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Printed in England
Garnett Dickinson Print Ltd; tel: 01709 768000

Worldwide retail distribution
For worldwide newsstand
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Phil Sait, CHP Distribution Manager,
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Classic Porsche® is published by
CHPublications Ltd,
1 The Alma Buildings,
Brewerstreet Dairy Business Park,
Brewer Street, Bletchingley
Surrey RH1 4QP
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

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WELCOME



In this issue, we bring you a story on an area of motorsport in which Porsches have participated since the early 1950s. Bonneville salt flats have played host to speed record attempts since the 1940s, and I think you might be surprised at how many Porsches have run – and still do – at this famous hot-rodding venue. Everything from 550 Spyders to three-cylinder 911-engined 914s (yes, you did read that right) – you’ll find them all on the salt flats. Turn to page 60 if you don’t believe me...

“ Everything from 550 Spyders to three-cylinder 911-engined 914s... ”

There’s little doubt that the interest in classic Porsches is at an all time high – and shows no sign of abating. If anyone needed any proof of that they only had to go to Goodwood race circuit in March to witness a full grid of short-wheelbase 911s.

There were 22 cars on track, and another few that didn’t make it. Now consider how much money is invested in buying an early 911 (not to mention a 901), rebuilding it for race use, going testing, paying the entry fees, spending a weekend away from home with mechanics or other team members, and then competing (hopefully without breakage...). Six figures? Easily.

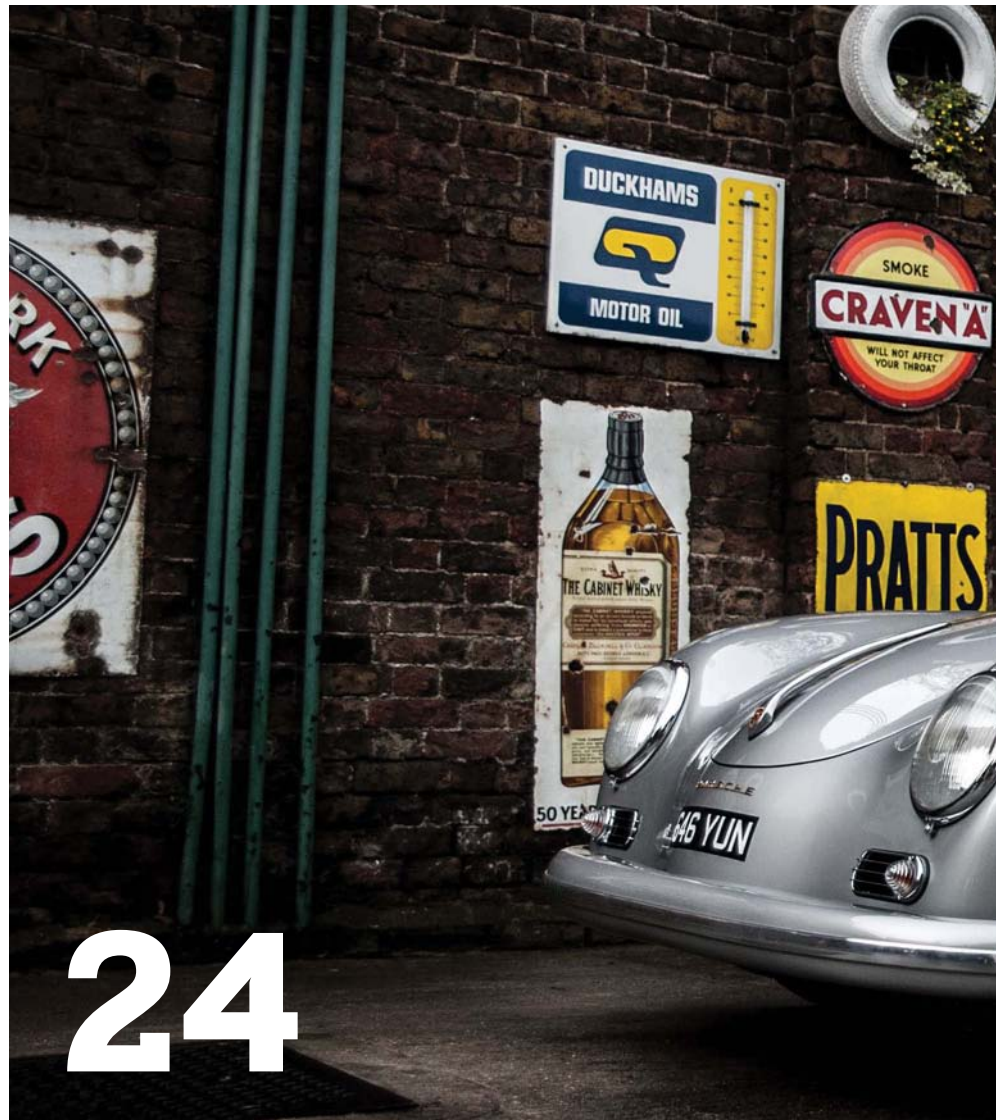
Now multiply that by, say, 25 and you end up with a massive sum for a relatively small group of enthusiasts to provide entertainment for a bunch of enthusiasts trying to stay warm at a windswept race track. I can think of few better demonstrations of how alive this scene is right now. And long may it continue.

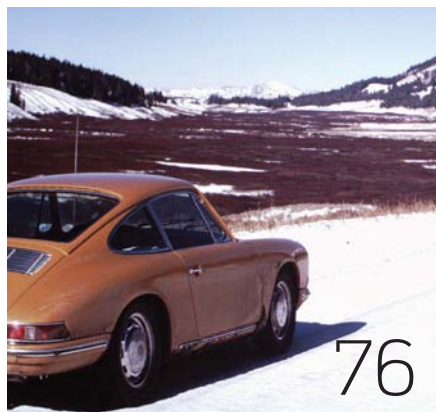
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Racing and Motorsport.

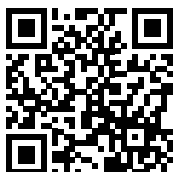
The new collections from Porsche Driver's Selection.

Porsche and motorsport: the two are inseparable. With over 60 years of racing history and more than 30,000 victories, Porsche is the most successful marque in motorsport.

Now Porsche Driver's Selection is celebrating this heritage with two exciting new collections.

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The Racing and Motorsport collections are available from our Porsche Centres and online at [**www.porsche.com/shop**](http://www.porsche.com/shop)



**Discover more about
Porsche Driver's Selection**



PORSCHE

NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

GOT SOMETHING NEW? SEND DETAILS TO CLASSICPORSCHE@CHPLTD.COM

CARRERAS AT THE CASTLE...

All fans of the now well established Classics at the Castle held at Hedingham Castle will be interested to know that the event this year, on 6th September, will celebrate the advent of the Fuhrmann engine and the four-cam Porsche Carreras.

The renowned four-cam engine was conceived to deliver performance and reliability to participants in the long distance endurance rally/races of the 1950s, and enabled Porsche to establish an early winning reputation in international motorsport by competing successfully in events such as Rome-Liege-Rome, the Mille Miglia, Targa Florio and, most notably, the gruelling Carrera Panamericana, from which the first four-cam 356 production model derived the Carrera name.

Considering that all of the aforementioned events were long distance endurance races, there is an irony in the fact that long after their notable victories the Fuhrmann engine developed an unworthy reputation for being unreliable. This scenario was, in truth, due to a lack of real expertise to deal with the complexity of the engineering and a plethora of 'tinkers' claiming to be 'experts'!

This year sees the 60th Anniversary of the very first production 356 Carreras which were built in a few 356 bodyshells in the summer of 1955 prior to the launch of the 356A Carrera in the autumn of the same year. To mark this significant anniversary the Carrera Parade at Hedingham will highlight some of these early, rare cars, including the Fletcher Aviation 550 Spyder, 356 Carrera GS and GT, 904 GTS plus the Carrera RS and some subsequent later 'Porsche AG' production models badged as 'Carrera'.

The organisers will be VERY pleased to hear from any owners of running four-cam Carrera engined Porsches who may like to participate.

E-mail info@classicsatthecastle.com or see www.classicsatthecastle.com



...AND COYS AT THE CASTLE!



Well-known auction house Coys is pleased to announce an exclusive classic Porsche auction during the 2015 event on Sunday 6th September (see details above).

Entries will be strictly limited to pre-1974 sports and competition models, celebrating the greatest years of Porsche production under the control of the Porsche family.

With previous experience of coordinating the stand-alone 'Excellence of Porsche' presentations, plus its long-time involvement in the classic market, Coys International Auction House sees the annual Hedingham event as the natural choice to focus and develop these 'Excellence of Porsche' auctions. Coys now feels the time has come for the exclusive early production Porsches to stand alone and benefit from their own international auction event.

The annual celebration of the early production and competition cars is now recognised as one of the 'must attend' events in the international Porsche calendar, benefiting from substantial support from Porsche Classic AG, as well as the notable specialists in the Porsche community. Consignment opportunities for this most exclusive Porsche auction are invited on a strictly limited basis.

Contact Guy Newton by e-mail at guy.newton@coys.co.uk, or call 020 8614 7888

ONASSIS 917 KNOBS



The Porsche 917 is the ultimate air cooled race car. Attention to detail went down to each and every part that was used on this cannonball on wheels – details like the wooden gear knobs, chosen for their lightness and resistance to heat.

The crew at Onassis fell in love with these 917 shifters and, after hours of testing, are now able to offer their own interpretation of these knobs. Tom at Onassis tells us: 'Each of our

knobs is made by hand, every one is unique as the grain of the wood used makes them very special.

'We build your knob to suit your shifter application. If you would like to order, please send us an e-mail and we can arrange everything!'

Built to your shifter setup measurements, each knob costs 105€ (or US\$135). Worldwide shipping available...

For more details of this and other products, check www.onassisporches.com

WIPER REBUILDS **NEW PARTS FROM SIERRA MADRE**



Fed up with sluggish or noisy windscreen wipers on your early 911? We know the feeling.

This wiper assembly repair kit fits 911/912s from 1965-68, and includes all bushings, clips and bearings to make the wiper rack like new. Part number SIC-628-KIT, it costs \$76.64.

For more info, log onto www.stoddard.com

Available exclusively from Sierra Madre Collection is this pre-assembled 380mm wheel, which is perfect for your sport-purpose 911, 912 or 914. The German-made, leather-wrapped wheel has a period-correct look and includes a high-quality reproduction hockey-puck horn button. Also included are the essential steering wheel cancel ring, steering wheel bearing spring, horn button rubber cuff and contact pin.

The part number is SMC.347.805.11 and the wheel is available right now at a special sale price of \$975.00.

Also of note for all restorers are the complete rubber seal kits offered by Sierra Madre. Anyone who's ever rebuilt a 911 will know just how costly it can be to buy all the seals necessary to keep your Porsche rain- and draughtproof. Sierra Madre makes it easier on your wallet by offering a complete set of seals. For example, the 1967-69 Targa seal kit (part number SMC.000.985) is priced at \$1,452.10. Kits comprise genuine, OEM and aftermarket seals, each marked with the part number and description to aid installation.

For details, see www.sierramadrecollection.com



GET TANKED UP!

Here are two great new products. First up is the this 911 100-litre long-range fuel tank. Originally designed for racing, it still fits all road cars, adding usefully to the range (ideal for those long cross-continent road trips!). They're superbly made and are available from Karmann Konnection for £1195.00 + VAT.

If you want to take the race theme even further, KK is also offering this 'through the hood' external filler kit for 911s and 912s. This RSR-style external fuel cap neck and drain tray costs £250.00 + VAT.

Call 01702 340613 or see www.karmannkonnection.com



MODENA CENTO ORE RALLY

How do you fancy exercising your Porsche over an amazing road route which takes you from Rome to Modena, via Florence and Perugia, while also taking the opportunity to drop in on four famous race circuits (Vallelunga, Mugello and Imola)?

The event is the 15th Modena Cento Ore Classic, which runs from 2nd to 4th June this year. Thirteen road stages over the four days means there will be plenty of driving, topped off by great circuit action.

This looks like a great event to us! For more details, contact the organisers...

Visit www.modenacentrooreclassic.com



1974-ON 911 EXHAUST UPGRADE



A well established method of increasing the power from a 1974-on impact bumper Porsche 911 is to fit the pre-impact bumper exhaust manifold, either an original part, or more likely one of the independently made items available for the flat-six engine.

Having equal length downpipes instead of the later unequal length type (part of a re-engineering Porsche carried out to help reduce emissions) gives a freer flow of gases and improved performance.

But once a pre-smog spec manifold is in place, a new exhaust silencer is required, because the early manifolds had a twin outlet at the end of the downpipes instead of the later single type. That is what Worcester-based exhaust specialist Turbo Thomas is offering, with two versions available, one in 'standard' spec, the other with upgraded internals for better gas flow and a louder sound.

Call Turbo Thomas on 07817 602239 or visit: www.turbothomas.com

CLASSIC PORSCHE AGENTS?

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

We are currently looking throughout the world for people to become specialist stockists – if you think this could be you, please call Bev Brown on +44 (0)1883 731150, or drop her an e-mail at bev.brown@chpltd.com now!

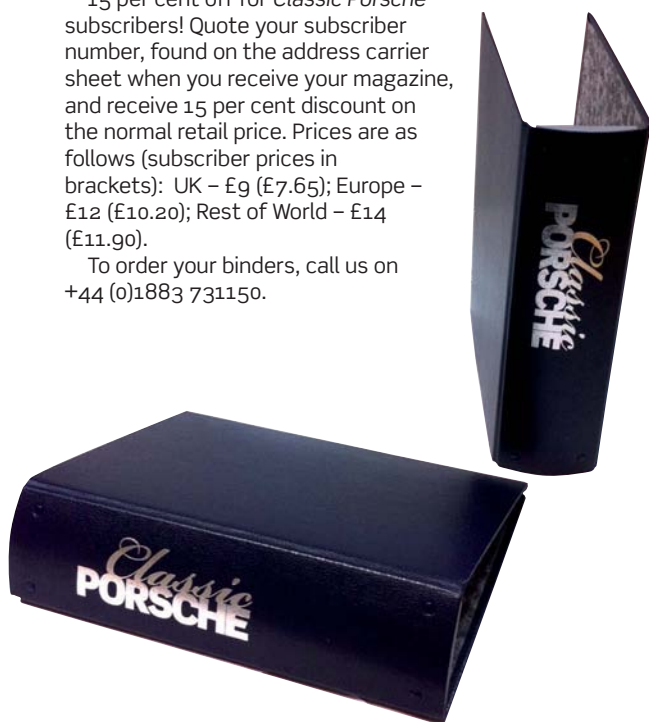
CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 29 issues old you'll be needing a suitable means of storing those back copies. So what better than the official *Classic Porsche* binder?

Available now, the binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

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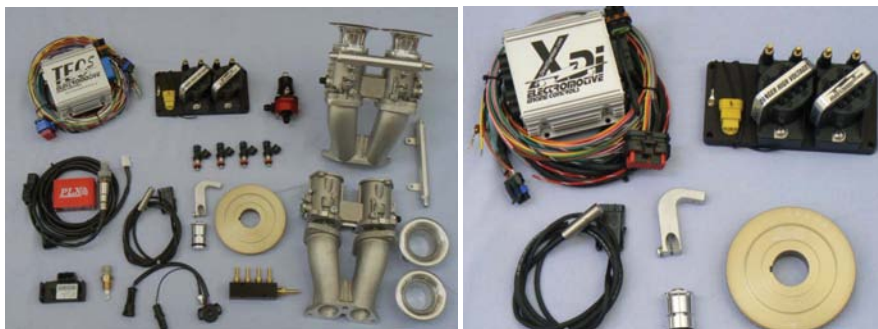
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CLASSIC PORSCHE BACK ISSUES

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 16–28. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: chp@chpltd.com

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To keep vintage 356s and 912s running strong with all the performance, reliability and economy benefits of new technology, these direct ignition conversion kits can be used for daily street driving or high performance racing. As with the EFI set-up above, these ignition systems are perfect for any type of engine build, including dual spark-plug applications.

Visit the website at www.clewett.com or call USA: (310) 406-8788

NEW 914/6 HEAT EXCHANGERS



Finding heat exchangers for the Porsche 914/6 has been a major problem for many years. Owners of this relatively rare car have had to make do with patching up their old exhaust systems in a desperate attempt to keep fumes out of the heating system.

Fortunately, help is now at hand thanks to Dansk. The pipes are 38mm in diameter, and 1.5mm thick, and are manufactured from stainless-steel, making them (hopefully) far longer lasting than the originals.

The recommended price is high, at €1698 each (that's around £1230), but

then used ones have been fetching not far short of that on eBay recently. As for new old stock ones, it's almost been a case of 'name your price'.

Production quantities have been kept low – after all, this is not a high-demand item, compared to a 911 system – and the first batch of 25 units sold quickly. A second batch is showing every sign of selling quickly, too. If you need some for your 914/6, contact Stoddard in the USA, or Roger Bray Restorations, Tech 9, Design 911 or Euro Car Parts in the UK.

Log onto www.jpgroup.dk

BSC PORSCHE DOES THE HARD WORK!

Oxfordshire-based Bicester Sports and Classic has launched a new arm of its business, BSC Porsche, concentrating on early 911s and operating with the help of a network of specialist Porsche inspectors in the UK. BSC undertakes to source the perfect 911 for your needs, and, to make the whole process as painless as possible, each car spends a week at BSC's workshop where it is thoroughly checked over prior to delivery with a care package comprising a 12-month warranty, full inspection report and a year's breakdown cover.

For further details, visit www.bscporsche.com or call 01296 770966



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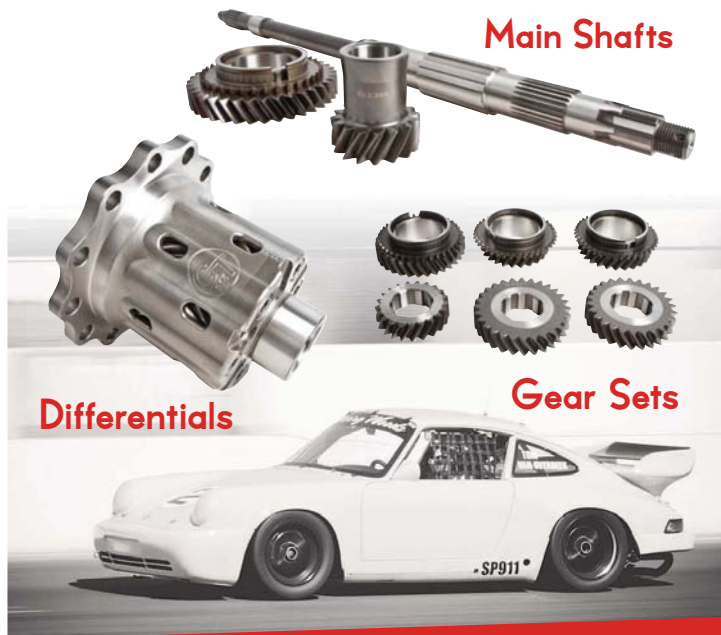
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1963 356 C Cab, triple Black, new Motor, USA car, lhd, new hood and interior, £115,000



1970 911 T 2.2 Coupe, lhd, Black/Black, fully restored, major engine re-build, £64,995



1968 911 L 2.0 swb Coupe, Gulf Blue w/black, lhd USA car, recent work, £49,995



1969 914/6, Canary Yellow, matching numbers, very early car, lhd, £64,995



1973 Porsche 914, 2.0 litres, Yellow, lhd, ex USA, very good condition, £15,995



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RENN SPOT

BE SMART, BE SAFE – THAT’S THE MESSAGE FROM OUR U.S. COLUMNIST, DAVID CONKLIN. AND HE’S RIGHT...

As I write this column, I am looking out the window at bright sunshine and a deep blue sky. According to the calendar, spring is officially here. Even though trees are in bud and flowers are trying to poke from the ground, it still needs to warm up a lot more before it qualifies as spring according to my standards. It won't be long though before those of us who live in climates that 'enjoy' four seasons begin to think about taking that first drive in our classic Porsches.

