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Classic PORSCHE

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WELCOME



It's all felt a little like waiting for a Christmas that never seemed to come. What am I talking about? The first drive in my Porsche project! Yes, some four years after I bought the rolling 'shell' in California, I've finally had the pleasure of taking to the road in my '912/6' hot-rod.

Along the way, I've suffered from 'project burn-out' on several occasions, running out of patience, money, time, skills and, well, to be honest, more money. Everything seemed to take far longer

“ Man-maths tends to play a major part in the planning... ”

than anticipated, small problems seemed to grow into big ones – and it all cost more than I ever imagined.

I sold a car to get the project going, and then progressively sold off much of my accumulated memorabilia to top up the funds. I can recite the 16-digit number on my debit card by heart... But it was all worth it just to hear the engine fire up, feel the car begin to move as I fed in the clutch. What a feeling!

I've had a number of people say they've enjoyed reading about the ups and downs, but I have to admit I was worried that I might end up putting people off the idea of tackling a fairly major project on a slightly unrealistic budget (mind you, is any project budget truly realistic? Man-maths tends to play a major part in the planning...). But, it seems, that's not the case.

All I can say is, if you are getting mired down in a long-term project, don't be afraid to take a little break. Walk away, have a cold beer – the end result will be worth all the effort, believe me.

Keith Seume
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FEATURES

THE COLOUR PURPLE

Tech 9's RHD 1973 2.4S Sportomatic is the only one of its kind

24

LORD WON'T YOU BUY ME...

Janis Joplin's unique psychedelic 356C Caribriolet could be yours...

32

CLASSICS AT THE CASTLE

We return to Hedingham for our favourite event in the UK calendar

38

WERKS REUNION

A trip across the Pond to visit one of the premier Porsche gatherings

42

GOODWOOD REVIVAL

Robert Barrie brings you the insider's view of this great event

46

PORSCHE PICNIC

Our very own Porsche picnic in the Oxfordshire countryside

50

AY, CARAMBA!

Bernard Moix's stunning Carrera Panamericana-inspired Pre-A 356

52

THE ENIGMA VARIATION

The largely overlooked four-cylinder 912E was a one-year-only model

60

NUMBER FIVE

The story of a Daytona 24-hour-winning Porsche 907 longtail

70

BROTHERS IN ARMS

Classic Porsche visits Haydon Brothers Porsche specialists in Orange County

78

OUR CARS

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

84





CHRISTMAS GIFT SUBSCRIPTIONS
 Give that special person a *Classic Porsche* subscription for Christmas and we'll send a greetings card, too! **Just turn to page 89**

REGULARS

NEWS & PRODUCTS	08
News & products from the Porsche world	
RENN-SPOT	14
From our US contributor, David Conklin	
DELWYN MALLETT	16
Mallett's mental meanderings	
ROBERT BARRIE	18
Historic racing - and more	
LETTERS	20
Why not drop <i>Classic Porsche</i> a line?	
NEXT ISSUE	96
What's coming up in <i>Classic Porsche</i>	

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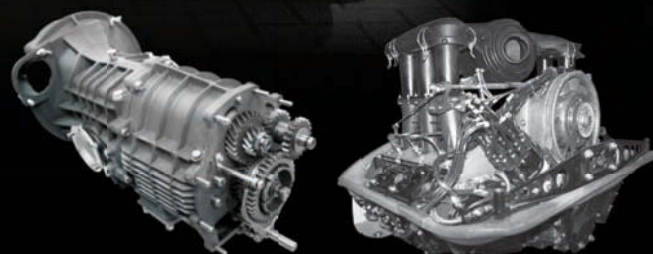
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PORSCHE

NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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SPA, AND ALL THAT JAZ...



The weather at the fabled Spa Francorchamps is unpredictable even at the best of times, and during this month's Six Hours of Spa Classic, with a huge grid of 110 cars, it was no different.

Although it was their first visit to Spa, the wild weather wasn't to faze the duo of g11s run by Jaz Porsche, the two cars being no strangers to wet weather racing having faced a soaked Silverstone in July.

Despite #101, driven by Jaz's Steve Winter (above), Simon Bowery and John Allen requiring some engine work the night before, the two cars qualified in 78th and 81st places, respectively. The second car,

#104, was driven by Rob Williams, Scott Redding and David Cuff. Putting in a consistently strong performance throughout the race, the two cars climbed their way up the standings. With multiple classes fighting for every inch of Tarmac, close calls were inevitable. In the later stages of the race, car #101 experienced a very near miss, avoiding a pile-up on the old pit straight caused by the wet weather.

