suspension arm, those Super Pro bushes, and new front brake

calipers, all for around £1,800.

Attention to rusty bits has so far totalled £1500, but I know there's another (bigger) job on the way before long: tyres, I've replaced six (excellent) Avons during the time at a cost of around £550 but I'm due for a new set before I do much mileage this year.

That's it really. It may sound a lot but add the costs to what I paid for the car back in 2006 (£12,000) and then take a look at the current sale prices for late-model Carrera 3.2s. I reckon I'm breaking even – and I've had a lot of smiles on the way.

Finally, that Targa top. I know everybody thinks they're for sissies and not the true 911 look, but it's highly practical for a car that doesn't have air-con (of course not!) and anyway the co-driver likes it. I drove a Cayman recently – you know, the Boxster with a roof for grown-ups – and I have to admit it was mind-blowing, especially in the handling department. But, hey, it's already on the downward spiral of depreciation that modern, mass produced Porsches suffer. I couldn't be that daft could I? **CP**





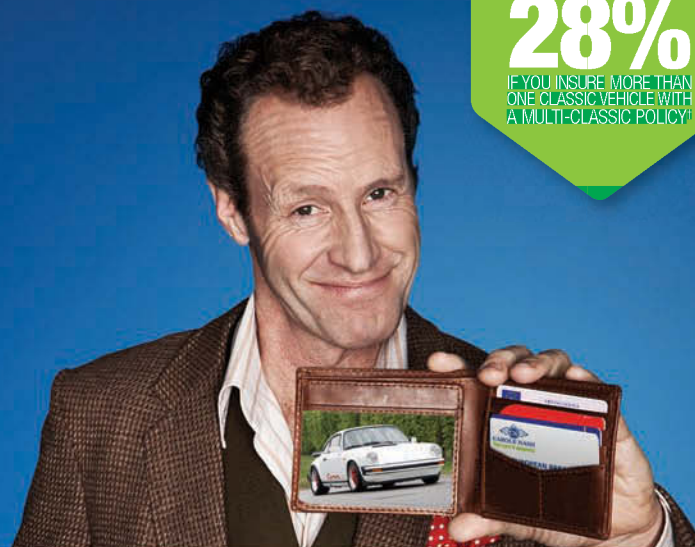
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**356B T5 Coupe 1960 model**, matching numbers, body, engine, engine completely rebuilt, bodywork just been primed, all body panels complete, doors, bonnet, tail-hood been powder coated. Tel: 0035 1920 081655. Email: [classicstevie1960@yahoo.pt](mailto:classicstevie1960@yahoo.pt) (Algarve, Portugal). C28/010



**356A Coupe**, right hand drive, original engine, complete car, £35,000. Tel: 07785 558030 or 01824 703529 (North Wales). C28/011

911

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**Porsche 911T 1969 LHD**, chassis 119120519, 2000 cc, first registration: USA, 1969, fully restored chassis, engine, original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats, the car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, £54,500, offers welcomed. Tel: 00398 204017. Email: [a.compagnoni@nrgeventi.it](mailto:a.compagnoni@nrgeventi.it) (Turin, Italy). C28/009

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**911 1970 T 2.2ltr**, v. original tan interior, old radio, orig steering wheel (recovered) etc, matching no's, ordered to Florida (Pompano Beach), Cali to UK (2003), great bodywork, new sills, doors, rear wings, v/straight, Waxoyled (best workmanship inc photos), garaged, pampered summer car, Kardex, 48K logged miles, 901 box, engine rebuild 5000m ago, £41,000. Tel: 07900 897252. Email: james.hulme@outlook.com (East Sussex). C28/002



**911 Super Sport Coupe, M491**, RHD, Venetian Blue, Linen leather interior, electric 8 way seats, factory sun roof, 1986 and understood to be one of only 46 Turbo bodied coupe versions sold in 1987 model year, 87,000 miles, new MOT, has been dry stored for past 3 years, extensive folder with receipts/old MOTs kept over years, featured in articles in 911 & Porsche World magazine in 2002, some work now necessary to bring car up to a high standard, offers in the region of £25,000. Tel: 07811 142950. Email: jcshoesmith@googlemail.com (East Sussex). C28/001