But hold on a second, Bunky. There is more to a 'first drive of the season' than simply rolling the car cover back, firing up the engine and going for a cruise. Just because you sat around on your butt immobile for the last few months with no noticeable side effects, doesn't mean the same is true for your Porsche. Seals and hoses dry out, air and fluids leak and joints stiffen up. To clarify, I am still referring to the car. You may have similar problems, but I can't help you with those.

A great way to spend these early spring weekends is doing maintenance on your Porsche before the temptation to go for a drive is too great. It's a great time for an oil change and a valve adjustment. Many experts recommend changing the oil prior to winter storage, but if this was not done, it should absolutely be done before driving in the spring.

Of course you would want to check the tyres, not only for inflation but also for condition. Is the rubber still soft? Any cracks or evidence of dry

rot? How old are they? Modern tyres have date codes and most experts agree that tyres have a safe life of 6 – 10 years depending on the conditions they were exposed to and how regularly they are used.

Due to the long storage periods and occasional or infrequent use of cars like ours, the lower end of that estimate is probably the best standard to live by.

There are other systems that are often overlooked during our tune-ups. You know how it is 'out of sight, out of mind'. How about those brakes? Are the hoses in good condition, with no cracks? In the case of drum brakes, are they adjusted properly?

If you pull up on your hand-brake, does the pedal travel become significantly shorter and more firm? If so, it is probably time for a quick brake shoe adjustment. What about the brake fluid? When was the last time it was changed? Many brake fluids are hygroscopic meaning they will absorb moisture when exposed to air.

Water is a wonderful substance, but not in your brake system. It can cause corrosion in the cylinders, deteriorate seals and will cause the brake fluid to boil at a lower temperature. Traditional brake fluid should be changed every two years – more frequently if you go racing.

The thing that probably scares me most is fire. It seems like every year we see horrific photographs of a classic Porsche or VW that has self-immolated at the side of the road while the owner helplessly stands by watching it burn.

Obviously all of us should have a fire extinguisher safely

strapped where we can get to it quickly. (Not like I had for a while; rolling around on the floor beneath the seat waiting to become a missile and remove my head during a fender-bender.) Unfortunately, fires grow quickly and, depending on what is feeding them, a single extinguisher may not get the job done.

Yes, you can carry two, but remember: 'an ounce of prevention is worth a pound of cure.' Are the fuel lines in good condition and clamped tight? Have you tugged on them? I have heard several stories of a brass fuel bung working loose and pulling out of the carburettor or fuel pump body. Result: a high-pressure stream of fuel dousing the hot engine. A good clamp is of no value when the thing you are clamping to falls off.

And remember, there are fuel lines *under* the car, too. What about the fuel filter? I am shocked how many times I look beneath the hood of a vintage Porsche only to find a plastic disposable fuel filter that was probably purchased for less than a dollar while standing in line at the auto parts store. If you have one of these on your car, immediately set down this

magazine, walk to the garage, carefully remove it and throw it as far away from your car as you can!

Let's think about this. A cheap, thin-walled plastic container of fuel dangling loosely from a fuel hose on your PORSCHE? Even better, it's hanging right above a hot cylinder head or exhaust manifold. What could possibly go wrong with that scenario? There are better solutions. In fact, having no filter at all is a better solution.

Sadly, unforeseen accidents and mistakes happen. As hard as we may try to protect our babies, bad things can happen. Have you audited your insurance coverage recently? Perhaps you took some of the coverage off while the car was off the road for the winter – did you reinstate it? The rapid increase in value of many of our cars means that we need to be diligent in maintaining the proper levels of coverage.

Don't confuse what you have invested in your car with what its current value is. It would be a shame to lose it in an accident and find yourself not able to buy another with the insurance settlement.

We all hope you enjoy the 2015 driving season. Be smart – be safe! **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 *g11S* for more than a decade and is a longtime *R Gruppe* member. David lives with his wife Melissa and two Jack Russells in Ohio, USA

It's spring, so here's a photo of someone enjoying their classic Porsche in the sunshine. Far better than standing by the roadside and watching it burn to the ground...





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DELWYN MALLETT

FRESH BACK FROM GOODWOOD, MALLETT CONTINUES HIS DISCOURSE ON THE SUBJECT OF PORSCHE FASHION...



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...

While we're on the subject of logos on clothing – see my column in the last issue – I spent a very satisfying weekend at the recent Goodwood 73rd Members' Meeting, whose all-g11 race provided me with the perfect opportunity to air my highly recommended, personally Porscherised, Sainsbury's 'Tu' jacket I enthused about last time around.

I'm pleased to say it blended seamlessly with the similar but far more expensive variations cladding much of the crowd. I even bumped into a few *Classic Porsche* readers who had read my column (which at least reassured me that all this rambling is not entirely in vain), one of whom declared his intention to pop down to his local supermarket to see if they are still in stock. (No, I'm not being paid by Sainsbury's, but I am open to offers!)

September's successful Goodwood Revival race weekend has become justifiably famous not only for its superb racing but also its dress code, which encourages spectators to dress in attire appropriate for the period during which the track held motor races – 1948-1968. Few would have predicted that a normally conservative British public would take to dressing up quite as enthusiastically as they have.

The downside is that a very large percentage of spectators now seem to attend for the fancy dressing rather than the motor racing, with ever more ignoring the time period and masquerading as refugees from 'Downton Abbey' or 1930s Chicago. The Members' Meeting, by way of contrast, was more relaxed, far less crowded

and mercifully closer in spirit to motor races of the period than the carnival atmosphere that now prevails at the Revival – and without the theatrical excess distracting attention from the true stars of the show: the cars.

The truth is that from a spectator's point of view attending a motor race in the 1950s and '60s could be a pretty dismal affair. Facilities, for the relief of both hunger and bladder, were generally awful, and shelter from the elements practically non-existent.

As for the 'fashion' component, a motor race was most definitely not the place to sport your best outfit, for woolly jumpers, Wellington boots, duffle coats and anoraks were generally the order of the day. Not 'designer' anoraks, either, but the utilitarian variety usually purchased at a camping store.

And labels were strictly confined to the *inside*. The notion of advertising a manufacturer's name on the outside was a long way in the future.

One garment that does remain familiar from the 'old days' is the waxed jacket. Barbours and Belstaffs were a common sight trackside then as now, but back then owners would have made their way to the circuit by an oil-shedding British motorcycle or battered Land Rover, rather than a Porsche or Ferrari, as both were many decades away from becoming fashion-status brands.

One huge and much-missed difference is that in the pre-Nomex years of the 1950s and '60s drivers often raced in clothing that differed little from that of the spectators. Racing overalls, invariably pale blue or white and unsullied by

little more than discreetly embroidered 'Dunlop' or 'Pirelli' wording, were just that: 'overalls' to be worn over ordinary clothes. The top halves were often dispensed with revealing a short-sleeved polo shirt, and collars and ties were not uncommon (or, in the late Mike Hawthorn's case, a rather dashing bowtie).

The late 1960s saw a massive injection of non-automotive-related sponsorship heralding in the era of the 'mobile billboard'. Polyester was the rage, and sponsor-emblazoned 'rally jackets', often in eye-searing Day-Glo shades, hit the paddocks.

Porsche's first coordinated team livery arrived in 1968 with the drivers decked out in 'Kryptonite green' quilted jackets with contrasting red stripes, while the mechanics' jackets reversed the colour scheme.

For the 1969 season, the team jackets were a toned-down wine-red with a white stripe. With nostalgia and heritage now recognised as powerful marketing tools, Porsche last year reintroduced a range of replica jackets to mark their return to the Le Mans 24 Hour endurance race.

Which brings me to our flamboyantly fluorescent editor Seume. Perhaps aware that I would be strutting my stuff in my ersatz but rather sombre Porsche-badged jacket, Seume opted for the real thing, arriving in a natty red-trimmed turquoise-greeny VW/Porsche item produced by Scania, the Swedish importer, circa 1969 or '70.

With a crowd clad in today's predominantly dark shades, much as one tried you couldn't lose sight of him. This was both an advantage and a disadvantage depending on one's point of view!

The only other chap as brightly attired was Richard Attwood in his 1968-style driver's jacket. I tried to engineer a potentially sensor-searing photo-op of the pair together but it seems that so many photons were radiating off their jackets that, as with like magnetic poles, they failed to connect.

It is perhaps a blessing in disguise that motor racing at Goodwood ceased before the 1970s as I dread to think what combinations of potentially nausea-inducing logo-laden colour-saturated outfits might now be infecting the 'Revival'. **CP**



Try as he might, Delwyn Mallett couldn't miss editor Seume (left) in his Day-Glo VW-Porsche team jacket – and Richard Attwood (right) was equally as 'obvious' in his modern remake of the original Porsche teamwear



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ROBERT BARRIE

FRESH BACK FROM A HECTIC WEEKEND RACING AT GOODWOOD, OUR MAN LOOKS AT WAYS TO KEEP PEOPLE ENTERTAINED...



Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with his early g11 and organising track days, he's also a purveyor of fine classic automobiles



The early g11 race at the Goodwood Members' Meeting was tremendous fun to drive in and, from what others have said, to watch. Well done to the Goodwood team for putting it on.

I took part in car #g11. We finished well down the order, but we finished and that's what we set out to do. It was the ex-rally car's first race and prior to the event it hadn't turned a wheel in about ten years!

That's what Goodwood does to you – everyone tries a bit harder to find, prepare and enter something suitable or unusual. People usually try to wear something suitable or unusual. In return, the organisers seems to try a bit harder, too.

For example, the meeting opened with a hunt riding round the circuit, daffodils were all over the place and a party in the evening with, among other things, giant fish floating about on sticks.

It's an occasion unlike any other and it attracts cars, drivers and crowds unlike any other as a result. Now it's over, the car has gone back to its

owner for what I hope will be an enjoyable debut season for both.

Meanwhile, those of us who took part in the race are keen to do it again. If any similarly-minded race organisers are reading and would like to make another early g11 race happen, please get in touch!

On the subject of historic racing, it might be timely to clear up some confusion about eligibility. Many of the more serious races are for cars prepared to pre-1966 spec with the appropriate FIA papers. In the case of an early Porsche g11, that means a 2.0-litre engine running on a pair of Solex carburettors, as well as various other bits and pieces.

Note that the requirement is that the car is prepared to pre-1966 spec, not necessarily that it is a pre-1966 car. You could build one next week and, provided it was to the right spec, it would be eligible.

That is more or less what happens with some other makes and models. I don't have a problem with it, though some do.

However, as someone who raced a 1966 car prepared to pre-1966 spec for a number of years, I do have a problem with the suggestion that you can only go racing in a 1965 car, or to be more pointed, a car with a 1965 chassis plate and identity. That's not the case. You might choose to, but you don't need to.

Now, some races are oversubscribed and some organisers may decide that they prefer 1965 cars. It's their race and their prerogative. I can think of one race organiser that does think that way and several others that don't.

For most events, including those such as Goodwood, if your car complies to the regs, looks the part and is likely to be well-driven, then you are in – or, at least, in with a shout anyway.

Top Gear has changed several times in its near-thirty year career and no doubt it will reinvent itself again in the absence of its lead presenter.

The trick with all of this – as Goodwood reminds us – is to make cars

interesting to a wider audience. That's when the numbers go up and the event or the show, or whatever it is, starts to make commercial sense.

Whatever else it was or wasn't, *Top Gear* had an audience and understood it. I am less convinced that the same applies to the new *Classic Car Show* on TV.

It feels like a car show made by TV people rather than a TV show made by car people. If that's right, the challenge is to find car people who can work in front of the camera. I mean proper car people – people who understand, people who can drive and people who get their hands dirty, not people who look as if they might be just as happy selling you double-glazing.

The added challenge with old cars is to make them interesting to young people. When the *Classic Car Show* presenters tell us how fantastic some old car is to drive, I find myself wondering when they last drove a modern hot hatch?

It will be quicker than almost any old car, the brakes will work, it will go round corners and it probably won't ever break down. The hopelessness of many old cars was one of the repeated-loop jokes of *Top Gear*.

In reality, there are lots of ways in which old cars are better than new ones, but the way they drive isn't necessarily one of them – unless, that is, you are a car person and you enjoy the fact that it's not always easy, not always flattering and requires a knowledge, skill and effort that new cars don't.

We could do with someone who can get that across to the *Top Gear* audience. **CP**



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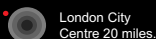
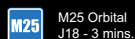
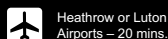
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LETTERS

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



904 FOLLOW UP

In reference to your article on the Porsche 904-045, the ex-Dickie Stoop car, there is no 'cloud' on any of this car's record in terms of ownership since John Wean.

My then dealership, Oldtimer Australia, did indeed facilitate the purchase of the car direct from John Wean via an introduction and contact details supplied by Dale Miller. Peter Harburg and I inspected a number of Porsches in the USA in 1997 and, after a test drive with John, the car was purchased and flown to Brisbane.

The photo shown in your article, where the car is white, is in the customs hall of Brisbane airport.

Peter Harburg restored the car back to its original livery and used it sparingly after running the Classic Adelaide rally and some demo laps at a Willowbank, Queensland, historic meeting where I recall driving it prior to that restoration.

It is fitting to see it reunited with its original UK plate, and one hopes it does in fact get seen and

used in events in Europe and the UK.

**Terry Healy,
NSW, Australia**

BARGAIN JACKETS

I have some bad news for Delwyn Mallett and his 45 quid Sainsbury's fake 'Belstaff' jacket.

After I received my copy of *Classic Porsche* #28, I read his article first as his heading 'What's in a name?' caught my attention as I flicked through the magazine.

It was a great read, and the kind of article that grabs you and sucks you in waiting for the punch line – and the joke which was on him...

I thought I would also treat myself to a jacket and went to Sainsbury's at the next opportunity. And there they were at the end of an aisle with a huge sign saying SALE!

Sorry, Delwyn, but my 'Belstaff' cost me 30 quid.

**Graeme Henderson,
Aberdeen, Scotland**

KENYAN KORRECTIONS

In the recent article that continues the story of the ex-Sergeantson 911T/R, there is a photo of Gordon

Crow's workshop in which there is reference to both the Sergeantson car and the Zasada rally one; but the picture does not, in fact, show enough to allow you to see the megaphones or anything of Peter's car. That might be the Zasada (1969) car in the very background (911T); but that, too, is impossible to verify.

I am doubtful that Diana is correct regarding Jürgen Barth being there for the 1969 Safari Rally: I drove in Gordon's large American Ford station wagon, along with his man Lucas, Mrs Zasada and the supposed Polish 'journalist' (whom we suspected was, in fact, a security man!), out of which he serviced the Zasada car. I have absolutely no recollection of seeing or encountering Herr Barth at any point – could his presence have been, in fact, in 1970?

There was no factory involvement: they simply lent the car to Zasada and Gordon Crow undertook to provide en-route servicing for the car. (The rally was still very un-commercial in those days, until some years later, when factories

had fleets of service vehicles available and even chartered light aircraft to follow the cars!)

Interestingly – and as far as I remember – Gordon changed the engine oil of the Safari car at about the halfway mark, and perhaps changed front brake pads, but did nothing else to the car whatsoever!

Zasada finished fourth or fifth that year, second in class, I seem to think, and the vehicle was trouble-free. Before departure from Nairobi, the very last thing I watched Zasada do to the car was to go around the front end, exchanging every light bulb for 100 watt items!

Apologies for the digression: back to the Sergeantson car. I did ride as passenger in it, when Gordon had just tuned it for the races that coming weekend. We drove a few miles out of town on the Mombasa road, on open megas – with windows wide open (of course): OMG! The noise was deafening when overtaking a truck, I'll never forget!

I do not remember the car as tangerine, however, and always thought it to have been the colour the Germans called *blut-rot*, the same as all factory rally cars of the day. I have sometimes wondered if there is confusion between these two colours? I thought tangerine only came to the factory's palette a few years later, but I may be wrong here.

In the colour photo of the car, standing with trophies on the bonnet, it does look tangerine; but might that have been due to colour fade of the photo negative or transparency?.

**Christopher Godfrey,
Via E-mail**

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Far left: Terry Healy from Australia helps fill in some of the history of the ex-Dickie Stoop 904, as featured in issue #28



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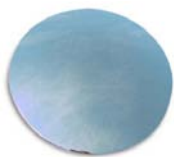
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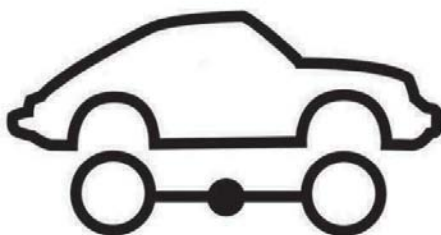


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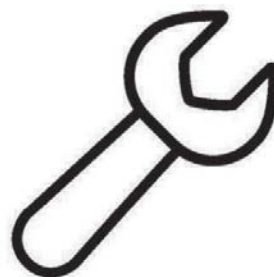
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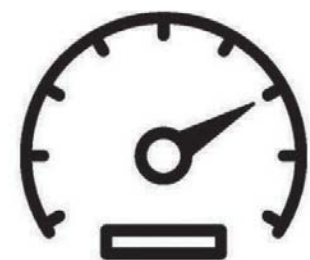
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DETECTIVE STORY

Hiding behind an incorrect nose, a distinctly non-standard interior and a less than perfect paint job, the true identity of Simon Bowrey's 356 Carrera GT remained hidden for many years. It took a team of experts to unravel the truth behind the first Carrera GT imported into the USA

Words: Fred Hampton

Photos: Jayson Fong

Restoration photos: Simon Bowery

What follows is the story of how a 1957 356 Carrera GT lingered in the USA under the illusion of being a 1500 GS, was exported to Italy and – following an interval in Italian ownership – was later sold into France, where it was bought by an American based in Switzerland, and sold to an Englishman who imported the Porsche to 'the island' where the first clue to the Carrera's identity as a GT was flagged up by another Englishman whilst undertaking research on a totally unrelated project in the Stuttgart Museum archive. Got all that? Good...

The significance (if not the entire history) of #100369 was brought to light through the help of several early Porsche experts, who pooled detailed information, enabling the English owner to manage and direct an authentic restoration by Sportwagen (UK) and Hloch (Germany). What began as a 'question mark' car is now confirmed on its Certificate of Authenticity issued by Porsche to be the first steel-bodied 356A Carrera GT to be delivered to Max Hoffman from the factory.

The players involved in bringing this to light are Bob Campbell, Stefano Gatti, Franco Lembo, Jack Logan, Simon Bowrey, Fred Hampton, Michael Doyle, Bruce Cooper, Steve Winter, Mike Smith, Karmann Konnection and Karl Hloch.

Some time ago, Bob Campbell of 356 Services in California offered a 356A Carrera for sale, having purchased the car in early 2000 from one of two brothers who both owned 356 Carreras. Its early history is unknown, and a Tijuana-style tuck-and-roll interior with 'kustom karpets' and a black paint job went a long way towards disguising the car's original configuration.

Furthermore, at some point in the past a body shop had fitted a 'B' nose and bonnet to our subject car. It is thought that one of the brothers bought the car new and later wanted a B GT, but couldn't find one. Or perhaps it was the result of some front end damage and perhaps no 'A' parts were readily available. That curious nose graft is a mystery, but one certainty remains: as Bob Campbell says, 'Bastard cars don't sell easily'.

The story goes that the one of the brothers' cars had Rudge wheels and they did a swap, which is why #100369 came to market – perhaps as a lure to uninformed buyers – with the decorative but heavyweight Rudge knock-off wheels, rather than the original rare steel offset rims.