By 10pm, Jaz had achieved a very respectable 8th and 11th in class, and 28th and 36th place overall. Class honours went to EB Motorsport, who placed 11th overall in their g11, driven by Mark Bates and Sean McInerney. (photos: Jayson Fong)



PRE-A CALENDAR

You may have missed out on the superbly-organised Pre-A International meeting (of which more next issue), but there's no reason to miss out on the celebratory calendar produced to commemorate this great event, which took place this year in the New Forest, Hampshire.

The calendar features some truly wonderful images from the weekend, taken by professional photographer Adam Lynk. It's available direct from Adam at a cost of £29.99, plus postage and packing.

E-mail for p&p details: hello@adamlynk.com



CANFORD OPEN DAY REVISED RS BIBLE PUBLISHED!



Canford Classics are specialists in all aspects of classic Porsche restoration; from full restoration to engine and gearbox rebuilds, through to all types of metal finishing such as chrome, anodising, powder coating and zinc, in addition to manufacturing their own parts.

On Saturday 29th August, they held their annual open day at their picturesque premises on a farm in Winterborne Kingston, Dorset. It attracted a crowd of Porsche enthusiasts who arrived in a whole variety of classic g11s, plus some newer water-cooled examples.

Bacon baps and pulled pork rolls were provided by Fishface and delicious coffee by The Dancing Goat. Alan and Dominique Drayson were delighted to open their new showroom, where cars for sale will be displayed.

For more details, log onto www.canfordclassics.co.uk



This is quite probably the most anticipated Porsche book in recent history... the long-awaited follow-up to the original Carrera RS 'bible', published some 23 years ago, copies of which regularly change hands for four-figure sums these days.

The new version, which has been several years in the making, has

grown by 178 pages to a massive 434 pages, with new chapters about the Porsche g16 and the production of the Carrera RS in 1973. There are many new documents to peruse, too, and a whole host of previously unpublished rare archive photographs. There is no doubt that this book will be an instant hit, and

numbers are limited to just 3000 copies each in both English and German. Don't delay if you want a copy – they will sell out fast.

Written and researched by Dr Georg Konradhseim and Dr Thomas Gruber, the book is priced at £430 and comes in a slip-case. **www.rsbook.com**

RENNSPORT REUNION



The Rennsport Reunion at the Laguna Seca Raceway in California is the fastest class reunion in the world: A fascinating journey through Porsche's racing history. The largest event worldwide with historic Porsche race cars and legendary Porsche race drivers lured over 50,000 spectators to the dune circuit close to Monterey over the weekend of September 25th-27th. A full report will follow in the next issue.

Eleven Le Mans winners from Porsche fielded questions from fans at the Rennsport Reunion, talking of the old days while busily signing autographs. The youngest was Earl Bamber at 25 years old, the oldest Hans Herrmann, who won the long distance classic in 1970 and turned 87 on 23 February. The other Le Mans winners in attendance were Richard Attwood (1970), Jacky Ickx (1976, 77, 81, 82), Gijs van Lennep (1976), Hurley Haywood (1977, 83, 94), Jürgen Barth (1977), Derek Bell (1981, 82, 86, 87), Vern Schuppan (1983), Hans-Joachim Stuck (1986, 87) as well as Nick Tandy who won Le Mans this year with Earl Bamber. **For more information, log onto www.porsche.com**



PRILL OPENS SHOP

Classic Porsche specialist Andy Prill threw open the doors to his very impressive new workshops on the Saturday before Classics at the Castle. The expression 'clean enough to eat your dinner off' doesn't even begin to describe the new facility! On show was an impressive display of customers' cars, from go8 to Pre-A coupés, including Robert Barrie's freshly-completed coupé (below). If you're after someone to maintain your classic Porsche, why not give Prill Porsche Classics a call?

01787 476338, or check 'Prill Porsche Classics' on Facebook



ADAPT YOUR TACHO!

Anyone who's fitted a later engine into an early g11 will most likely have discovered the original tachometer no longer works with the new ignition system. The answer is this: the Tach-Adapt, which 'marries' all types of modern ignition set-ups with the early-style gauges. At \$65, it's a must for all hot-rodders considering an engine swap.