**911 Carrera Sport Cabriolet Celebration model**, to commemorate 25 years of the 911 in 1987/88 a limited edition Celebration model was released, 300 cars were built world-wide with 30 right-hand drive versions sold in the UK, the Celebration model is distinguished by its unique colour (Diamond Blue), colour coded wheels, silver-blue full leather interior and the signature 'F Porsche' sewn into the headrests. 1 of only 30 RHD cars made for the UK market, 109,000 miles, FPSH, every MOT from new and a folder of receipts kept over the years, owned for the last 9 years, dry use only, garaged and SORNed in winter, MOT till June 2015, selling due to lack of use and requiring a little tlc, £24,500 ovno. Tel: 07787 405986. Email: jdnoble@live.co.uk (Aberdeenshire). C28/024



**911SC 3.0**, 1978, metallic blue, leather interior, sunroof, 144,000 miles, beautiful condition, mechanically superb, complete history, £24,000. Tel: 07970 791908. Email: jenny.narbett158@btinternet.com. C28/019

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912

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**Porsche 912 project**, has been sitting in a garage for over 10 years, engine is out of the Porsche, £7000. Tel: 07440 486405. Email: rockclassic51@yahoo.co.uk (Taunton). C28/007

**912 SWB Coupe**, 1966, chassis no.458393, first registered USA 1967, this Irish Green Karmann coupe is highly original, imported in 2012, it has had a complete mechanical overhaul by specialist Revival Cars, a high quality repaint and the interior has been refreshed with new headlining, new carpets and refurbished seats, £26,450 ovno. Tel: 07710 069547. Email: jdesilva@castor-holdings.com (West Sussex). C28/013

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**912 1968 LHD**, 2.2, 6 cylinder, Weber carbs, wide body, MOT July 2005, taxed, make a good track day car. Tel: 07448 584768. Email: oldeboy4u@yahoo.co.uk (Devon). C28/022

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**'JJI 9115'**, number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C28/014

## Miscellaneous

**Registration number 'S8 FRX'** for sale, on retention certificate, £130 plus transfer fee. Please call/text: David, 07710 543576. C28/005



**Registration number 'A911 TEW'**, available on retention, £1100 ovno. Tel: 01531 631286. Email: richard@uplandsorchard.co.uk. C28/020



**Porsche repro garage wall sign**, 2ft garage sign showing Porsche emblem for hanging on your garage or showroom wall, £50; I also have the same in 3ft. Tel: 07704 466754. Email: smithbarrington@gmail.com. C28/021



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**911 registration plate**, 'D911 CKS', please call for more details, £1950. Tel: 07795 566211. Email: timcumberworth@hotmail.co.uk. P0315/008

**'PAZ 930'**, registration for sale, private plate on retention, £2500. Tel: 07590 079291. Email: info@migfa.com. C28/015

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**911 Carrera Coupe wanted** 1986-1989, original with service history, all colours considered, private buyer. Email details including photos to: carl.1962@hotmail.co.uk (Cheshire). C28/017

**Wanted 911 & Porsche World** issue 220, July 2012. Please email John. Email: johnsamsonnz@yahoo.co.nz. C28/008

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## 1974 Porsche Carrera 3.0 RSR - M491 | Chassis # 911 460 9074

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Schön, the son of the famous 1950s and '60s Italian-born fashion designer, Mila Schön, had the Light Green car painted the night that it arrived from Stuttgart with a blue and white over light green, Harper's Bazaar livery, which was styled by his mother - the next day at Monza in practice for the 1000 kms, they achieved fastest time in the GT Class, first time out with # 9074.

The car competed actively for three years in numerous major rounds of the World Manufacturers' Championship, as well as The Giro d'Italia, Targa Florio and Mugello Ronde road rallies. In 1976 the car was then sold to long-term owner, Patrick Pierron of Monaco who kept #9074 in his ownership until 2013.

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