While the Carrera was being offered for sale in the USA,







the possibility of it being a GT had already been established by a few previous onlookers who opined that #100369 did, on close inspection, exhibit some GT details, including rolled edges on the wings and the support brace for the enlarged fuel tank. Despite the possibility that this might be a rare GT, a lack of interest in closing a deal by any American buyer accelerated a sale to Europe in early 2002 – as a 1500GS.

Consequently #100369 passed into the ownership of Stefano Gatti in Italy, who owned the car for several years before selling it to a friend who, in turn, then passed the Carrera on to Franco Lembo of Automobilia, based in the Champagne capital of Reims in France.

At this point, the car came to the attention of Geneva-based Porsche enthusiast Jack Logan who was looking for another GT, having previously owned an ex-Buenos Aires 356A Carrera GT coupé, and one of the last GT Speedsters delivered at the end of production with a pushrod engine.

When Logan first viewed it in Reims, the 356 had already been stripped to a bare bodyshell. The incongruous 'B' front clip had been removed, to be

replaced by the correct 'A' nose, and it was sitting awaiting preparation for painting.

Although not entirely convinced he needed a project, Jack agreed to buy the car based upon what he had seen in the unfinished state, and had Franco proceed with the restoration. However, after committing to the 356, the prospect of a long, drawn-out restoration scenario cooled his initial enthusiasm just at the time Simon Bowrey approached him with an offer to buy the car – which they both understood to be a 1500 GS. Negotiations between North London and Geneva progressed and the Carrera was ultimately transported to Bruce Cooper at Essex-based restoration experts, Sportwagen.

Meanwhile, research undertaken in the Porsche Museum archive found that the Kardex provided little information beyond the unlikely indication of 'American-style bumpers'. However, handwritten records elsewhere revealed that the car Simon and Jack were researching was most certainly a GT.

It later transpired that #100369 was originally supplied with an all-plastic interior (no carpets), Speedster seats,

Simon Bowrey's Carrera GT is impressive in every detail, and from every angle. Finished bodywork and paint was handled by Bruce Cooper and his team at Sportwagen in Essex. Correct GT tank shares space with original toolkit

356 CARRERA GT



“Only a further 13 GT versions were delivered worldwide for the entire 1957 production year.”

GT engine and BBAA-ratio gearbox, GT tank, no undersealant, plastic windows and steel offset wheels (not the lighter steel/alloy mix).

Furthermore, and more significantly, information shared by Michael Doyle suggested that this Carrera was almost certainly – by a process of eliminating the chassis numbers of the very first of the steel-bodied GT models delivered throughout Europe – the first steel-bodied GT delivered to Hoffman and imported into the USA.

Porsche had begun series-production of the new 356A T1 Gran Turismo 'GT' in March 1957. 17 examples were delivered in the first few months until the end of June, of which #100369 was the 11th or 12th completed on 4th June 1957. Of these 17 early GT coupés, the majority were delivered to their first owners in Germany, Austria, Switzerland, France and Sweden, and only a further 13 GT versions were delivered worldwide for the entire 1957 production year.

Chassis #100369 was shipped to the USA on the 12th June 1957 for delivery to Hoffman Motor Co. in New York. This must have been one of the first (if not *the* first)



production Carrera GTs specially ordered for delivery to North America.

On the restoration front, as he was not altogether happy with the inherited metallic grey paintwork that had been applied in France, Simon decided to have the shell media-blasted and make a start from scratch. When returned to Bruce Cooper at Sportwagen, the tell-tale GT hallmarks (strengthening for GT tank, no coat-hook holes and a rolled rear clip) all became evident to endorse the finding in the Museum archive.

Back in the workshop, the 'A' front clip was removed to roll the bottom valance and to adjust the front section to accept the 'A' bonnet as the car was still displaying certain 'B' details. During the restoration, neither rust nor crash damage was found on the car. Bruce Cooper noted this was 'remarkable for a 55-year-old Carrera', giving credence to the idea that the T5 swap had been voluntary and not because of damage.

The shell was then prepared in readiness for paint, with dimensions referenced to an original car and the exterior returned to the correct ex-factory colour of silver. The reworked and repainted shell was then reassembled in Sportwagen's workshop.

The engine was delivered to Germany to be rebuilt by four-cam specialist Karl Hloch in Schorndorf, east of Stuttgart. Karl Hloch senior had been the four-cam engine builder for Paul Ernst Strahle motorsport in the heyday of four-cam racing and – having now rebuilt more such motors than anyone in the world – Karl junior, having absorbed so much of his father's expertise, continues the tradition with a high-profile client list.

Steve Winter of Jaz Porsche in London rebuilt the limited-slip differential and gearbox (still with the original BBAA gear set) and attended to all the necessary geometry. The running gear, steering box and suspension was taken care of by Mike Smith of PR Services, who also

“The engine was delivered to Germany to be rebuilt by four-cam specialist Karl Hloch...”

supplied all the authentic 14mm nuts, bolts and fittings ready for reassembly. Karmann Konnektion was the source of many NOS parts throughout the project.

The correct interior trim material was sourced via Michael Doyle who, as well as being in constant liaison with Simon on the restoration detail, trimmed the Speedster seats in the USA.

As to the quality of the outcome, the freshly-restored Carrera's first outing was at the Warren Concours (a UK emulation of the multi-marque Pebble Beach Concours). After taking first place in the Porsche Class at this event, it was voted Best in Show by a panel of 15 judges.

At the 2014 Classics at the Castle show held last September, the restored 1957 Carrera GT was driven by Weissach's Tony Hatter in the 'Special Cars' Parade, ahead of a 2005 example of his Carrera GT design. A fitting cameo to bring the story to a close.

This narrative was put together based upon the known facts available at the time of writing. However, should any reader have further information relating to the history of #100369, then do please kindly make contact with Simon via the magazine. **CP**

Speedster seats were trimmed in the USA by Michael Doyle, who also sourced the trim material. Four-cam engine was rebuilt by Karl Hloch. Inset photos opposite show bare shell at Sportwagen. It proved to be in remarkably sound condition, apart from incorrect 'B' nose...



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photography by Jayson Fong

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BROWN GIRL IN THE RING

Restored in France in 2013, imported into Britain and tweaked by Autofarm last year, this sepia brown 2.4S could be the perfect period 911. Its six-figure price tag reflects that quality - and the current market trend...

Words: Johnny Tipler
Photos: Antony Fraser



1973 2.4 911S



Here's one boxer that I wouldn't mind going the full ten rounds with, and I'm not just talking fisticuffs. Stringback Les Lestons rather than bulging Alibaba thwackers. Bam! It's not just the car's pristine condition; a spirited drive through the lanes of north Essex and south Suffolk tells me that I'm at the wheel of a classic 911S. Zesty, lively and, the faster I go, delicately poised on the edge of the outer limits.

We're visiting specialist Paul Stephens, purveyor of interesting historical Porsches and noted bespoke build specialist with his PS AutoArt range. Touring the showroom, our gaze alights on the sepia-hued non-sunroof 911 coupé, and while it's not quite love at first sight, it certainly is an intriguing proposition.

Sepia Brown is one of the more conservative choices on the Zuffenhausen colour chart in the early '70s, vying for attention with louder hues like Viper Green, Roman Purple and Blood Orange, no doubt being chosen by dint of intriguing understatement rather than eccentric ostentation.

Sepia 911s are rare birds; I'm told there may have been only six finished in that colour with tan leather interiors, though our subject car is spec'd in black from new, with typical vinyl and aluminium strip below the dashboard, which is a signature of a 2.4 911.

A recent arrival on these shores, Brown Girl (chassis #9113301078, engine #6331688) spent most of her life in France, having been delivered to the Parisian concessionaire (Sonauto) in May 1973. The bulk of the copious information in her bulging history file relates to a major restoration carried out between 2009 and 2013 by Special Auto SARL, based at Herblay, 20km northwest of Paris. This included a full

mechanical rebuild and bodyshell respray in paint code 415, under the direction of proprietor Daniel Dechaumel, who's described as 'highly recommended, an outstanding mechanic, a little gruff, but a real pro.'

There's no sense that this was the resurrection of a basket case, but its overall condition prompts the assumption that it was a comprehensive renovation. Apparently the odometer read 51,945 kilometres before the restorer re-set it at zero on completion of the restoration, which was clever of him. Or not.

Right now it reads 38,000kms, though Charlie Abbott of Paul Stephens, who is now marketing the car, reckons the reality is probably more likely to be 152,000kms. In view of the work done on it, the mileage is not particularly relevant, though a stamped log book saying who did what and when is always helpful.

In 2013 the car passed on to Automobilia, a well-regarded classic Porsche specialist in Reims, where the subsequent in-depth 230-point inspection and report by sleuthing Peter Morgan was sufficiently complimentary to prompt its purchase by its Devonian custodian. It was no sooner imported than it was handed over to Autofarm for a couple of engine-out bids to identify and staunch a number of oil leaks.

After British registration, including distinctive number plate NVV 73, Autofarm had the car MOT'd locally, having traced an oil leak to the nearside lower crankcase. That was done on 27th June 2014, and no sooner completed than it was back with them for another engine-out procedure in July, where another oil leak was identified seeping from a crankshaft dowel-pin.

Whilst the drivetrain was out, the shift linkage was

Our man Tipler gets the bit between his teeth as he hustles the 911S through the Essex countryside. 190bhp gives the coupé exciting performance

“Sepia Brown is one of the more conservative choices on the Zuffenhausen colour chart in the early '70s”





replaced and a new fuel pump fitted, the indicator switch rectified and the hand throttle adjusted. Also at Autofarm, the underside of the car was Waxoyled and it was professionally detailed inside and out. 'The owner is the kind of guy that wants it to be perfect, down to spending £600-worth of machine polishing just to finish it off,' comments Charlie. No question about that: the two stints at Autofarm cost £8200 and £8719, respectively.

In today's financial climate, there's no question it was worth spending the money. Not only is this brunette bombshell a fine example of a '73 911, the fact that it's an S is a bonus, too. In several ways the '73 F-programme 911S represented the zenith of Porsche's roadgoing sportscar programme in the early 1970s.

For one thing, the 'S' employed the final incarnation of the free-revving 2.4-litre type 911/53 engine, delivering 190bhp against the 165bhp of the 911E and the T's 130bhp. Their rarefied colleague, the competition-focussed 210bhp 2.7 Carrera RS, was in a rather different league and aimed at a distinct marketplace; competition derivatives of mainstream models – such as the Lotus Cortina and Alfa Romeo GTA – were quite unusual at the time.

The 1972 E-programme 911s were the first to receive the new 915 transmission, which was stronger and slicker than the previous 901 'box, while the embryonic aero kit was also novel: the 2.4S sports a front chin spoiler to reduce front-end lift. Both sets of front and rear Fuchs rims are shod with Michelin XWX 185/70 VR15s, making this F-programme model the last to be built with the same size wheels back and front. Significantly, its 2.7 Carrera RS stablemate came with 215/60 VR 15s on 7J rears, setting the precedent for all subsequent 911s, post-1975.

Being an F-programme '73 model year car the oil filler has reverted to inside the engine bay rather than via the short-lived external hatch on the '72 model year. Accordingly, it has black horn grilles and black Porsche letters on the engine lid, and a single rectangular chrome mirror on the driver's door. A pair of period-correct yellow-lens driving lamps came with the car.

The cabin interior is a tidy place; all the carpeting is new, as are the seats, though the seat frames are not factory issue. 'The original standard vinyl seats have been replaced with accurate Recaro reproduction Sport items, even down to the Recaro script on the levers,' declares Charlie. 'They fold

The 2.4-litre 190bhp engine means the 'S' is almost as much fun to drive as the iconic Carrera RS. CoFA confirms original spec

Partially blacked-out trim was a foretaste of what lay ahead in the later 1970s, but polished brightwork on each flank gives the 1973 'S' some old-school sparkle



forward as they should and are more supportive than the rather flat original items. The door cards are in good condition, and the elastic of the door bins has been replaced.' In the dashboard lives the restored Becker Europa radio with auto-switching iPod connection. It has the correct period seat belts, and the back seats are as new.

Under the front lid lives the 85-litre long-range fuel tank, and space-saver wheel and tyre. Also stashed in the trunk is the correct green-dot Bilstein jack, plus a complete repro tool kit in an appropriate pouch, while other appendages are contained in a smart flight case and include spare key, original compressor and an original spare Pudenz fuse kit, two original sets of red and black keys. All locks operate with the same key code, and there's a key code card stamped with chassis and code number.

The maroon new-old-stock handbook wallet contains the owner's handbook in English, the guarantee and maintenance booklet in its own original maroon wallet, plus the 1973 technical specifications booklet. A copy of the French registration paper – *Carte Grise* – states that the car interior was originally black leatherette with standard seats, but as mentioned earlier those have recently been replaced by the black leather sport seats.

Before the current owner it had two previous keepers, and documents showing each transfer of ownership are also in the history file. However, the paucity of documents prior to 2009 means that you take a lot on trust with this car. It's gratifying to note that Daniel Dechaumel at Special Auto and Franco Lembro's Automobilia are reputable specialists, but the three beacons that shine brightest out of four dark-age

decades are Peter Morgan, with his *par excellence* knowledge of the model, Autofarm – peerless practitioners on classic Porsches – and Paul Stephens, supremely knowledgeable and entrusted with its pitch by an owner on the other side of the country. With these leading lights in the picture its provenance is firmly anchored.

The new owner retained all the reportage made prior to purchase: 'Panel gaps are all good for the year,' remarks Peter Morgan in his report, before continuing 'the rear bumper assembly is accurate, no stone chips, there's no wear in torsion bar supports, and it bears the correct logo on the engine-lid grille.'

'The front suspension has all been rebuilt, the oil cooler pipework is good, heat exchangers have been painted silver and it's got a new Dansk silencer. New Koni dampers front and rear, trims on wheel housings, tinted electric windows, rear anti-roll bar hardware is all well finished, the oil tank appears new, oil return tubes are new with no leaks.' And so it goes on. Amongst the documentation is a Porsche Certificate of Authenticity.

Being a French car it's a left-hooker, which happens to be my preference in any case. The newness of the Recaro seat means I'm sitting 'on' it rather than sunk 'in' it. A bit of throttle as I turn the key and it fires up. There's no engine note to match the aural delight of a smaller-capacity flat-six, and the 190bhp 2.4 unit complies.

Ease out into the byways and press the throttle pedal. Acceleration is brisk, the flat-six snarls, and we're away. It has a smooth, accurate gear shift, and it gives every expression of its 1973 origins as it darts a little bit, finding its way over the

Black grille, black badging: everything about the 1973 is understated – except the sound and the performance. This is a car with which somebody is going to have a lot of fun...

“ The newness of the Recaro seat means I'm sitting 'on' it, rather than sunk 'in' it... ”





minor undulations. In a slightly paradoxical way, classic 911s benefit from being given their head, yet ruled with a firm hand.

Instantly it feels lively, energetic, sprightly, and yet it's elegantly poised as I control it on the throttle and ever-so-light, fingertips-on-the-rim, steering. Flicking the slim four-spoke wheel this way and that as the brown girl and I twist through the Suffolk slalom. The handling is as nice as I've experienced in an early '70s 911, and it has the zesty pizzazz of the 'S' motor, too. It really feels on the button as the engine revs sweetly to 4000–5000rpm.

Guiding it through the bends, seeking apexes and exits to aim for, it turns in without a second thought, and it's balanced, and corners assuredly. I can influence oversteer and understeer on the throttle, which is pleasingly sensitive. No problem with the braking, and the ride is agreeably firm because it's an 'S' riding on tall-walled tyres, which have a big influence on compliance and ride quality.

So why is the car on the market, barely a year after coming to the UK? Blame another 911S, a low-mile, full provenance car that the owner has found in Texas. Once the owner of the yellow ex-Earls Court Show 911S, he was seduced by the interloper's light ivory and tan leather colour scheme and the fanatical Texan owners' log.

'I wouldn't settle for anything less than an "S"; he tells me. The day the Sepia Brown car came on the market I was over

to Reims and bought it there and then. Peter Morgan's examination revealed a few errors in the restoration, so it went straight to Autofarm for a deeper investigation to get the mechanical aspects ironed out.

'I wanted everything correct, so we changed a few things like the sun visors and the rear numberplate lights to the right ones. Paul Stephens is asking £200,000 for it, so we'll see what happens. There aren't many about and certainly not as good as this one.'

In the light of that, inevitably we have to consider the values of classic 911s, and that rather quashes the wild, carefree driving experience that these cars were all about, 40 or 50 years ago, framed by cult movies like 'Two-Lane Blacktop', 'Vanishing Point' and Steve McQueen's 'Le Mans'. The 2.4S doesn't bask in the same glow as its rarer 2.7 Carrera RS sibling, so obviously it isn't as valuable, and its worth has been inflated by the escalation of RS prices.

However, the whole classic Porsche phenomenon has really to be viewed as iconic, the embodiment of exciting historic sports cars, and indeed the 2.4 'S' is still an uncommon car (3160 coupés and just 1894 Targas) from the firm's halcyon days when the only way was up.

Here is a car that defines that era precisely. This Brown Girl is in the ring – the sale ring, that is, so if only the best is good enough, this sepia spinster could fit the bill. **CP**

Vented 'S' brakes are adequate without being over the top. Type 915 transmission was an improvement over the old dog-leg 901. 7200rpm red-line on tach hints at engine's character

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The screenshot shows the ROSE PASSION website interface. At the top, there's a search bar with options for 'Search by keyword' and 'Entry by reference'. Below that, it says 'All the parts for all the vehicles!' and lists various Porsche models. A navigation bar shows selected models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 09-11. There are also filters for year (2005), model (997 C2S), body style (COUPE), and transmission (MANUAL GEARBOX, 6). Below the navigation, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor is pointing at the bottom right of the screenshot.

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GENTLEMAN'S RELISH

Words: Steve Wright
Photos: Michael Ward

The growing numbers of early 911s now participating in historic circuit racing is surely a reflection of the increased awareness of just what great cars the short-wheelbase coupés really are. *Classic Porsche's* Steve Wright gets behind the wheel of Adrian Slater's 1965 Porsche...



A damp track, grass run off and unforgiving tyre walls are not the best recipe when it comes to driving someone else's car on a circuit, especially if the car in question is a short-wheelbase 911 on Dunlop historic racing tyres. It would be unfair to say the SWB 911 is inherently unstable at high speed but nimble might be a good way to describe it.

The car featured here is Adrian Slater's beautifully-presented 1965 Porsche, prepared by East Sussex Porsche specialist Paragon and co-raced by the owner of Paragon, Mark Sumpter. Porsche AG confirmed the car was delivered to D'leteren in Brussels on 25th March 1965, giving the original specification as a 911 2.0-litre coupé in Light Ivory with black vinyl interior. It carries chassis #300641, engine #900757 and gearbox #100660.

D'leteren provided Mark with a copy of the initial service records through to June 1966 which gives a nice bit of early history. The car was then exported to the UK in 1972 – the green log book shows three owners until May 1991 when Robert Gant of Gantspeed Engineering acquired it. Robert built the 911 as his own car before he sold it in 2002 to Iain Stowe, who used it for a number of road rallies such as London/Lisbon.

Mark Sumpter purchased the car in 2006 and then sold it to Adrian Slater, a regular customer of Paragon and co-driver with Mark in Porsche Club championships, as well as historic events. Mark and Adrian are no newcomers to the racing scene – Mark won the British GT Championship in 2000 in a GT3R, and Mark and Adrian won the Silverstone Britcar 24-hour race in 2008, and the Porsche GB Open championship in 2011.

Mark has raced at Daytona and Le Mans, and also owns a 962 and 1997 911 GT1 Evo, so it's fair to say that both these guys know a thing or two about owning and racing a wide range of Porsches!

Like many gentleman race cars these days, chassis #300641 appears strikingly standard, largely due to a concours paint job and full interior but, unlike some of the hot-rods out there, the interior of this car is complete right down to the carpets, chrome trim, wood veneer dash and full glass (as opposed to lightweight plastic).