Full details: www.ashlocktech.com



NEW RESTORATION PANELS

Now available from Restoration Design, these new rocker support panels, often referred to as 'kidney bowls' (below left) are a never-before offered part. They're open at the bottom and are correct for g11s/g12s from 1965-1973. Left and rights are available.

The current replacements, which have a closed bottom, are incorrect for the early models, but are correct for 1974 and later cars. These parts have been produced on the company's own dies, made from scans generated from NOS parts, and are trimmed by laser to ensure a correct cut every time.

These new hinge post bottoms (below right) have been stamped in RD's facility using their own dies, which are also closed from NOS hinge posts. Why replace the whole hinge post when only the bottom is rusted out? These replacement parts are only a fraction of the cost of complete door hinge posts, which are a superceded part and not correct for early g11/g12 cars. These are currently available from RD's European distributor or directly from Restoration Design if you're in North America.

www.restoration-design.com (North America) or www.restorationdesign.eu (Europe)



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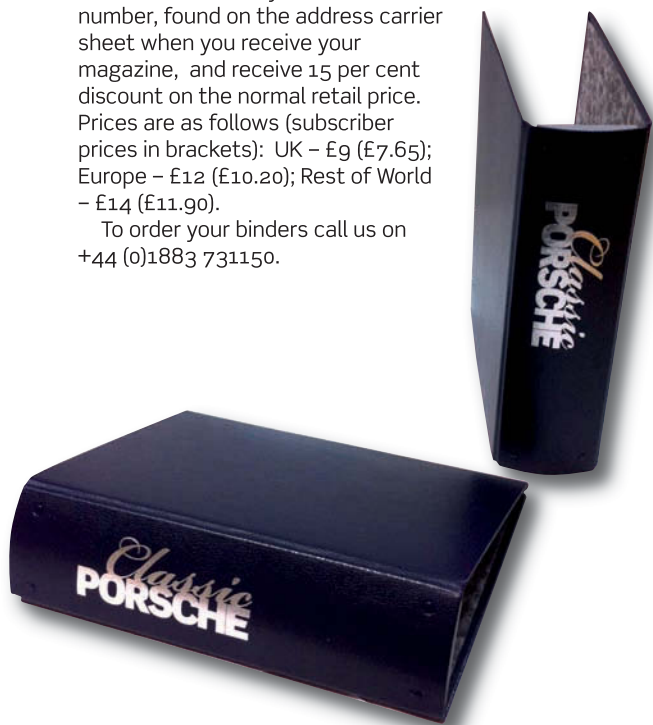
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Now that *Classic Porsche* is 32 issues old you'll be needing a suitable means of storing all those back copies. So what better than the official *Classic Porsche* binder?

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Finally, a perfect reproduction of the early small-diameter (400mm) 356 steering wheel. Finished to a high standard in the original ivory colour, the two-spoke design is the perfect finishing touch for any 356A rebuild. It's also a useful add-on for any later 356 where the owner needs a little more knee room.

Supplied complete with the cancelling ring for the turn signal, the wheel is priced at £1250 including VAT. Horn buttons and horn rings are also available to match.

Log onto www.karmannkonnektion.com

CLASSIC CLEANING KIT



Porsche Classic has recently put together a car care kit that's been developed specifically for the characteristics of earlier paints, soft-top fabrics and other materials. The total of 17 products and implements covers the full gamut of exterior care. These include shampoo and cleaning clay for stubborn grime, polish and hard wax, a cleaner for synthetic materials and acid-free wheel rim cleaner. Also included are the appropriate sponges, cloths and brushes for each. Every product has been tested in the Porsche development centre in Weissach for compatibility with the relevant materials, with tests run both in the lab and in 'real world' applications. The car care kit is available in an appropriately designed leather bag featuring the classic Pepita pattern, just like factory sports seats of old. In Germany it costs €470, inclusive of VAT.

For further details, visit your local Porsche Classic Centre, or enquire at your nearest PC

DANSK PANELS

Finally available again on the classic Porsche restoration market, Dansk is now producing door hinge pillars for Porsche 911s built from 1969–73 (F-model LWB bodies). These pillars are made exactly as original and include features like the M8 stamp (below), for that perfect finishing touch, without having to cut and weld in parts of the old rusted panel. The Dansk part numbers are 591035 for the left side, and 591036 for the right.