You clamber into the race seat after negotiating the welded-in roll-cage, which forces you into a human version of origami, at least for someone who is 6ft 4in! The mechanicals are purely race car, though, albeit one that

complies with FIA Appendix K regulations, which means standard-for-1965 Solex carburetors and matching inlet manifolds. They've managed to fettle the engine sufficiently to produce a reliable 190bhp, which is just about the limit given the constraints the Solexes impose.

The car is running to the homologation weight of 1000kg although Adrian's car runs 55kg of ballast in place of the passenger seat, so they have done well to reduce weight elsewhere, given the roll-cage and full interior.

A limited-slip differential, longer second and third ratios, as well as a lower fifth gear, complete the gearbox. For Goodwood the car is allowed to run on 6J Fuchs wheels rather than the standard 5.5J steels required of Appendix K, while the Dunlop control tyre ensures plenty of sideways action and long drifts as a default posture.

Rick Mears, the American racer quite rightly said that to finish first, you must first finish, and it's this mantra that Porsche built into every race car. The reason Porsches feature so often in the history books is that attrition was a major factor in motor racing in most of the last century, far more than it is today.

With their bulletproof engineering and Teutonic build quality, old Porsches are well suited to endurance racing, where the ability to go hard and fast over a long period is a

key criteria in winning. Of course, this assumes they've been well looked after and screwed together by someone who knows what they're doing: spanking a 50-year-old car relentlessly for miles on end can't be done without consequence unless you've done this.

And when it comes to this particular car, winning is what it has done. Spa-Francorchamps in Belgium is not to be trifled with. If you stand at the edge of the circuit as the cars come through Eau Rouge and into Raidillon, you can see why this circuit provides such a mixture of elation and fear. In an old Porsche the rear is busy trying to overtake the front at very high speed because you're asking it to turn in when the momentum and rear bias wants to carry it off the road.

At 4.352-miles, it's also a long circuit with plenty of fast, blind corners, and the Spa 6 hour is run into the night, making this a proper race. So to finish the 2013 Six Hour 25th overall from 109 starters, 5th in class and as the fastest g11 is a huge testimony to the car and its drivers.

To prove this wasn't a one-off, Adrian and Mark took the car to the Silverstone Classic in 2014, to run in the Chopard Trophy for Pre-'66 GT cars. The g11 took the lead early in the race, but the powerful V8 TVRs were too fast on Silverstone's long GP circuit, meaning the pair had to

Classic short-wheelbase profile, with the tell-tale torsion bar covers close to the leading edge of the rear wheel opening. Early g11s are living proof that simple is often best

“With their bulletproof engineering, old Porsches are well suited to endurance racing...”





settle for third place overall – but still ahead of all the other Porsches.

So what's it like to drive a short-wheelbase 911 on a track? Well, surprisingly easy if you're not at ten-tenths. Mark had kindly let me do some laps during testing for the 73rd Goodwood Members' Meeting, which this year had an entry of approximately 30 pre-1967 2.0-litre SWB cars competing for the John Aldington Trophy – named after the man who founded Porsche Cars Great Britain.

The car communicates its intentions with clarity and a conciseness that a modern Porsche driver would find shocking. Once you realise that the car isn't going to spin off the first time you add some steering input, and that it's just the characteristic of the Dunlop historic racing tyres, which seem to adopt a huge slip angle at the merest hint of a corner, then you come to appreciate that the car has a huge amount of grip for an historic and clearly communicates how close you're getting to the edge of the handling envelope.

It's also tremendously benign, allowing for small corrections in a way that you wouldn't dream of with a standard road-going early 911. Once you get the car at the

edge of the handling envelope, though, you have to have your wits about you and be blessed with talent and reflexes. I wouldn't pretend to play in this space in someone else's car without a significant amount of testing time under my belt.

What I can do, though, is take you through a lap, so that the next time you see a SWB 911 being driven in anger at Goodwood (or anywhere else for that matter), you'll have some idea of the challenge and reward. Assuming you're already on-circuit under race conditions then the start/finish is a drag race up through the gears to fourth before a dab on the brakes (but not too much to unsettle it) for Madgwick.

This is a misleading two-apex corner so it's tempting to turn in too early, but you have to attack it twice and as hard as you dare, letting it run all the way across the track on the exit, right to the edge of the grass to maximise your speed down the straight. But get off the track here and it's goodnight Vienna as a spin on the grass and at this speed won't be one you can catch.

Then it's up into fifth for Fordwater which, if you're brave and skilled, can be taken by the best flat-out

Restricted by the Solex carburetors (necessary to meet FIA Appendix K regs), the 2.0-litre 'six' still punches out a reliable 190bhp. Modern race seats necessary to meet current motorsport regulations

The car proved to be remarkably easy to drive - until you start pushing the limits. Then you learn all about the combination of SWB handling and historic racing tyres...





Aside from the decals, there's little to suggest this is a fully-prepared race car. Road-registered, it is the perfect gentleman's racer – drive during the week, race at the weekend

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Dunlop 'control' tyres are the source of endless fun – forgiving to a point but allowing for much sideways action. Interior is remarkably stock for a race car

without lifting. The car is moving about an awful lot as you exit here, with just the right amount of opposite lock twitched in as required to not have it swap ends on you at high speed. Then it's hard on the brakes and a change down to fourth without unsettling the car, before a deep breath plunge into the corner before St Mary's.

Again if you're brave, skilled and know your 911, you can take this and St Mary's in fourth before another big wipe of speed and change into third is required for Lavant. Lavant is a dance because you're trying to pour power on through the corner, utilise the traction of the rear-engined 911, but not overcook it and spin the car on quite a narrow part of the circuit.

Then it's up through the gears into top, reaching your fastest speed on the circuit as you dash up towards the Shell building on your left, just as you enter Woodcote. Brake failure here would be catastrophic as there's no run off at all and the car is still travelling quickly in third, but one of the most reassuring aspects of a 911 is that Porsche had finally made the jump to disc brakes (there's none of this modern stuff for we early-356 racers stuck with using drums!).

Then it's a big dance around Woodcote, a squirt on the accelerator to take you up to the chicane, a snatch and grab for second, then lots of right pedal and

corrective lock to keep the power-on oversteer under control as you exit the chicane, before you go and do it all again. And that's without all the shenanigans of other racers and changing conditions that are an inevitable ingredient of a race.

For the 73MM race, we stood at the exit of Woodcote and watched as Mark put #300641 in exactly the same spot every lap, a huge but gentle 80mph drift that started before the apex of the corner and ended on the same square of Tarmac an inch from the grass – not an inch in or an inch over.

And if ever you wanted to advertise Porsche racing this was it. With 22 near identical cars, just a twenty minute sprint of a race, and an ultra competitive and competent set of drivers, it was always going to be close. Door handle to door handle (but no paint swapping), oh-my-god tail out slides and heroic driving made for the most entertaining race of the weekend.

I must admit I left the Goodwood estate thinking that an early 911 race car had to be on the Christmas list as it was brilliant to watch but utterly frustrating to not be part of it. Irrespective of whether that becomes a reality or not, it was a wonderful reminder of why a 1965 911 was such an effective racing weapon in the mid-sixties and still remains so today, 50 years on. **CP**



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FOR ALL THINGS PORSCHE



MEMBERS' MEETING

For the first time, an all-911 field took to the track at the 73rd Goodwood Members' Meeting, providing the closest racing of an action-packed weekend

Words: Keith Seume

Photos: Jayson Fong and Keith Seume

By any account, it was a race to remember! The sight (and sound – let's not forget the sound!) of no fewer than 22 short-wheelbase 911s battling it out on Goodwood's hallowed Tarmac was one of the highlights of a great weekend: the 73rd Goodwood Members' Meeting, held over the weekend of 21st/22nd March this year.

There had been rumours of a 911-only race due to be held at the 2014 Goodwood Revival meeting, but that never happened. Instead, we had to wait patiently for another six months for the spectacle of a field of Porsches competing in the John Aldington Trophy 'for Porsche 901 and 911s of a type raced up to 1966', to quote the programme. It was worth the wait...

Competing in his own 911, Phil Hindley of Tech 9 sums up many people's feelings thus: 'to be part of one of the Goodwood race events was both an honour and a privilege. I have been attending the events for many years, and have always had the desire to be the "right" side of the barriers.

'The meeting lived up to my expectations and more, the fast, open, flowing circuit commands respect and attention, and battling wheel to wheel with other 911s was a memory to savour.' And Phil's enthusiasm was shared by all the competitors to whom we spoke during and after the race.

But let's take a look at qualifying before going any further. Goodwood has a lap length of 2.4 miles, with long sweeping bends flanked by relatively short run-off areas.

Left to right: first lap and Phil Hindley gets sideways out of the chicane, in pursuit of Mark Sumpter and leading man, Andrew Jordan; BTCC star Jordan was the race winner; by lap six, Hindley had been passed by Mark Bates in the EB-Motorsport backed car



Opposite page: Andrew Jordan heads out of the chicane alone. By the flag he was 12.5 seconds ahead of the field

Right: front row of the grid with Jordan, Sumpter and Hindley ready for the off



“The race got off to a flying start, with Jordan, Sumpter and Hindley occupying the front row...”

It's a fast circuit and one which many find quite intimidating the first time they drive at the Sussex venue. On the long flowing bend between Fordwater and St Mary's, at the back of the circuit, the fastest cars were hitting over 120mph (Andrew Jordan in Historika's silver 911 was recorded at 126.6mph, Mark Sumpter in Adrian Slater's, 123.5mph).

Jordan and Sumpter were well ahead of the field in qualifying, BTCC racer Jordan setting a lap time of 1m 34.6secs (at an average speed of 91.3mph), just 0.17 seconds ahead of Sumpter (91.0mph). Next came Phil Hindley (1m 36.0s) and Mark Bates (1m 37.5s). Porsche legend Richard Attwood, driving Porsche Cars GB's own 911, qualified in 14th with a 1m 40.9s, while newcomer Simon Bowrey was a worthy 18th (1m 44.8s). Overall, from first to last, there was a spread of 15 seconds per lap!

The race itself got off to a flying start, with Jordan, Sumpter and Hindley occupying the front row, Mark Bates and Santiago Orjuela breathing down their necks behind.

Jordan got a flier of a start and by the end of lap one was already just over a second ahead of Sumpter. By lap five the lead had increased to 2.7 seconds, with Hindley in third, 5.8 seconds down, followed by Bates a further 0.7 seconds behind the Tech 9-prepped car. Simon Bowrey did a graceful pirouette coming out of the chicane on this lap, managing to hang on to the car on the grass before rejoining the fray at the tail end of the field.

This is how the order of the front-runners remained until lap eight when Sumpter managed to spin while chasing Jordan round the back of the circuit. This pushed him from second down into fourth place, losing over 10 seconds in the process. It was also on this lap that Mark Bates managed to squeeze past Phil Hindley to grab second position.

For the remaining laps, the order remained largely unchanged, the first four positions locked out by the flying Jordan, who was consistently lapping 1.5 seconds quicker than second-placed Bates.

Left to right: loudest car of the race was Lee Maxted-Page's 1964 901! It sounded glorious; Richard Attwood drove Porsche Cars GB's 911, with its retrospective 'reversed' Le Mans colour scheme; race action was close, with many midfield battles. Great stuff!





It is interesting to note that, during the race, as the pressure was on, tyres heated and drivers more settled, so the speeds through the speed traps around the circuit began to rise. Jordan was still quickest round the back of the circuit (127.5mph), but Richard Attwood was the fastest down Lavant Straight (123.5mph) with Sumpter consistently fastest out of the chicane and across the

'This process was helped enormously by the car feeling very fit and healthy. I managed to sneak past a couple of interlopers on the first lap, and then got myself stuck in a dice with the Orjuela brothers.

'I felt I had the pace to get clear, but finding a way through was near impossible, so I just sat back and watched the cars slithering around in front of me. On the

Left to right: Mark Sumpter's 911, as featured in this issue; to the victor (Jordan/Historika), the spoils; we never thought we'd see this sight at Goodwood. Marvellous!

“ Lord March enjoyed the sight of the 911s racing on the limit, with plenty of sideways action... ”

start/finish line (95.5mph).

Among the drivers taking part was Chris Harris, well known on the Internet for his spectacular roadtests of Porsches for Pistonheads. He loved the opportunity to participate, driving Take That member Howard Donald's own 911: 'Starting from sixth on the grid, I managed to execute one of the worst starts in Goodwood history and then set about finding my way back up the field.

control tyres, the SWB 911 truly is a thing of joy. What small amount of grip there is disappears equally across both axles and with a delicious progression, so the cars just four-wheel slither around the lap with their drivers all, I'm certain, smiling like loons!

Andrew Jordan, more used to the door-handle to door-handle, paint-swapping world of British Touring cars, loved every minute of it. 'Qualifying was a case of just trying to

Left to right: Take That band member Howard Donald is a keen enthusiast, the latest addition to his stable being the SWB 911 driven at Goodwood by Chris Harris; Phil Hindley had fun driving his own car and looks forward to more such races



GOODWOOD MEMBERS' MEETING



Left to right: Simon Bowrey enjoyed his first time out in his new Jaz-prepared car; Classic Porsche columnist Robert Barrie finished in 16th, three better than his qualifying position

The sight and sound of 22 early 911s won't be forgotten in a hurry. The race was one of the best of the weekend. We can't wait for a repeat showing; standard of preparation of every 911 was exemplary – the fans certainly loved looking at the Porsches

get clear laps – we had tested at Goodwood prior to the meeting so I had a good idea of what I was doing.

'Between the test and the race the team had to change the exhaust manifold to comply with the regs for the meeting. This meant there were a lot of flat spots, which made the car harder to drive and balance. I had traffic on my best lap, but with this and a fair amount of oil on the track from previous sessions, it meant our pace was good enough for pole but still a couple of seconds off what we had done in testing.'

And of the race itself? 'The start was something everyone was a bit worried about – the flat spots in the power curve meant I really had to work the clutch hard to get the car going without letting the revs bog down. This all went OK and I was leading before the first corner, which meant I could start to get my head down and begin to build a lead.

'Mark Sumpter was keeping me honest but I had enough to edge away each lap – I was being mindful of not hurting the rear tyres too much as I wanted to ensure that I could up the pace if he got close to me once we started to catch the tail-enders.

'As we began to lap them, I caught a car in a bad spot which meant Mark gained on me. He then had a big spin through a very fast kink, which meant I now had no real threat from behind. I could now use the rear tyres as hard as I wanted to do a bit of sideways show boating!

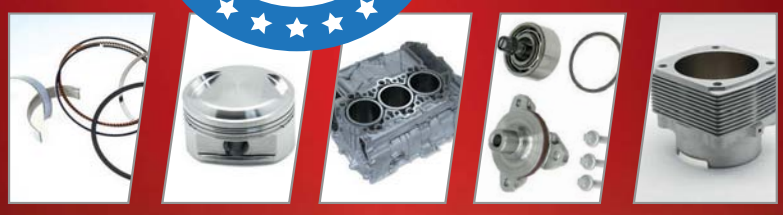
'The tyres are great, with very little grip but it's the same for everyone. I really like this sort of tyre as I am used to racing with slicks which have lots of grip but which can suddenly let go. With these old Dunlops, the range of slip angle is huge, which then makes them very progressive and fun to drive on.'

Of the win? 'It's always nice to see the flag when you're the first car home. It was my first win at Goodwood and it felt really cool. Our family team began with a 911 so to win a race in one 27 years later was great!'

Final word to Phil Hindley: 'Lord March commented during the prize giving about how he enjoyed the sight of the 911s racing on the limit, with plenty of sideways action! We hope it lays the foundation for future opportunities to be involved in Goodwood events. The banks and grandstands were packed with enthusiastic fans, and I hope they enjoyed the on-track action as much as I did!' **CP**



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Porsche 911T 1973 Coupe 2.4L MFI Engine
5 Gear Manual LHD, Sepia Brown with
a dark brown interior.



Porsche 911T 1972 Targa 2.4T MFI Engine
5 Speed Gear Manual LHD, 58442 miles.
Tangerine Orange with black interior.



Porsche 911 1974 Coupe 2.7L Engine
Manual Gearbox LHD, 95524 miles. Ice
Green Metallic with Black Interior



Porsche (911) 930 1982 Turbo 3.3L 300hp
Coupe, Manual 4 Speed LHD, 59000 miles,
Pewter Metallic with Black Leatherette
interior.



Porsche 911SC 1982 Targa 3.0L Engine
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WINNING RECIPE

The Porsche 934 blended the RSR Carreras of the early seventies with pressurised induction to cook up the first customer turbocharged racer

Words: Paul Davies

Photos: Paul Davies and Porsche AG,



Can you have a fusion automobile as well as fusion cooking? Take a well-proven chassis, and engine, mix with all you've learnt about turbocharging from sports car racing in the United States with the 917, and serve up as one of the most successful customer competition cars to come from Porsche. Only 31 examples of the Porsche 934, officially known as the Carrera RSR Turbo (or simply Turbo RSR), were manufactured ready for the 1976 season, but they dominated their category way into the following decade.

There's always been a Porsche policy of encouraging the customer to go racing, or rallying if comes to it. Competition improves the breed, and it's often a fast-track means to develop a new model. More importantly, however, was the Stuttgart family ethos that if a customer went racing, successfully, they became a loyal customer. Give the guy the right tools, help him a bit along the way – and he'll come back time and time again.

Back in the days of the four-cylinder 356, Spydors and the 904, and later with the Carrera 6, it was private entrants around the world who snaffled most of the silverware and helped create the Porsche legend. A goodly number of the 43 Porsche 917s manufactured ended up with driver-owners, or private teams, receiving varying amounts of factory support; both of the 917 Le Mans wins of 1970 and '71 went to 'private' concerns.

There's also been a further thread running through Porsche's motor sport involvement, one that continues to the present day. Except at the very top level, the customer

competition car should be based upon a production model. Which excludes the 917 and also the most successful of all competition Porsches, the 956/962 of the 1980s, but think of the hordes who raced and rallied the 356 in all its forms and the many 911 variants of the sixties. By the early 1970s they were looking for a new car to run.

The answer came in 1973 with the introduction of the Carrera RS. A total of 1580 of the 2.7-litre (2687cc) 911 coupé were manufactured in both lightweight Sport (M471 option) and plush Touring (M472) versions, and a large number ended up in motor sport of one sort or another. After all, straight from the factory it had most of the right bits that in those days made a club, or national status, race or rally winner. It was the flag-waving 911 that got people queuing for the more 'basic' 2.4-litre model of the day.

But Porsche knew their production racer would not be quite good enough for the serious private entrant. Of that production run, just 49 cars (preceded by eight prototypes) were selected for extra-special treatment before they left the factory. With a further lightened and wider bodyshell, a capacity increase to 2806cc with twin-plug ignition, the addition of 917 brakes, uprated suspension with coil springs supplementing torsion bars, and a stripped-out interior with a roll cage, the Carrera 2.8 RSR (M491) was the car for the serious customer racer.

The Porsche 911 was considered a special grand touring car, and back in 1973 you had to make 500 in a year to qualify for entry into the Group 4 category. Further modifications could be made as an 'evolution' of the original



CARRERA RS/RSR ENGINE DEVELOPMENT

Engine	Bore/Stroke	Capacity	Induction	Power (bhp)	Torque (lb ft)
2.7 RS	90mm x 70.4mm	2687cc	Mechanical inj	210 @ 6300rpm	188 @ 5100rpm
2.8 RSR*	92mm x 70.4mm	2806cc	Mechanical inj	300 @ 8000rpm	217 @ 6500rpm
3.0 RS	95mm x 70.4mm	2993cc	Mechanical inj	230 @ 6200rpm	202 @ 5000rpm
3.0 RSR*	95mm x 70.4mm	2993cc	Mechanical inj	330 @ 8000rpm	230 @ 6500rpm
Turbo RSR*	83mm x 66.0mm	2142cc	Turbo/mech inj	480 @ 7600rpm	340 @ 5400rpm
934 Carrera RSR (* twin spark ignition)	95mm x 70.4mm	2993cc	Turbo/Jeetronic inj	500 @ 7000rpm	430 @ 5400rpm

car. In 1973 the Brumos team RSR ran as a prototype with a full 3.0-litre engine at the Daytona 24 Hours and it won; later in the year a similar Martini Racing car was outright winner of the Targa Florio, and took fourth overall at Le Mans.

In fact the 2.8-litre engine was a bit of an oddball. The capacity, achieved by increasing the bore of the production Carrera 2.7 RS unit from 90mm to 92mm, was right on the physical edge, and proving unreliable. At that capacity it was also way short of the 3.0-litre international class limit. The obvious double solution was to move to a full three litres (2993cc) utilising an aluminium (instead of magnesium)

1976, the Porsche Type 934. The '93' number signified the car was based on the production 911 (930) Turbo – first shown in 1973 but not to go on sale until 1975 – and the final digit that it was homologated into Group 4.

Only, the recipe for the new car required a certain amount of tasting before it was ready for the table. Following success racing in the Can-Am series in the USA, Porsche had got the turbo bug big. At the peak of development the twin-turbo engine of the 917/30 was giving in excess of 1000bhp, and it was logical the company should apply the same technology to both mainstream production (the 911 Turbo)

“Structurally, the body was very much like the stock 911 Turbo, complete with impact bumpers...”

crankcase, and the same 95mm bore that would later form the basis of the upcoming 930 Turbo road car.

By 1974 the Carrera 3.0 RS had become a 'production' customer race car. A grand total of 109 were produced, of which about half were built as RSR versions to very much the same competition specification as the previous 2.8-litre. In addition 15 special cars (outwardly RS but with 3.0 RSR engines) were supplied to compete in the International Race of Champions (IROC) series in the USA.

Both 1974 and '75 were years for customer cars. In these two seasons private teams dominated on both sides of the Atlantic, with Peter Gregg winning both the Trans Am and IMSA GT series in the USA two years running, and the Kremer and Loos teams sharing John Fitzpatrick's European GT Championship.

Whilst customers worldwide were winning with the 3.0 RSR, Porsche was otherwise occupied, particularly with trying to win the East African Safari Rally (they came second) and also working to bring a new customer car to the starting grid. That car would be the Carrera RSR Turbo of

and competition. The introduction of the (short-lived) BMW 2002 Turbo to the European market was an additional incentive to match their big rivals.

Several prototype 911 Turbo road cars were produced (first with a 2.7-litre engine) and to test the configuration to the limit Porsche built four prototype race cars based on the Carrera 3.0 RSR but with a turbocharger. International regulations demanded pressurised induction engines should have a coefficient of 1.4, so to duck under the three-litre class limit the capacity was 2142cc. Even so, with single KKK blower, mechanical injection, twin plugs per cylinder, and an air-to-air intercooler between the turbo and the plenum chamber, the output was upwards of 500bhp.

The rest of the specification was similar to the Carrera RSR, but with lightweight and wider body, and the addition of a large rear spoiler. The torsion bar suspension was deleted entirely in favour of coil springs at both front and rear.

Factory Turbo RSRs raced in Martini colours during 1974 and proved relatively reliable, although they could not match the speed of the Matras and Mirages of the time. Second

The 934 proved to be a popular – and successful – entrant in sports car racing long after its intended lifespan. How many can you count in this photo!





places at Watkins Glen and Le Mans were the highlights. At the end of the season, Porsche was happy with these 'turbo-trials' and announced it would take a break in '75 and leave things to the Carrera 3.0 RSR privateers. Meanwhile, they readied the 934.

Whereas the small-capacity Turbo RSR was, and looked, very much an out and out racer, the limits of Group 4 (500 of the base 911 Turbo had to be produced to qualify, but no problem there) demanded the 934 be a degree or two more sober. Visually, the 50mm plastic wheel arch extensions were the giveaway, along with the deeper front apron that held a big central oil cooler and twin water radiators - more on these later.

Structurally the body was very much like the stock 911 Turbo, complete with impact front bumpers. Obviously there was a roll cage (alloy in-period, but not permissible now) and all the usual motor sport essentials. The interior was devoid of passenger seating and carpets, but it was not necessary

for Porsche to resort to lightweight panels and thin glass to achieve the category minimum weight of 1120kg. In fact, the electric operation of the driver and passenger door windows was retained!

Running gear generally followed previous RSR models, with the torsion bars retained but coil spring-over damper/strut units added to do most of the work. A major change at the rear was the use of short, cast aluminium, trailing arms pivoting on extended fabricated mounts on the rear crossmember, designed to reduce camber change. Solid bushes (nylon or uni-ball) replaced rubber where possible. The wheels were centre-lock, split-rim, 16in diameter BBS alloys of 10.5ins front and 12.5ins rear widths.

The brakes were what tend to be, when used on the 911 Turbo, referred to as '917' but that is somewhat of an understatement. Yes, they were as developed for Porsche's Le Mans winner of 1970 and 1971, but the vented and cross-drilled discs of the 934 were 304mm diameter at the front

Well braced front compartment includes a 120-litre fuel tank and a 22-litre oil tank, both with fillers accessed through flaps in the lid

Bilstein front strut has coil spring, but Group 4 regulations demand stock torsion bar is retained. The brakes are 917 'endurance' specification, with super-thick pads

Standard wheel fitment for the Group 4 car was the split-rim BBS alloy with centre-lock fastening. Note the rear wheels have the tyres bolted to the rims to prevent movement

NICK FAURE REMEMBERS HIS 1976 LE MANS WITH '0153':

'It was brand-new from the factory when the Belgian team turned up with it at the 1976 Le Mans. These cars were a completely unknown quantity on the track and it was early development days for turbos in racing. The car arrived at the race in bare white from Kremer and I painted on the team colours in the pits.

We had to race the car in production weight with electric windows and a lead weight bolted to the passenger floor. Crazy! What neither Porsche, or Kremer, realised at the time was that when the car came into the pits the turbo was still turning at colossal speed and without being allowed to cool down it blew apart.

When it got to changing the fifth new turbo during the race, Jean said that he'd had enough. So he parked it up until the final laps and then just drove it slowly to the finish to complete the race, albeit many laps down.

In the middle of the night when we were changing something like the third turbo a 'tired and emotional' Duncan Hamilton turned up in our pit with his Aussie friend Jumbo Goddard, offering his advice. He explained that Jumbo had a turbocharged XK120 so he might be able to give us some help!

Of course in those early days it was a single large turbo with huge lag, but at La Sarthe that did not matter so much as it was a very flowing circuit with only two slow corners at Mulsanne and Arnage. I was offered the car for £10,000 after the race but sadly that was more money than I could have raised.' Nick Faure





The KKK turbo is mounted low and central behind the rear bumper panel, oil catch tank is to the right. The engine had to be idled for one minute before switch off to stop the bearings overheating

Rear suspension has coil-over damper on screw platform and torsion bar with adjustable spring plate. Adjustable anti-roll bar uses uni-ball joint and nylon bushing

A small gearbox oil cooler is fixed behind the grille in the rear spoiler. Engine oil and twin intercooler water coolers are mounted within the front bumper



and 309mm at the rear, and the alloy four-piston calipers heavily finned to improve cooling and extra-wide to allow endurance pads that were some 25mm thick. There was also a balance bar to allow adjustment of braking distribution front to rear.

The engine was (as it had to be) based on the 911 Turbo, and the famed 930 aluminium crankcase that would remain in use in competition Porsches in one form or another right through to the Carrera GT3 RS of 2012. Unlike the Turbo RSR prototype of 1974, the capacity stayed at 2993cc, meaning

lowly 6.5:1 to allow for the considerable ratio hike with pressurised induction.

The innovation for the customer racer was the addition of the single exhaust-driven KKK compressor. Like the 2.14-litre RSR, this was mounted centrally low within the rear body panel – unlike the 911 Turbo which had its turbo unit positioned bottom-left. The other new move was the introduction of water to cool the air between the turbo and the inlet manifold. With the earlier racer Porsche had demonstrated that passing the forced air through an

“ The innovation for the customer race car was the addition of a single KKK compressor... ”

that when the FIA co-efficient of 1.4 was applied the turbo engine had a calculated swept volume of 4190cc.

In detail the engine was in fact a fusion (again!) of the previous 3.0 RSR, the production 911 Turbo, and the small capacity unit of the RSR Turbo. The cooling fan was horizontal and centrally placed on top of the engine, driven by a belt and shaft just like later versions of the earlier race car – if you see what I mean. Valve sizes (two per combustion chamber) were the same as the naturally-aspirated RSR, but the porting was enlarged. There was one plug per chamber, as the road car, whilst compression was a

intercooler before it mixed with fuel in the inlet greatly increased horsepower. With the new car the company sought the most efficient means.

The intercooler of the RSR Turbo was a simple air-to-air radiator positioned above the engine in the rear bodywork, but for the 934 Porsche mounted two small radiators within the front bumper corners (where you'd find the oil cooler on most production 911) and circulated water, by means of a pump driven by belt off the front of the right-hand camshaft, from them to a pair of alloy intercoolers positioned above each cylinder bank. The system proved

Horizontal cooling fan (as 917 and Turbo RSR of 1974) is more efficient than stock 930 Turbo vertical configuration. Small tank (top RH) is header for turbo intercooler water. Water-cooled alloy intercooler is mounted above each cylinder bank and helped to reduce induction temperature from 150 deg C to 50 deg C

Turbo wastegate hides lower left. Normal boost pressure was 1.3 bar (18.5psi) which gave 485bhp, but greater pressure could deliver figures up to 580bhp



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PORSCHE 934 CARRERA RSR TURBO CHASSIS NUMBER 930 670 0153

Our featured car was the 17th of the run of 31 Porsche 934s manufactured early in 1976, and sold to Belgian driver and team owner Jean Blaton - who raced under the pseudonym 'Beurlys'. After race preparation by Kremer (including a repaint from yellow to white) it was delivered to the Le Mans 24 Hours to be driven by Nick Faure (GB), John Goss (AUS) and 'Beurlys'. The car was retired due to a number of turbo failures, but restarted to finish the race, although it was officially 'not classified'. Turbo technology was new, and it is likely the drivers were unaware the engine had to be idled to reduce turbo temperature whenever it came into the pits.

After Le Mans, Blaton sold the car to Jean-Pierre Gabon and it contested the following two Le Mans but failed to finish on either occasion. Results included wins in the 1978 Grand Prix of Zolder and the Spa 600kms (Willy Braillard). The car was sold in 1982 to the Vermuelen brothers, who subsequently sold it to long-time owner Walter Pauwels. It was repainted to its original yellow prior to sale by auctioneers Coys in 2014 and is now in the custody of specialist Andy Prill for the new owner.

effective, and the extra weight was lost within the generous minimum weight inflicted by the regulations - just like the electric windows.

In a further nod towards the production 911 Turbo on which the 934 was based, Porsche fitted Bosch K-Jetronic injection and not the purely mechanical system used on previous racing engines. The transmission was an updated version of the four-speed Type 915 gearbox of the 911 Turbo, with the addition of a small oil cooler mounted in the rear spoiler.

The result of all this was a tough and powerful race car

(albeit, by all accounts, somewhat of a handful to drive on account of massive turbo-lag) that looked little different from the 911 Turbo sitting in the showroom. Early race engines developed 485bhp, but this soon grew to in excess of 500bhp.

The 934 ruled Group 4 from 1976 until the early 1980s. In the USA major teams such as Brumos, Vasek Polak and Dick Barbour dominated with drivers of the calibre of Al Holbert, Hurley Haywood, George Follmer and Peter Gregg. In Europe it was Kremer, Max Moritz and Loos, with Bob Wollek, Tim Schenken, Rolf Stommelen and Toine Hezemans who continually took honours. Go to the excellent Racing Sports Cars site (see contacts) for a most comprehensive list!

In the USA, the IMSA organisation announced it would not allow turbochargers in its Camel GT series, so Vasek Polak took his cars to the rival SCCA's Trans-Am competition. Follmer won this in 1976 and Haywood was runner up. Then IMSA did a mind-change and allowed the cars to run in Camel GT. Porsche responded by producing an extra 10 cars - popularly known as 934.5 - with wider rear bodywork for 15in-wide wheels and an enlarged rear wing for 1977, but IMSA banned it before the first race!

Back in the Trans Am series (this is complicated) the 934.5 won six out of eight races, but failed to take the title because of a protest from a (regular) 934 driver!

Actually that's not the end of things. As in all things Porsche there has to be a footnote. The Carrera RSR Turbo was a Group 4 car, and so to compete in Group 5 with a chance of outright victory on major events Porsche produced the 935, which by 1979 was to win Le Mans outright. However, that's another recipe for later. **CP**

The 934.5 was built to give Porsche the advantage in the USA, being a Group 4 934 with big rear wing and larger rear wheels. Peter Gregg is seen here at Watkins Glen, 1977

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Jens Torner: Porsche
Museum
Nick Faure: Le Mans driver*

2.1-litre Turbo RSR was built to test the concept of the pressurised 911 racer, and run in Martini colours in 1974. Here is Gijs van Lennep at the Nürburgring

The turbo 934 was, in effect, a development of the normally-aspirated 3.0 Carrera RSR which won the 1973 Targa Florio (below)





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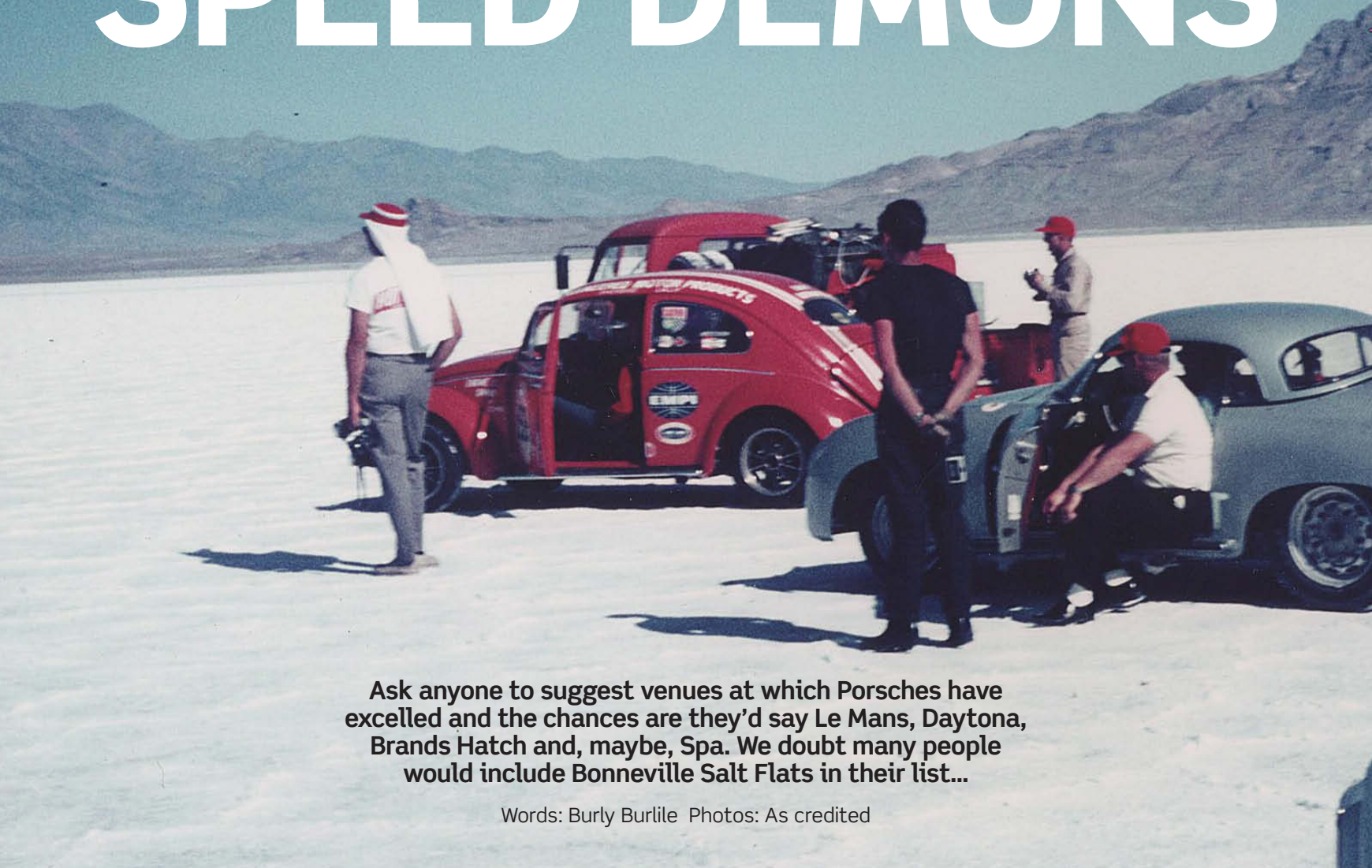
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SPEED DEMONS



Ask anyone to suggest venues at which Porsches have excelled and the chances are they'd say Le Mans, Daytona, Brands Hatch and, maybe, Spa. We doubt many people would include Bonneville Salt Flats in their list...

Words: Burly Burlile Photos: As credited

Above: Tom Bruch waits with his Speedster, alongside Dean Lowry in the legendary EMPI 'Inch Pincher' VW Beetle



Above right: Paul Swanson's 1951 356 is a modern legend, running 146.7mph using a 1496cc engine. Impressive!



Right: Tom Bruch and crew with their Okrasa-VW-engined Carrera Speedster

The car is a hybrid, a petrol engine generating electricity to drive four individual electric motors located in each of the four wheels. Is it 2015? No, the year is 1899, the location Excelberg, in Austria. And the man behind the wheel is none other than Doctor Ferdinand Porsche. The car is called the Lohner-Porsche and the exercise on this day is setting a new Austrian land speed record.

The day went well for the good Doctor and in the end his goal was achieved, a new top speed record of 37mph setting the precedent for many more Porsche speed-related activities to come.

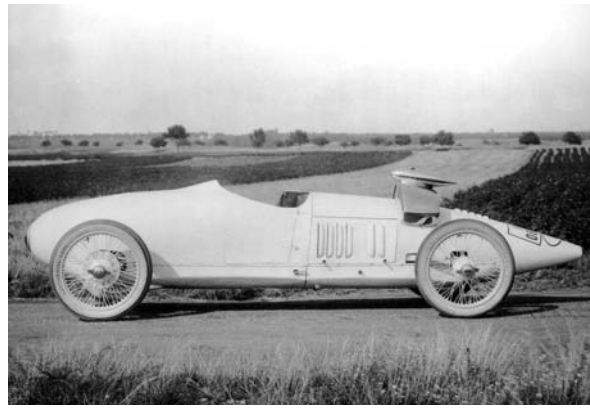
By the early 1920s Dr. Porsche would design a true 'lakester' style racer, the Benz RH *Tröpfenwagen*, and even later be the

design engineer of the mighty Mercedes T80 land speed racer, which sadly never turned a wheel due to the onset of World War II (see our feature in issue #27 for full details).

By this time the advantages of sleek aerodynamics had come to the forefront and, while engaged with the development of the *KdF-Wagen* (Volkswagen), Dr Porsche also pushed through the idea of building an aerodynamic sports coupé (Type 64) to compete in the Berlin-Rome race, three of which were built, although the event never actually took place.

Once the war had come to an end, US soldiers returned to their home states, many of them hot-rodders whose interest in top speed racing on the dry lakebeds of California was rekindled. As speeds

BONNEVILLE PORSCHEs



increased, they looked for a longer and smoother venue to hold their high-speed contests. The smooth salt of the Bonneville Salt Flats in Utah beckoned and, by 1949, the first of over sixty-five years of continuous top speed racing was on the books.

While Bonneville Speedweek was originally for racing American hot rods, new European sports cars introduced after the war began knocking on the door looking for a way to join in the fun.