Available in the UK from ECP, Tech 9, Roger Bray and Design 911



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 16–31. 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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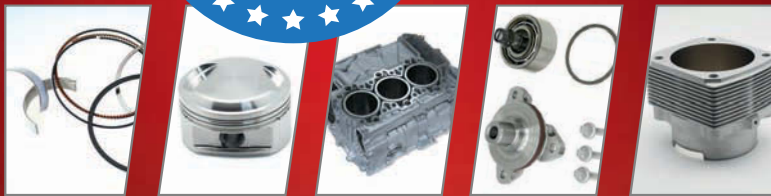
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RENN SPOT

DAVID CONKLIN WOULD LIKE TO THANK YOU ALL FOR ALLOWING HIM TO EXPERIENCE RARE PORSCHE UP CLOSE AND PERSONAL...



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

What a privilege! I have been writing about and photographing VWs and Porsches for nearly 15 years and it's been a lot of fun. Sure, deadlines are always a challenge and there have been many days where the words just won't come and the photos aren't turning out the way you expect, but the good times have far outnumbered the bad.

I've visited some wonderful places to photograph cars. Many of these places are race tracks and, let me tell you, media credentials are a wonderful thing.

On several occasions I have had access to areas of race tracks that I would have only dreamed of a few years ago. Leaning across a retaining wall with my camera and having a go8-3 pass less than five feet from my head...well, that is something that will be embedded in the recesses of my mind for the rest of my life. Goosebumps upon goosebumps!

Another honour that I have truly enjoyed is having the opportunity to meet and interview many of the drivers and historic personalities that have woven the fabric of this great hobby of ours.

They all have great stories but, interestingly, many of them are very modest despite the great things that they have accomplished over the years, and it often requires a little work to extract some of the best tales from them.

But for me I think the greatest honor that I have had is in meeting the owners of so many

special cars and getting the chance to ride in and even drive some spectacular Porsches.

I will always remember sitting behind the wheel of a go4, waiting for it to reach operating temperature and asking the obviously nervous owner when was the last time that he rode in the passenger seat.

His answer was something along the lines of, 'I've had it since 1972 and nobody but me has ever driven it.' Gulp!

On another occasion the owner of a g11R (yes, a real one) instructed me to 'take it out for the afternoon...but bring it back in one piece'. Even I have to shake my head when I think of that one.

As great as those experiences were, one in particular stands out in my mind. For many years, a local enthusiast owned a g10, and not just any g10, but one that had won its class at Le Mans in 1969. Just having that car in the neighborhood and being able to stop in and visit it on a regular basis was a privilege.

A few years back, I had the opportunity to photograph the g10 and write a story about it. My friend Dale Oakes was maintaining the car at the time and, although we couldn't go for a ride in it on that day, he promised me that sooner or later the time would be right and I would get to go for a ride.

A couple of years later, we had the car at a local Porsche show that was held in the middle of a small college town. As the day came to an end, Dale started the g10 and prepared to drive it out to the edge of town where

the truck and trailer had been parked. This was my chance!

I would like to say that I jumped into the passenger seat, but I am not a small guy and there was no passenger seat. After a couple of minutes of embarrassing contortions, I found myself perched on the passenger floor of the g10. This is a small car!

My back was grinding on the ignition box and my head was bouncing off of the door jamb...but I was in! As soon as the door clicked home we took off, heading out of town. Once away from the traffic of the show, Dale opened it up.

First and second gear were a blur. As third gear transitioned into fourth I began to get really uncomfortable. The shriek of the intake and the flatulent roar of the tailpipe were deafening.

My court-appointed attorney has instructed me to leave out some details, so I can't state exactly the speeds that

we achieved through the streets of that little college town, but it is not something that I would recommend. Nonetheless, it was one of the most giggle-inducing experiences I've ever had.

That car was recently sold to a fantastic collector in California who I am confident will use it like it should be used, but those great memories will always stay with me.

Looking back, this has really been fun. I want to take this opportunity to thank all of the car owners who have been so generous with both their cars and their time over the past 15 years.

Thank you, too, to my editors who have coached and critiqued me over the years and made this privilege a possibility.

Especially, I want to thank everyone who spends their hard-earned money to read what we do here at *Classic Porsche* magazine. It is you guys and gals who make this all possible – Thank you! **CP**

It was a tight squeeze, but worth every head-banging moment for David Conklin as he sampled the delights of a Porsche g10 on the street...