In 1954 a few English and German sports cars arrived at the salt to compete in new Sports Car classes offered by the premier land speed racing organisation, the Southern California Timing Association (SCTA).

Among them was the Porsche 356 coupé of David Paramore and the

David Dremminger. Harry Umemoto, who first came to the salt as a crewman for his brother-in-law Phil Freudiger's Volkswagen Beetle, began competing on his own in 1961 running a 1581cc-powered 1960 Porsche Super 90, and was rewarded with a top speed of 119.962mph, the fastest speed to date for the push-rod Porsche engine.

Ralph Chase, Jack Carlson and the team of Graff & Smith would compete alongside Harry for fastest Porsche honours. 1962 brought Harry even greater speeds as he raced a Carrera GT across the salt for a two-way average record speed of 128.381mpg.

1962 was also the year Volkswagen Beetle racer Dick Beith assembled a more traditional Bonneville racer in the form of a belly tank, or lakester, very

“In 1954 a few English and German sports cars arrived at the salt to compete in the new Sports Car classes offered by the SCTA”

Top right: Porsche's original streamliner, the Benz RH Tröpfenwagen - a taste of what was to come...

Above right: Bill Scace brought this 550 Spyder to Bonneville in 1957, running 135.7mph to set a new record for a Porsche



Speedster of Jack Cardwell. David's coupé reached a top speed of 114.35mph with its little (by US hot-rodders' standards) 1500cc Porsche engine, while Jack's coupé topped out at 98.04mph.

The following year saw Ralph Duke, Robert Kennedy and Bill Fowler bring Porsches to the salt, along with Bill Scace whose new Carrera Cabriolet set a Porsche top speed benchmark of 122.019mph.

1957 saw Bill and his OM Sports Cars team arrive at Bonneville with the first Carrera Spyder RS on the salt. The new DOHC engine propelled the aerodynamic Spyder down the long black line to a high speed of 135.772mph, establishing another new top speed for Bill and his Porsche.

Into the early sixties, other Porsche racers came and went, including Wayne Stanford, Racer Brown and

similar to the Tröpfenwagen the good Doctor had assembled in 1926.

Using a borrowed, well-worn Porsche 356 engine from a friend's coupé fitted with a belt-driven McCulloch (Paxton) supercharger, Dick headed down the course. Sadly the engine was not healthy enough to generate any respectable speed and was retired. He would later discover severe valve leakage as the cause.

Two years lapsed before a Porsche again attacked Bonneville's salt. Harry Umemoto returned with his Carrera but was not able to duplicate his earlier successes, finishing the week with a best of just over 117mph.

Cedar Rapids, Iowa, Porsche technician Tom Bruch came to Speedweek in 1966 with a Volkswagen 36hp-based Okrasa-equipped engine fitted into



Right and above right: Lloyd Silacci built this incredible 914 streamliner which featured a 2.0-litre 914 engine with four (yes, four!) Audi turbochargers. Lloyd passed away recently at the age of 93 - he was last on the salt with the 914 at the age of 92!

Right: Bob Stahl used a 1976cc Porsche 914 engine in his Beetle to run 151.6mph in 1998



Far right: Kelly Wilson ran another 356 coupé at Bonneville in 1991



Below right: Mike Friedman turned to a slippery Karmann Ghia body to run 127mph in 2013 using a Jake Raby-built four-pot



Below far right: Eugene Gouws runs his silver Speedster at events in South Africa, along with the Abbott family's 1958 356A coupé



“ Throughout the seventies, a variety of Porsche-powered racers ventured to Utah’s salty desert... ”



Above right: Bill Fowler brought his Pre-A 356 to the salt flats in 1955

Right: Charles Martin's 550 Spyder ran at Bonneville during the 1970s



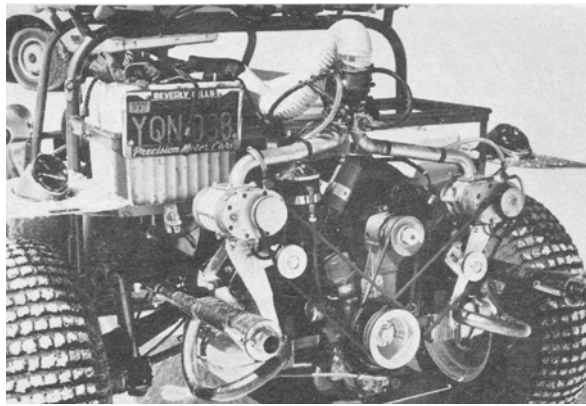
Far right: Jack Cardwell (Speedster) and Don Paramore (coupé) in 1954. Cardwell ran 114.3mph, Paramore 98.0mph



BONNEVILLE PORSCHES

Right: Bruce Cook's replica of the slippery Type 64 Berlin-Rome car is nearing completion - it's the ultimate tribute to Porsche's many speed-record attempts

Below right: Rick Vesco added a pair of superchargers to the 356 engine in his Buggy back in 1971 (Hot Rod magazine)



his 1956 Porsche GS Speedster (VIN # 82058).

This same 1192cc Okrasa-equipped engine had powered his Volkswagen Beetle to 89mph the previous year and in the sleeker Speedster body it pushed the car past the magic 'ton' to 103.676mph. This year also saw the first of the 901-series Porsches compete with Doug Gardner behind the wheel of his 912 coupé.

Heading into 1967, Tom Bruch again returned to the salt with a more aerodynamic coupé top fitted to his silver Speedster and a year's tuning under his belt.

He was able to establish a new SCTA H/GT class two-way average record of 109.572mph, a record which stood for many years. This Speedster was later autocrossed by Mark Bouljon and in 2003 finally sold to a gentleman in Ferrara, Italy, where it has been restored with a Carrera four-cam engine prepared by Bill Doyle for competition in historic racing events.

Before parting with the car, Tom returned again to Bonneville in 1968, this time with the Carrera engine in the car, along with a Super 90 engine, and the previous year's record-holding Volkswagen engine as a spare. Unfortunately, the 1968 Speedweek was rained out and Tom was unable to try out the new engine combinations.

El Mirage Dry Lake in southern California was still being utilised for slower land speed competition through the late sixties and continues to this day, with races being held six times each year across the dusty *playa*. In 1969 long time Bonneville racer Bill Burke brought a unique dune buggy called a Shalako out to the lake to have some fun. The very un-aerodynamic Porsche 356-powered Shalako buggy topped out at 81.81mph.

Throughout the seventies, a variety of Porsche-powered racers ventured to Utah's salty

desert. Charles Martin brought his 550 Spyder for one last time and JD Doty and Hugh Heishman were each present with Porsche power. Eric Moberg put a 356 engine into a dragster-style lakester called the 'Spirit of Riverside' in 1977, and then another long drought of four-cylinder Porsches began. It would be just over a decade before Lloyd Silacci appeared on the scene to again represent the Porsche marque.

When 1996 rolled around, a most unique Porsche racer was unveiled at Bonneville. Tom Bruch, the fellow who last set a record in a 356 back in the sixties, brought a 1970 Porsche 914 with him from Iowa. But this was not powered by any normal Porsche engine.

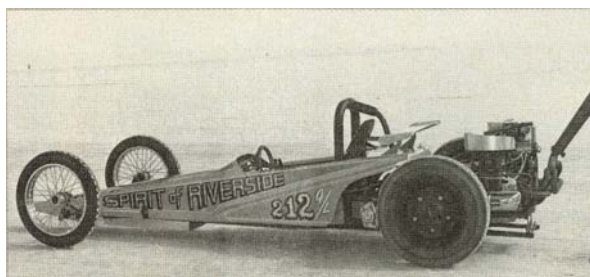
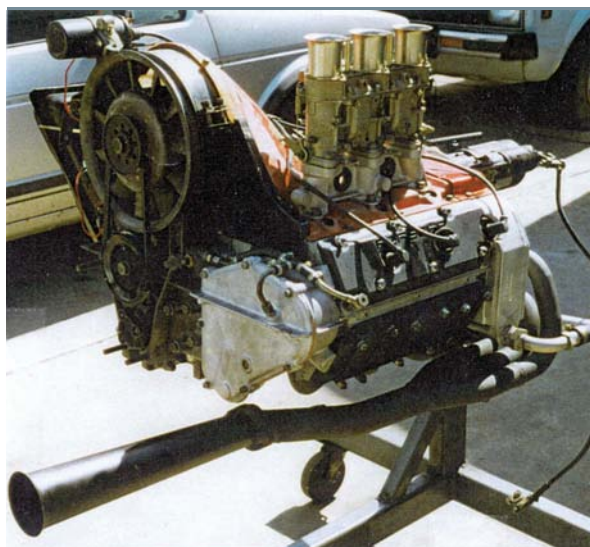
At Bonneville, the smaller engine classes are broken down into 750, 1000, 1500, 2000 and 3000cc categories. Tom wanted to challenge the 1000cc class record and he figured the best way to do that was with half of a 2.0-litre 911 Porsche six-cylinder engine, or 996cc-worth! He accomplished the task by removing one bank of rods, pistons, cylinders, camshaft and head, and engineering counterweights for the crank in an attempt to allow smooth running. He then capped off the blank side of the engine.

The engine sadly still had too much vibration to continue development but, running a single Weber three-barrel carburettor, Tom was still able to get the car up to 110mph in the standing mile at the ECTA meet in Maxton, North Carolina.

Tom had raced a Porsche with an early Volkswagen engine installed, so when Bob Stahl fitted a Porsche 914 engine into his 1965 Beetle, did that make it a Porsche as well? By 1998 Bob had been running his 1976cc Porsche engine with Weber 48 IDA carburetors to great success in land speed racing, setting records

Tom Bruch's innovative three-cylinder Porsche 911 engine displacing 996cc! Engine vibration limited the top speed of the 914 into which it was fitted to just 110mph

Below right: Eric Moberg ran a 356 engine in his dragster-like 'Spirit of Riverside' back in 1977



along the way. In 1998 he reached his highest ever top speed with the 914-based engine when he hit 151.656mph in his spoiler-equipped 1965 Beetle.

During this same period Paul Swanson made his appearance at Bonneville in his classic black 1951 Porsche coupé. Running under the name Greybeard Racing, Paul proceeded to reach top speeds that were previously unheard of with Porsche pushrod engines, and by 2003 he had achieved a top speed of 146.773mph with just 1496cc under the decklid.

We are now deeply into the new millennium and four-cylinder Porsche-powered racers continue to challenge the clock. Mike Fredman raced his Porsche 912 coupé at El Mirage in 2009 with a Jake Raby-built engine chasing a 130mph record but didn't have the luck he hoped for.

Switching to a sleek

Even Lloyd Silacci, who just recently passed away at 93 years of age, returned to Bonneville at 92 to drive his newly-modified Porsche 914 2.0-litre fitted with four (yes, four!) Audi turbochargers one last time.

And more is on the way. Famous 356 outlaw builder and racer, Gary Emory of Emory Motorsports (the Emory Motorsports crew is currently rebuilding chassis number 356-063, the 1949 Gmund SL coupé), is putting together one of his ex-road race coupés for competition in the 36hp Challenge category at the World of Speed at Bonneville.

He plans to utilise a high performance Okrasa-equipped Volkswagen 36hp engine, which is not so different to the early Porsche push-rod engines.

And in North Carolina, a crew of 36hp Challenge racers is recreating Dr

“Hopefully, you might be able to venture out and race, or at least spectate... See you on the salt!”

Dick Beith's 1962 'belly tank' streamliner ran a borrowed supercharged 356 engine, but problems traced to valve leakage meant the car was down on power. Aircraft drop-tanks were popular (and still are) as a basis for Bonneville streamliners...

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Volkswagen Karmann Ghia coupé body fitted with the Raby engine, Mike finally found the record he was looking for. In 2013 he was rewarded with a two-way average record speed of 127.109mph at the higher altitude of Bonneville.

Wernher Hartzenberg is competing on the Hakskeenpan in South Africa with his 912-powered 1959 Porsche 356 coupé, together with Eugene Gouws in his silver 356 Speedster and the Abbott family with their 1958 356A coupé, along with Gavin Rooke and his 1968 912 coupé.

Down under in Australia, Ray Tully and Hugo Halls have been running a 1959 356 Speedster at Lake Gairdner, and Rob Ida has reached 129.533mph with his VW-powered 1957 Porsche 356 outlaw at the ECTA's land speed event in Wilmington, Ohio.

Porsche's dream, a Type 64-style race car, which will also compete in the 36hp Challenge with hopes of fulfilling the good Doctor's original aim of maximum speed competition

Land speed racing is now taking place all around the world, including Australia, the United Kingdom, South Africa, Belgium, Sweden, Germany and in numerous locations across the United States.

Courses vary in length from 1/2 mile, one kilometre, one mile and longer, and provide the opportunity and space for full-throttle acceleration towards outright maximum speed for those wishing to find out their Porsche's ultimate performance.

Hopefully you might be able to venture out and race, or at least spectate, at one of these special high performance competitions. See you on the salt! **CP**

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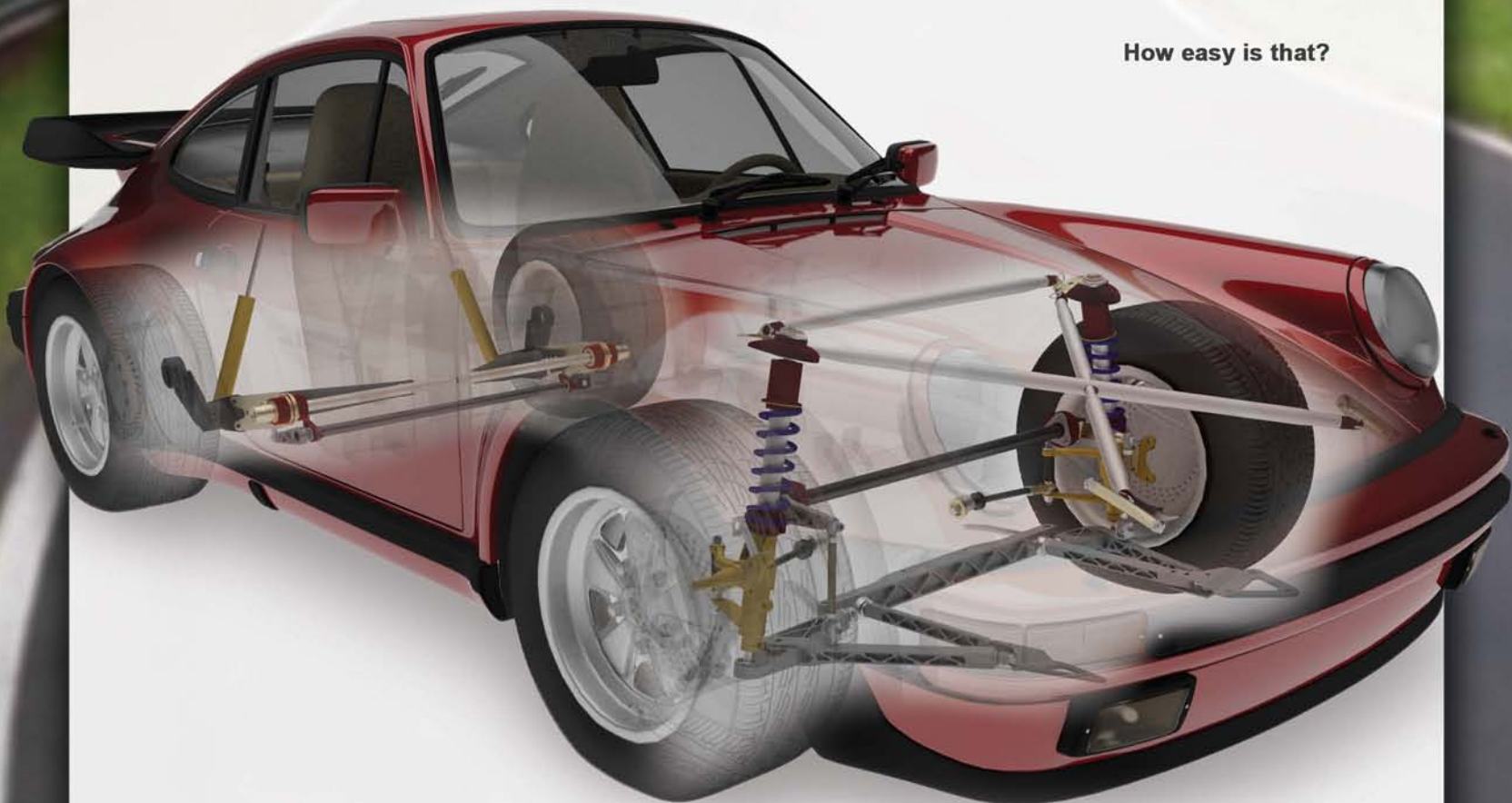
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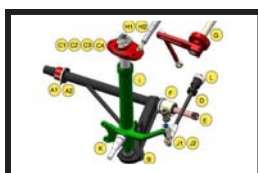
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Sand Beige '67 sunroof 911S was one of the many stunning cars displayed at Willhoit's workshops

ACTION PACKED!

Ready for a frenzied weekend with a classic Porsche theme? Follow us as we sprint through a string of events under California's warm winter sun. On the menu: the All Porsche Swap & Car Display and a long list of gatherings, drawing visitors from all over the world!

Words & photos: Stephan Szantai

Three days, 15 events, a number of historically-significant Porsches, all bathed by the California sun – with such an enticing programme, no wonder the All Porsche Weekend has become a can't-miss rendezvous for devotees of the German marque.

Overseas visitors might be somewhat puzzled by the concept behind these festivities; after all, Europe in particular favours large shows spread over two or three

days, rather than multiple happenings, which in some instances might only last a few hours.

Let's be clear about it: the All Porsche Swap & Car Display, the weekend's major draw held on Sunday, can be considered fairly small compared to affairs such as, say, Le Mans Classic. Then again, the crowd has other reasons to rejoice, thanks to several 'open houses' held during the previous few days, all around LA! This area is packed with a



Talk about a thick crowd at Willhoit Auto Restoration! Note the difference in the height of the tops between these two Speedsters

So, how many horsepower does it deliver? In front of Willhoit, a dynamometer allowed visitors to test their Porsches

You can expect nice surprises at Steve Hogue Enterprises every year - in this case, a genuine RS61. We love the way Steve Hogue stores some of the cars on the wall!



Callas Rennsport is currently wrenching on a few interesting projects: 356B Notchback, Carrera GT, 959 and a (real) 911R. Parked in front of Callas, no fewer than three 959s and a Carrera GT!



“ With such an enticing programme, no wonder the All Porsche Weekend has become a can't-miss rendezvous for devotees... ”

Crowds galore at the Toy & Literature Show, which attracted 300 tables filled with goodies



Angela and Ritchie King of Karmann Konnektion brought a nice selection of parts - steering wheels included - from the UK



Jim Liberty's small but well-equipped shop specialises in top-notch Porsche 356 restorations



Rare automobiles abound at European Collectibles, 90 per cent of which are vintage Porsches - here is a 1959 Speedster GT



Check out the beautiful display in front of the Hilton Hotel – Convertible D is a 1959 1600 Super

Carparc USA had half-a-dozen early classic Porsches put on exhibit in their shop/showroom

Brumos in Florida took delivery of this 904 Carrera GTS after it came out of the factory in 1964

Gorgeous 962C participated in a number of legendary races in 1989 at venues like Le Mans, Silverstone, Brands Hatch...



mind-boggling number of specialist Porsche businesses. With such a hectic agenda, it seems impossible to visit all of the 15 events listed, simply due to the logistics. Los Angeles and its surrounding cities spread over 100 miles or

located in Long Beach in an industrial area, far from the glamorous LA lifestyle pictured by tourists. Yet, once you enter the large building, you will almost certainly become mesmerised by the number of classic Porsches on

“With such a hectic agenda, it seems impossible to visit all of the 15 events listed...”

The All Porsche Swap Meet puts a strong emphasis on classics, as you might tell from this picture

so, east to west, so reaching some of the Porsche shops involved can be a challenge considering the hectic traffic.

FRIDAY

Our marathon began with Willhoit Auto Restoration,

display. Customers visit Willhoit for anything from simple maintenance and repairs, to full – and occasionally arduous – restorations. Outside, a caterer offered German Bratwurst to the masses (in fact all the venues served free food of some sort!), while a dynamometer



ALL PORSCHE WEEKEND



Artist Claude Dudouit unveiled several new pieces with a Steve McQueen theme

Motorised bicycles inspired by the 917 Martini and Gulf racers of yesteryear were a huge hit

This unrestored 904-002 still sees regular street duty. Amazing!

Tony Alvarez has owned his Pre-A 356 since the 1970s – we love it as it is!



allowed participants to discover their Porsche's true power output, in exchange for just \$95. That's not a bad deal, at all.

We then swung by Steve Hogue Enterprises, a shop specialising in body work, large enough to house half-a-dozen project cars. The vehicles going through 'surgery' at the time (Pre-A, RS61, 911R...) left no doubt about the talents of Steve and his staff.

The last stop of the day involved Callas Rennsport, located on an industrial complex that houses several companies specialising in sports and collectible automobiles. The shop might seem humble in appearance, but it still draws owners of high-end, rare supercars. In fact, we counted no fewer than four 959s and two Carrera GTs! However, Callas also works on less exclusive Porsches, from 914s to modern 911s.

SATURDAY

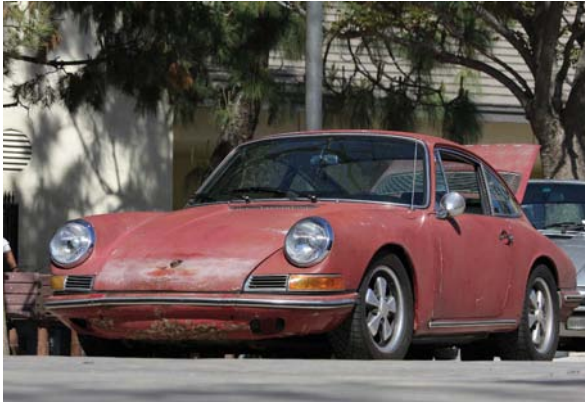
Our intense day began with the unmistakable Literature, Toy & Memorabilia Show for Porsche & Vintage VWs – or Toy Show for short – held at the LAX Hilton Hotel, just a stone's throw away from the airport. This year, which marked the 32nd edition of the affair, broke all attendance records; so much so that the event has reached capacity with two conference rooms packed to the rafters.

Vendors can bring anything Porsche/VW-related as long as the items are not overly bulky and fit on a table. This gives the visitors the opportunity to peruse thousands of products, from worn out steering wheels to new 356 Carrera 2 exhaust systems.

After an hour's drive we reached the city of Costa Mesa, where four shops are located walking distance from each other: Carparc USA, Jim Liberty and California

Old and new Porsches invaded the Phoenix Club's soccer field – everybody was made to feel welcome





Antique Porsches featuring patina - in the vein of this 912 - are gaining widespread acceptance within the hobby

The 912 Registry brought an impressive troupe this year, to the delight of four-cylinder fans

Porsches, together with European Collectibles, one of the leaders in the sales/restoration of vintage Porsches on the West Coast.

This company has settled in a cool brick building, packed with rare vehicles, including four-cam Carreras, 904s and the like. With close to 50 classic automobiles to swoon over, don't expect to suffer from boredom!

SUNDAY

The weekend's *pièce de résistance* remained the All Porsche Swap & Car Display. It promised more used goodies for sale, although some might be a bit greasier than the Toy Show's offerings seen a day earlier.

Pros of the industry also came to exhibit their latest products, with the majority settling under the *Festhalle* - an 11,500 square-foot canopy - protected from the

already hot winter sun. As you will notice from the pictures, the weather was gorgeous, unlike last year where we experienced heavy rain.

The site of choice, the Phoenix Club, is a cultural centre serving the local German community and includes a restaurant offering specialities from the Fatherland.

We must mention the strong support of the various Californian clubs (including the Early 911S Registry, 912 Registry and the R-Gruppe), under the leadership of the 356 Club, the main promoter of the get-together. Over 300 Porsches packed into these hallowed grounds, with latecomers forced to join the visitors' parking lot due to a lack of space.

Yes, you can say it was a day to remember - and so was the rest of this exhausting yet fulfilling weekend! Maybe we'll see you next year? **CP**

“ The Phoenix Club is a cultural centre serving the local German community... ”



The event attracted a large number of 911 Outlaws, thanks in part to the strong showing of the R-Gruppe

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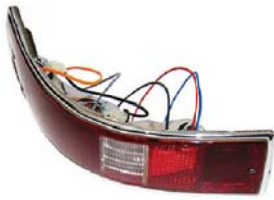
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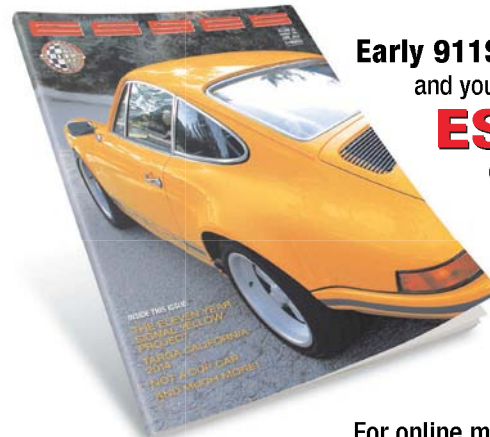
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45 YEARS, AND COUNTING...



That's how long John Rialson has owned his 1967 Porsche 912. Now, with no fewer than 421,600 miles under its tyres (yes, you did read that right!), it's living proof that they built these cars to last...

Words & photos: John Rialson



John pauses at a roadside coffee shop on a trip to Baja, Mexico, in 1986. He recalls that 'this place had great lobster tacos!'

My father, who was an educator and a librarian at San Jose State College, would always tell me that a car should simply get you from point A to point B, and be nothing fancy. I would always ask, why couldn't we have fun in a car that does more? I was eight years old.

The first car I remember my dad buying was a 1953 Volkswagen in Texas Brown. It had a 36 horsepower engine, a small rear window, turn signals that popped out of the door pillar, no fuel gauge, and a thick metal body. The interior was red. I don't remember it even having a radio installed.

We were probably about the first family in the San Francisco Bay area to buy a VW. The neighbours would tease my dad about the car and would often hide it by carrying it down the street and putting it behind a hedge (*love it! - KS*). I, on the other hand, would brag about all the car's functions to my school friends, which probably didn't make me very popular since I told them this was a better car than the one they had.

This turned out to be a good, reliable car that Dad drove for many years. He traded it in for a new 1960 Volkswagen. That one was red with a white interior and this time it did have a radio. It also had a fuel gauge and the larger rear window.

I learned to drive in that car when I was fifteen. I received my driver's licence when I was sixteen and proceeded to show my high-school friends what a good driver I was. I knew the car was waterproof, and while driving in the mountains on a dirt road one day we came to a river. Usually the river was passable but it had been raining and the water was higher than usual. We decided to try and cross.

We got half way and the car started floating down the river! Feeling hopeless and wondering what I was going to tell Dad, we finally hit a sand bar on the other side. I was then able to drive the car in the shallow water at the edge of the river back to the road. The girls thought I was crazy and I never told Dad.

In 1967, when I was twenty-two, I bought my own car. It was a brand new Volkswagen in beige with black interior. I fitted it with Koni shocks, Pirelli tyres and an anti-sway bar. It handled well and I put well over 100,000 miles on it by 1970. I drove it everywhere.

I used to take the car to a garage in Los Altos, California called Reitmier's Werkstatt. They worked on VWs and Porsches. One day in 1970 the owner's brother put his 1967 Porsche up for sale for \$4400. He said he was selling it because he wanted a 1968-model Porsche with the flared fenders so he could put wider tyres on for autocrossing.

The car was beautiful, so I bought it: it was a Bahama Yellow 1967 912 Porsche with low mileage, and looked as good as new. It was probably the best investment I could have made.

SPECIFICATION:

Delivered 20th December 1966 to Gus Mozart Volkswagen, Palo Alto, CA. Bahama Yellow, black interior with basket-weave seat inlay; light grey perforated headliner; left-hand drive; VDM Ebonite plastic steering wheel and circular horn button; Blaupunkt radio; factory stabiliser bars front and rear; chrome bumper guards, front and rear; engine # P751924; standard Mähle pistons/cylinders; Solex carburetors; Bosch 022 distributor; five-speed gearbox; chrome steel rims; 165 HR 15 radial tyres.



I have always enjoyed driving. Over the years that I've owned the Porsche, there have been some fun stories. On one camping trip up to the San Juan Islands between Washington and Canada, we took the ferry boat to Orcas Island. I was taking photos of some Scottish Highland cattle when a huge dog came running up to me. Needless to say, I jumped into the Porsche. The dog stood higher than the car and proceeded to mark his territory on all four tyres...

When I travelled alone, I'd usually camp out, or sleep in the car. I could put the passenger seat all the way down, put an air-mattress over the seats and climb into a sleeping bag. It was very comfortable. One night while exploring Prince Edward Island, I parked the car next to a lighthouse out on a point of land high above the ocean. While I was asleep during the night the wind came up, waking me a few times as the car shook. At about four in the morning, I noticed that the lighthouse had 'moved'.

Recent photo of the 912 was taken at San Juan Bautista, in California. You'd never believe this car has covered well over 400,000 miles in the last 48 years

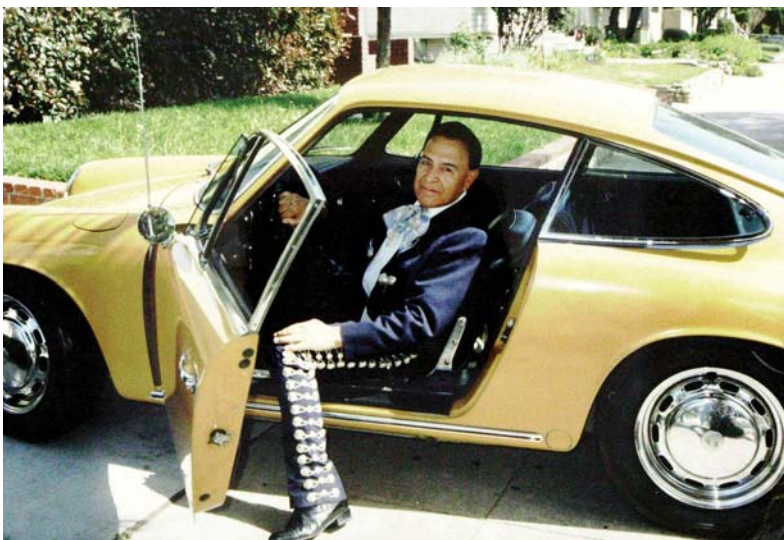
“Over the years that I've owned the Porsche, there have been some fun stories”

On a memorable trip to visit close friends in Bangor, Maine, I was told about some places I should visit and explore in Canada. One was Campobello Island in New Brunswick. Franklin D. Roosevelt, President of the United States, had a 34-room 'cottage' used as a summer retreat on Campobello, which is now a park and museum.

Feeling confused, I looked out the side window and could see the waves breaking on rocks about a hundred feet below. The car was sitting right on the edge of the cliff. The wind had slowly moved the car across the dew-covered grass, right to the edge. A few more minutes and I'd have gone over. I quickly moved the car to be out of the

Miguel Martinez is considered to be the father of mariachi-style trumpet playing and was only too happy to pose with the 912

Highway 90 in the middle of Montana in winter. No traffic. John stopped in the middle of the freeway to take this photo in 1994





wind and went back to sleep. The next morning I walked over to where the car had been and could see the wind had moved it about fifty feet. The right rear tyre was on the edge of the cliff. That was close.

One very cold morning while visiting Nova Scotia, Canada, I woke to find the car covered in snow (see photo). It was really cold in the car so I thought it would be a good idea to start the engine and get the heater going before getting dressed and having breakfast. I turned the key but the starter motor had stopped working.

I knew I could probably start the car from the engine

compartment, so I jumped out in my underwear and managed to start the engine. It was cold and the ground was covered in snow – and I was barefoot. When I tried to open the door, the lock mechanism was frozen and the door wouldn't open!

The car was running and the heater was on but I couldn't get back in. There was no one around for probably fifty miles so I had to get out of this mess by myself. I was jumping up and down trying to keep warm while giving the door handle little karate chops, hoping the ice would melt. After about ten agonising minutes, the heater had

Above left: A trip to Nova Scotia resulted in the car experiencing some very un-California weather – and John locking himself out of the car...

Above: Getting ready to make some music back in the 1980s

REPAIR HISTORY

My Porsche 912 was originally sold to a fellow from Los Altos Hills, California on 20th December 1966 from Gus Mozart Volkswagen at 825 El Camino Real, Palo Alto, California. Unfortunately, I understand he was badly wounded during the Vietnam war and was unable to drive the car. The 912 was then sold to the Porsche mechanic, Helmet Bezak, from Reitmier's Werkstatt in Los Altos, from whom I purchased it on 14th April 1970. The car had only about 16,000 miles on the clock and clearly hadn't been driven much.

In the 45 years I've owned it I've always been careful about maintenance, and still have all the records for oil changes, tune ups and major repairs. Oil changes are every 3000 miles, and a full service every 6000 miles. I also have all the records for other parts, repairs and rebuilds of the engine.

Looking through my records, I was surprised to find so many old bills (about 150) for new tyres, batteries, brake jobs, clutches, bulbs, radio repairs, wheel bearings, wheel alignments, clutch cable, Koni shocks, rubber seals, generators, starter motors... the list goes on and on. I found that most oil changes cost less than \$50, while full tune-ups cost from \$150 in the early days to over \$800 now.

The first major repair was in April 1971. I'd owned the car for one year, with only 24,000 miles on the clock, but it had a bad oil leak. It turned out to be a crack in the crankcase. After trying to weld the crack, which didn't work, I had to buy a whole new crankcase for \$235. We replaced the camshaft, main bearings, oil cooler and a number of other parts, for a total bill of \$768.

One lesson I learned early on is to keep the throttle pedal linkage well lubricated. One time while on a freeway on-ramp I had the car up to 6000rpm in second gear, ready to shift to third. What I didn't know was that the throttle pedal was stuck, so when I pushed in the clutch to shift, the engine raced way past the redline in a split second.

By the time I could reach the key to turn off the engine, it was too late. The fan exploded and sent shrapnel through the fan housing. The inside of the car filled with white smoke but I made it safely off to the side of the freeway and had to call for a tow. This happened in 1973 and the car ended up needing a valve job, a new oil cooler, fan and fan housing. The charge was only \$289!

My first full engine rebuild came in August 1974, when the car had covered about 110,000 miles. The bill for that was \$867. The second engine rebuild was in August 1979, by which time the car had covered 190,403 miles. This also included a new flywheel, clutch, valves and brakes. The cost came to \$1575. The third engine rebuild was in 1986 at 285,000 miles. The total bill this time came to \$2100.

In September 1987, at 314,340 miles, the car needed another new flywheel, along with a clutch and battery, all of which cost \$964. When it was time for the fourth rebuild, I decided to replace the engine with a totally rebuilt older unit with a lot lower mileage. This was in 2005 at 398,000. I have not driven the car much in the last ten years, so it currently has 421,600 miles on the odometer.

Ken's Porsche Technique in Campbell, California, who carried out most of the work, still exists and is highly regarded for their repair work on Porsches.

More recently, we moved to Hollister, California, about five years ago. The car had not been driven because the carburettors needed a complete rebuild (they were leaking fuel). I started playing trumpet with a big band here in Hollister and one day one of the other trumpet players, Jay Hilgers, showed up in a 912E Porsche.

We were already good friends and he didn't know I had a 912. His father, Rick Hilgers, was one of the chief Porsche mechanics at Westers in Monterey, California, and had taught his son how to tune and repair Porsches. When Jay heard my carburettors needed repair, he offered to rebuild them for free.

He said the car was too nice to be sitting and that we needed to get it back on the road, so I paid about \$76 to Eckler's for the Solex repair kit and Jay did a beautiful job making the carburettors look and work like new. They now work perfectly.

Because the car had been sitting for so long, it needed some more work. I felt guilty about letting Jay spend more free time on the car, as he had already done so much with the carburettors. I took the car to Briganti's Automotive Service in Hollister where they repaired the throttle linkage and brakes, and gave the car a tune-up.

I still have a few more items to sort out but the 912 is about ready for the road again. It still has the original paint, except for the hood, and still looks great. And, it goes without saying, it is still a joy to drive.

Family affair: photos with two of John's four boys. All four want the car when they grow up. His youngest, at five years of age, told John he could almost reach the pedals...





Bahama Yellow paintwork is all original, apart from the bonnet (hood) which was damaged by a drunk who fell on it one night!

warmed the inside of the car enough to thaw out the lock and allow the door finally to open.

On another trip, I drove to Cape Breton Island where Alexander Graham Bell, the inventor, had a lab and boat house to test his inventions. That, too, is now a museum.

I wanted to drive the car as far east as I could on the North American continent, just to say I had been there. But after studying the map, I realised that easterly point was in Labrador, about 1600 miles away. I am not even sure if the roads were passable, so I settled for the most easterly point on Cape Breton Island. A lot of the road was dirt, but I made it. The photo below left shows the car at the most easterly point, with lobster traps in the background.

The Porsche has always been a joy to drive. I had wanted to visit Mexico for a long time, so I decided I would spend six months exploring as much of Mexico as I could and first of all I headed for Veracruz. The first night while staying with friends in the city, the local children found out

that, by shaking the car, the alarm would go off.

The kids thought this was great. I would yell out in Spanish to get away from the car, so they would run and hide. But when I left the window, they would come back and do it all over again. I finally had to turn off the alarm. I truly enjoyed exploring Mexico and never had any problems with the car or the people I met. Everyone was always helpful, warm and kind.

This last year has been a time to restore the car. The carburetors were in bad shape. A good friend, who also owns a 912, totally rebuilt my carburetors. The car is now 48 years old and things wear out. It had been sitting in my garage for a few years, but I am enjoying driving it again. It still has the original paint, which buffed out nicely when I detailed it. She still looks good and now I have four little boys who all want to drive it when they are old enough! **CP**

John Rialson is a professional trumpet player living with his family in Hollister, California.

From left to right: 1978 and a trip as far east as John could go – Cape Breton Island; on a visit to visit relatives in Minnesota; just south of Carmel, California, in 1990





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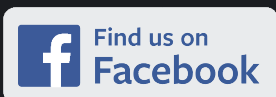
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STILL GOING STRONG

Hexagon sold their first Porsche over 40 years ago. They're still doing it!

Words and photos: Paul Davies

I have a list of Porsche dealers dated October 1972 here on my desk. Covering the whole of London there is just one main dealer – AFN Ltd., which can still be found as Porsche Guildford – plus three retail dealers. Two of these are no longer around but the modern child of Hexagon of Highgate is very much alive, and in business less than a mile down the road from where it was born.

Now Hexagon Modern Classics is firmly established as one of the country's leading showrooms for prime condition, previously-owned Porsches. It would be derogatory to refer to the 50-or-so cars in the building behind the grey fence on Fortis Green road, in the London borough of Haringey, as 'used'. Here we are talking about the absolute tops, low mileage classic Porsches, in as-new condition.

It's no longer an official dealer – that status ended in the late seventies – but there's a common denominator

between the Hexagon of 1972 and the company of today; founder Paul Michaels.

From a motor trade family, Paul started selling cars way back in 1963 in a London mews and became a successful dealer of classic sports cars, the likes of Marcos, Lotus and Aston Martin, as well as Porsche. An oil 'crisis' in 1973 prompted by the Yom Kippur war (oil shot up from \$3 a barrel to \$12, would you believe!) knocked the performance car market for six, and left dealers such as Michaels vulnerable; he recalls selling 28 Aston Martin V8s at the London Motor Show of that year and then having all but one cancelled.