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DELWYN MALLETT

HEADING HOME INTO THE SETTING SUN, MALLETT FEARS HIS SPEEDSTER MIGHT MEET A SUN-DAZZLED TURNUPSEED



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...

So, there we were, golden boy Seume saddled up on 'El Chucho' for its first official outing and faithful sidekick El Mallett doing a Sancho Panza in his Speedster, CHP g11&PW Picnic-bound when we pulled in for some *gasolina*.

With my tank already brimming, I parked to one side of the forecourt while El Seumio pulled on to a pump. This gave me the advantage of witnessing the extraordinary bout of head swivelling that afflicted the driver of the next car to arrive.

On seeing the Speedster, the young chap (under 40-ish is young from my perspective) broke into a huge appreciative grin before catching sight of the golden mongrel on an adjacent pump. The grin turned into a look of astonishment and the head began snapping through a rapid series of 180-degree twists from one car to the other.

Clearly the chap was a Porsche fan, and fearing that he might be about to promote a self-induced diffuse axonal brain injury (my mate's a neurosurgeon!) I interrupted the rotation by starting a conversation.

It turned out that he was indeed a Porsche fan, had once owned a g11, but really wanted a Speedster – ever since he had seen a picture of James Dean in one. Diplomatically ignoring the all too common confusion twixt Spyders and Speedsters, we engaged in enthusiasts' banter about current eye-watering prices, during which we established that mine was the first genuine Speedster he had actually seen in the tin.

Despite my leather flight jacket, Ray-Bans and

'stroker' cap, he failed to remark on any similarity between me and the immortal Dean – however, even as you read this he might be telling his chums that, like Elvis, Dean lives, and lurks around Shell petrol stations early on Sunday mornings.

By this time Seume, freshly refuelled, was firing up 'El Chucho' and the acoustic shock waves were threatening a Jericho-like demise to the petrol station. We bid the happy fan farewell and headed onwards.

No more than a mile-or-two down the road, a g11 Carrera 3.2 Speedster tagged onto our tail and lo, we had us a convoy – but sadly no CB radio. As the g11 seemed happy to follow at our not too hectic pace I assumed – correctly as it turned out – that he, too, was Picnic-bound.

While I reflected on the odds that two rare Porsches might arrive at the same spot on the planet at the same time, my thoughts meandered on to wonder how many times Donald Turnupseed might have asked himself a similar question after that fateful day 60-years ago (30 Sept 1955).

That was when fate set the tiny Porsche Spyder of Hollywood's hottest young star on its fateful trajectory with his lumbering 1950 Ford Tudor Sedan. And what were the odds that the then coolest dude on the planet would suffer the ignominy of being killed by a Turnupseed – any name would have been better than Turnupseed, surely?

Anyway, having reached Mapledurham House, I was more than slightly surprised to find that I was the only 356 there. I was even more surprised when I enquired

of a chap staring intently at the Speedster what conclusion he had come to and he, too, informed me that it was the first one that he had ever seen. That was two Speedster virgins I'd met in just one day.

As someone who has looked at a Speedster every day for 45 years, it's all too easy for me to forget that they are not that common.

Nevertheless, I have always assumed that Porsche owners have at some point bumped into virtually all of the variants at least once in their travels, but that seems not to be so.

A similar conversation then ensued to that morning's in the petrol station – sadly, it does seem that, of late, the average Porsche owner (and that includes me) can't have a conversation without venting-off about soaring values.

Keith's g12/6 hybrid, of course, gathered admirers and, having failed in my mission to persuade the editor to choose any colour except gold for 'El Chucho', I have to admit that it looks magnificent and sounds

sensational, and is a credit to his imagination and perseverance.

As always, with 'hot-rods' it will divide opinion, those obsessed with retaining factory originality will no doubt be offended, but those who see the factory gate as merely the starting point for a personal adventure will love it.

So, another pleasant day spent admiring beautiful cars in an even more beautiful setting – and then it was time to depart.

Seume and his golden chariot were heading back to the Cornish wilds, which left me on my own to negotiate the highway horror of Reading without the aid of a sat-nav.

Undaunted, I set off into the glorious setting autumnal sun mindful that Jimmy Dean's memesis claimed that he failed to see the silver Porsche approaching because it was so low and the sun was in his eyes.