The result was for Porsche GB to seek representation in west London rather than the northern location of Highgate which, in effect, ruled out Hexagon. Not that Paul was down for long – he soon began an association with BMW as an official dealer that ended (at Paul's request) only a



The Hexagon workshop carries out extensive preparation work before any car is offered for sale

A price tag a whisker under £43k for a 911SC Cabriolet may sound high, but please note this car has had a £30k restoration and has just 35,000 miles recorded on the clock

Paul Michaels was a Porsche dealer back in the Sixties. Now, as the chairman of Hexagon Modern Classics, he sells quality used Porsches

Attention to detail: marks show where this Carrera 3.2 has been checked over for paintwork blemishes and stone chips

few years back. But, with a long-term love for Porsche that stretches back to the 1967 911S he owned, he set up the current business just over two years ago.

So, what's a classic Porsche in the minds of Paul Michaels and sales manager Jonathan Franklin? Almost anything air-cooled we're pleased to note, although the pair are not averse to adding later top-model versions of the 911 if the right car comes along.

There's a leaning towards the performance end of the family, with RS and Turbo models from early 911 through to 993, particularly welcome at Fortis Green, although the wider criteria seems to be that condition and low mileage

site, will reveal that quality does not come even slightly cheap. There's a tag of £42,995 on that SC Cabriolet, and £53,995 for an '89 Carrera 3.2 Targa. These are prices you might do a double-take on, even alongside the more likely £130k for a 1989 LE 'flatnose' Turbo, or a fiver under £200k for a Ninemeister-modified 964 RS.

The underlying theme is quality, and Paul Michaels is not apologetic about the figures on some of the cars. Quality, he says, demands an extreme high level of preparation. It's not unknown to spend the equivalent of £10,000, and many hours, getting a car to the level he and Jonathan consider right for sale. That SC Cabrio had some

“ There's a leaning towards the performance end of the family, with RS and Turbo models welcome... ”

are all-important. Which explains the presence of a 911SC Cabriolet, an early 911S Targa and several Carrera 3.2s in the showroom alongside the exotica.

Time now, I think, to get something straight. As we said, Hexagon deals in the highest-quality Porsches (and the occasional something else that takes the owner's fancy) and a look around the showroom, or glance at the web

£30k-worth of restoration completed just before it came to Hexagon, but even so it went through the usual preparation process in the workshop. The top-price 3.2 Targa has completed just 35,000 miles in 26 years.

Hexagon has a large workshop alongside the showroom dedicated purely to sales car preparation and commissioning. The company does not take in servicing or



Hexagon rates the 3.2 Carrera as the first 911 that's a daily-driver. Club Sport is the ultimate; this is one of 53 cars made in right-hand drive and has covered just 40,900 miles

other work, and sends its own vehicles to trusted specialists when mechanical or major bodywork is required. Needless to say, every purchase comes with a full 12 months warranty, including breakdown.

The success of the business confirms that condition and originality clearly overrules price as far as customers at Hexagon Modern Classics are concerned. Many purchasers know exactly what they want and see their acquisition as an investment, says Jonathan. Possibly a shrewd move at a time when interest rates are low and values of significant cars of many marques are rising. Many customers own more than one classic car; a few count their collections in double figures. Cars have to be – as they say in the concours world – 100-pointers.

Chatting with Michaels you learn more about the man.

A few yards from us is the Leyton House-liveried 962 Group C car he's owned since 2003. It's an ex-Kremer machine that did Le Mans in 1987 (finishing 4th) and 1988 (8th) and just one of a collection of significant cars the Hexagon chairman owns.

On the walls is a display of photographs from his days as a car owner and entrant, including the Jaguar D-type and Lister-Jaguar raced – amongst others – by Willy Green, Gerry Marshall and Nick Faure and, most famously, the wall-art showcases the John Watson connection.

After a season in British Formula 5000 with Watson, Hexagon took the Ulster ace into Grand Prix racing in 1974 with a privately-owned Brabham, the driver scoring six points in the season. Plans for a further year of Hexagon in Grand Prix were dropped when a



The 962 Group C sports racer was a high finisher at two Le Mans. Now it's part of Paul Michaels' collection and is centre-piece of the Porsche display in the Hexagon showroom

Hexagon Modern Classics boss Paul Michaels is a great fan of the 993. This Strasse-modified RS Club Sport is the rarest of the rare – and a future classic without any doubt



CONTACT

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 N2 9EY
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 Website:
www.hexagonmodernclassics.com

Pre-impact bumper 911s are leading the price rise, hence a tag of just under £160k on this low mileage 1971 911S 2.2-litre Targa

sponsor changed its mind at the last hour.

Paul Michaels says the decision to concentrate on Porsche in 2013 was, apart from that deep-rooted personal preference, because he considers the marque to be most usable of all the quality classics. They are, as he puts it, 'proper cars'.

But the fact a Porsche can be a daily-driver produces problems, namely that mileages tend to be higher – and growing all the time. 'Eighteen months ago we reckoned our ideal top mileage was 50,000, now it's more like 70,000', says Paul. It's becoming even harder for Hexagon (who employ a number of specialist buyers) to find the cars they want, and consequently prices are increasing.

What does a man with half a century in the car sales trade think about the trend in Porsche values? Despite the stratospheric levels achieved by certain models (Carrera RS anyone?) in recent times Paul doesn't see any ceiling to prices. 'We're more likely going to see peaks and troughs as certain marques and models come in and out of favour', he says.

You get the impression Hexagon can cope with price increases, but what is causing Paul Michaels more worry is the 'faking' of high-level Porsches, and the desire that

every car should have matching chassis and engine numbers. He's seen more than a fair share of RS and RSR clones presented as original, and now will not buy high-price cars unless he knows and can trust the seller. Mere supposed history or documentation is not enough nowadays.

'It's relatively easy to fake a Porsche and it's getting more and more difficult to know the real thing', he says.

The need for cars to have matching numbers is a trend that Paul believes comes from the USA. Whereas he appreciates that a genuine car should have its original chassis number, he points out that it is quite likely a competition or high performance car will have had an engine change in its lifetime. That famed 2.7-litre unit of 1973 was not always totally reliable!

An hour with the Hexagon boss confirms he's an out-and-out enthusiast for the performance car, and Porsches in particular. He says his personal favourite, and daily drive, is his 993 Turbo S, and admits more than a soft spot for the oft-ignored 928 grand tourer of the eighties and early nineties. Its day is fast approaching, he says. Take note from someone who should know after over 40 years of selling Porsches. **CP**





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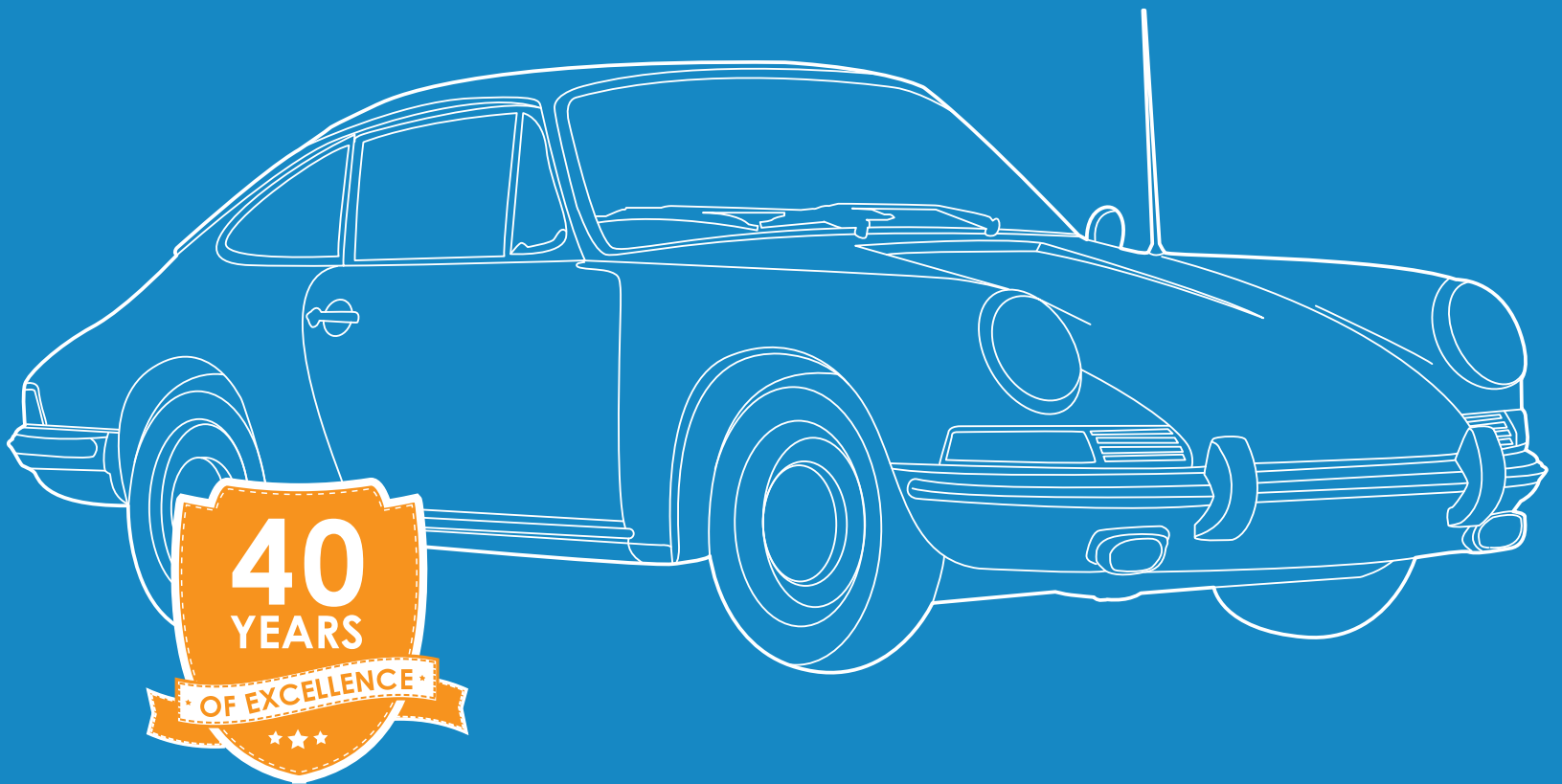
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ALMOST THERE

The engine is finally running (well, almost) and once that's dialled in, the next step will be to get our 912/6 MOT'd and then registered for the road. It's been a long time - too long!

Words & photos: Keith Seume



So, at last, the engine is running. Almost. The 'almost' is a reference to the fact that the engine may start and run but we still need to complete the mapping process which will see the ECU's fuel and ignition settings optimised for our application. But hearing the engine run for the first time was a major event!

After a period of relative inactivity brought about by a busy period in magazine schedules over Christmas and the New Year, we made it back to R-to-RSR's relocated workshop on the edge of Dartmoor. In the intervening period, Paul had finally plumbed in the rear brake calipers and bled the hydraulics once and for all. That was another thing crossed off the 'to-do' list.

At this point, I realised there was no reason why we shouldn't get the suspension alignment checked and

adjusted. We chose to use Protyre in Exeter, who have the latest laser alignment set-up, and I am pleased to say no problems were found - not that there should have been, but I'm a natural worrier, especially as the car had been the subject of so much work over the last three years.

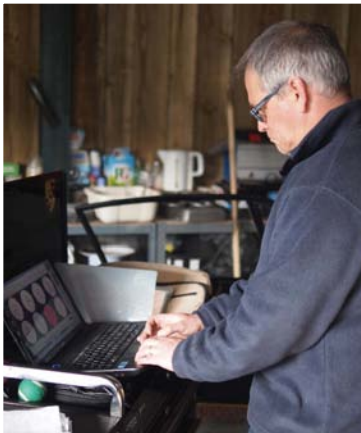
All this was fine and dandy, but there remained the one big 'to do' item: getting the engine started. I'd made a half-hearted attempt at the end of last year, but couldn't get any spark at the plugs, although fuel was being injected OK. In the end, I called on the expertise of Tim Bennett, an electronics engineer who happens to own a 2.4 Targa with a home-brewed Megasquirt set-up using Triumph motorcycle ITBs on adapted manifolds.

Tim is an active member of the DDK-online forum and offered to come down to Devon to see if he could wave his

El Chucho (or 'El Chuckle' as one friend refers to it!) has looked 'finished' for some time, but we've only just managed to get the engine fired up due to lack of time



Period-looking foam filters were made for the project by ITG. The base plates had to be made specially to fit the Jenvey velocity stacks, and are secured with rubber 'donuts'. The filters suit the style of the car perfectly



magic wand over *El Chucho* and fire up the new engine.

Tim spent some time going through the wiring and general set-up, proclaiming that there was nothing intrinsically wrong with what I had done so far. There had been a question over whether the crank sensor (VR) was working or not, so Tim plugged in his own circuit board that mimics the signal from the VR. All looked to be OK, all the injectors were firing as required, but still no spark.

It was while double-checking everything that he discovered a loose pin in the multi-plug that connects to the coil pack, the result being that the coils were only getting power intermittently. Once that was sorted, we had fuel and a spark – so let's give it a go!

You cannot imagine my relief and excitement when the engine coughed for the first time, before finally bursting

into life and running on all six cylinders. Admittedly, the workshop soon filled with smoke as the fuel settings are way too rich, but it lived at last. Tim did what he could to make adjustments but it became clear that we had a persistent oil leak from behind the right-hand camchain housing. It appears that the O-ring behind the cam sprocket may be faulty, so we called it a day.

But the engine runs! As I'm writing this, Bob Watson is due to come over and sort out the O-ring, confident that he can do it with the engine in the car, which will make life easier. If not, I'll have to drop the engine out once again, which isn't that big a job, but one I hope to avoid if I can.

So, there we are: *El Chucho* is one step closer to being finished and on the road. After so long, I can't believe I might actually get to drive it one day soon... **CP**

Top row: Protyre in Exeter carried out a four-wheel laser alignment on the car. Brakes are now finally all plumbed in and bled

Bottom row: Tim Bennett knows his stuff when it comes to sorting Megasquirt ECUs and such like. He's the only man I know who carries an oscilloscope in his Porsche! Printed circuit board replicates the signal from the crank sensor



Hargett Precision shifter is a beautifully-made piece – I managed to buy one used via the DDK web forum. Can't wait to put it to use. The finishing touch is, of course, one of the Porsche Pirates decals...

FRUSTRATION

Chasing an intermittent problem is no fun, but that's where Steve Wright is at with his hot-rod 911S. Time to throw away the modern electronics, maybe...

Words & photos: Steve Wright



Out on the road where it belongs, Steve's 911S is a source of spine-tingling thrills – when it's running properly. Which it isn't...

Buying old sports cars is like dating wild women – bewildering highs and cavernous lows reminiscent of being on a roller coaster. My 2.2S is still the only car after all these years that can make me laugh out loud involuntarily and leave me with adrenaline shakes when I get out.

It can also prick the hairs on the back of my neck in fear and leave me with sweaty palms and an appreciation of life when I take liberties or get it wrong. Back off mid-corner, however justified, and the early 911 will punish you absolutely and without hesitation, reminding you that the flip side of unbelievable traction is a pendulum effect and consequence associated with having the engine slung out back.

From 5500rpm to my ST-spec 8000rpm red line is just maniacal – like a banshee saw gone mental and one of the experiences I hope to indulge in until I'm unable to get in and out of a car on my own.

I saw some ignorant question online recently about how 21bhp could make any difference when it came to the 911E and 911S. I thought that was a little bit like asking about what true love is – asking the very question means you've not yet experienced it, because once you have you never ask the question again. Forget how all-consuming it is or how addictive that rush can be.

Asking the question about 21bhp is missing the point – it's the blend of everything that makes it one of the best (if not the best) road engine Porsche ever built. Something about a 64mm stroke, open induction system, forged rods and mechanical fuel-injection. However you try and analyse it, though, it's better just to ask someone who knows – Vic Elford, racing titan and man possessed of God-like driving qualities rates it as his favourite.

The reason for describing the lust I feel for my 911 is only to contrast with a picture of mourning that has consumed me for the past 18 months. It started when I drove the car to Belgium for the day to watch mates drag racing at Chimay.

Smiles at Salon Privé, where the car drew plenty of admiring looks. Well, we think people were looking at the car – or maybe it was Steve's shirt?

A wonderful drive and great day out, but the 911 ran quite rough for the first 10 miles. Uncharacteristically, too, as it's usually razor sharp upon being started. I dismissed it and didn't think too much about it until I drove it again a few months later – same issue. Only the symptoms lasted longer. And it was always from cold – when warm it was fine.

Then, last summer I chose to take the car on a 3000-mile road trip round Europe – except it wouldn't start. I finally got it running but there was no way I was going to risk that sort of journey with a chance of it not starting hundreds of miles from home.

The car sat in the corner of the workshop in disgrace until I finally got around to booking it in with Nick Fulljames at Redtek, who originally built the engine. A full diagnostic assessment highlighted that the mechanical fuel-injection pump, the only component not rebuilt when we overhauled the engine 10 years ago, had seen better days, and three injectors weren't working correctly.

I took a deep breath and readied my wallet and the pump was sent off to a German specialist to be rebuilt, returning all shiny and new, while a set of refurbished injectors was installed. This seemed to sort it; the car was in rude health when I picked it up and drove it home from Redtek to the Salon Privé Concours de Elegance where it was featuring.

And it was fine until parked up and then driven a couple of months later; same problem, this time so bad it barely ran: aaargh! A new fuel pump solenoid on top of the fuel filter seemed to cure it instantly, and then after being parked up again the same issue reappeared (by the way it's not crud in the fuel system as pressure and filters are all good).

This is one of the most frustrating and difficult issues I've ever had to solve on a car: the errant, occasional symptom that seems to have little by way of root cause. At least given I couldn't even start the car at all we now have a straightforward situation to deal with.

I've a sneaking suspicion that the only modern component on the car, an MSD 6AL electronic ignition box, required at the time to run the 12-plug twin spark distributor, is degrading... If it is then I will have a ceremonial burning of the damn thing and dance upon its grave.

It will also be the last time I ever put a modern component in one of my old cars. First, though, we have to find out what's really causing my relationship to fall into one of those cavernous lows right now... **CP**



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MAXTED - PAGE

FINE HISTORIC PORSCHE



1963 Porsche T6B 356 Carrera 2 GT | Chassis # 125107

'The ex-Eddy Meert / Wim de Jonghe - 1963 Tour de France'

An exceptionally rare and genuine early 1960s racing 2-litre Porsche T6B 356 Carrera 2 GT.

Chassis #125107 was delivered new in July 1963 via Brussels Porsche distributor - D'Iteren - to the competitive Belgian driver - Eddy Meert. The car was first competed by Meert in "Les 12 Heures de Huy" in which it led. Then in September it competed in the 1963 Tour de France with co-driver Wim de Jonghe. The GT remained in Europe until 1996 when it was imported to the UK. In 2010 the car was sold via ourselves to BRDC Life Member and 1988 British Touring Car Champion, Frank Sytner until 2013 when the car was acquired by a significant UK-based historic Porsche collection.

Since coming to the UK in 1996 this car has been maintained jointly between Maxted-Page & Prill Limited and German four-cam specialist, Karl Hloch. The engine (P97046) was rebuilt by Hloch in late 2009 and is prepared to 587/2 specification, fitted with twin Weber 46 IDA2. The car is also fitted with a Limited Slip Differential gearbox with competition ratios. Currently UK-titled and registered with up-to-date FIA Historic Technical Passport (number GB7900), this car is amongst the very best and most significant Porsche four-cam GT cars built. Presented in exceptional mechanical and cosmetic condition throughout, 2000 GT chassis #125107 is one of the rarest Porsche GT cars in the world.

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