I'm pleased to report that my homing instinct saw me to Farnham without veering off course – or encountering any low flying Turnupseeds. **CP**



Mallett discusses Speedsters, lonely roads, setting sun and temporarily blinded drivers of 1950 Fords with his old mate (in his dreams...) James Dean



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ROBERT BARRIE

ROBERT LOOKS AT THE PLETHORA OF SHOWS AND AUCTIONS, PONDERES ON HIS NEXT CAR AND HAS BREAKFAST WITH CHUMS



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

September is the busiest month. In the first weekend alone one could have attended high-level concours events in Edinburgh, Blenheim and Chantilly. Then it was on to historic racing at Goodwood and Spa.

There were regional delicacies such as the classic Porsche garden party at Hedingham, the Bo'Ness Hillclimb and the old town centre races at Angoulême.

I'm sure I've missed many others. Is all this in danger of becoming too much of a good thing? The evidence is mixed.

The Revival sold out earlier than I remember in previous years, but the auctions that accompanied some of the events were a little flat. In fact, they were very flat. It's probably fatigue rather than anything more significant at this stage – particularly for the more heavily traded cars such as the 2.7 RS – but it's enough to expose some bull market behaviours, including the auctioneer who joked about how many pairs of loafers would fit in the boot of a Ferrari.

That sort of patter works when everything is selling, but sounds out of place when it isn't.

I am not sure whose idea it was to hold the Edinburgh auction in London anyway! It's not clear where the market goes from here, but the tone is narrower and more selective.

Cars need to be special to hold the current elevated values – in terms of their rarity, history, condition or some other characteristic. The evidence from the saleroom is that some are starting to fall short.

My own focus was on taking my Pre-A to Hedingham and Goodwood. Regular readers will know that I had the car for years during which time remarkably little happened. My fault entirely.

Then, in a frantic month, we finished the restoration, showed the car at the Castle, raced it at the Revival and promptly sold it! The car looked absolutely fantastic at both events and ran without a problem, which says a lot for the efforts of Roger Bray and Andy Prill and their respective teams in preparing it.

We couldn't match the pace of the other Pre-A, but we were down on power compared to Howard Donald's equally lovely car, a bit more roady in our gearing and – this slightly hurts – down on our driving compared to Chris Harris's excellent effort that saw him lead the race at one point. The car is now going to a good home with the result that I am without a classic Porsche for the first time in over twenty years.

So what's next? I have been looking at the other end of the spectrum and pondering the merits of a 924 Carrera GT. I followed a silver one on a country road the other day and it looked just right. I remember thinking the same about a red one that breezed past me on a motorway a few years back. If you know of a good, original example for sale do me a favour please and get in touch!

If I don't find one, then a regular 924 – or possibly a 924S – also appeals. It would need to be a good, original example, too, but there do seem to be one or two around at a price point that is refreshingly manageable. The 924 may

not be as outstanding a car as a 356 or an early 911, but it's more than competent and, in the right colour and in the right light, the narrow-bodied cars and the big-arched Carrera GT look very good indeed.

So do some of the statistics. The 924S puts out 160bhp and the Carrera GT 210bhp – the sort of numbers the early 911 crowd normally work themselves into a lather about. No coincidence perhaps and no consistency either!

As the formal events get bigger and busier, there are also a number of less organised ways of enjoying our cars. Most of us like a simple run-out and meet-up with like-minded mates.

From time to time a bunch of us in London get ourselves and our cars together for a Sunday morning breakfast in Belgravia. If that sounds a bit posh, I should add that our café of choice is a stone's throw away from the egalitarian world of

Victoria Coach Station and that the attraction is not the expensive postcode, but the generous amounts, at least by central London standards, of free parking.

I say that, of course, but parking in front of one's peers can be a fraught activity and the editor of an old car magazine (*sounds like Robert Coucher to me – KS*) has been known to plonk his 2.4S Targa on the pavement rather than attempt it.

Even then, the local residents – who tend either to be young, beautiful and wealthy or old, beautiful and wealthy – walked around it without objecting. Had the car been a decade or two younger the attitude would have been very different.

While we are rightly ignored in such surroundings, our cars are met with genuine interest and soon become the subject of animated conversations and pictures.

Like everyone else these days, it turns out that the local residents know, and like, a proper car when they see one. **CP**

Robert out for a leisurely Sunday drive – or rather, getting to grips with his rather stunning Pre-A 356 at the Goodwood Revival. Its new owner is going to have lots of fun...





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LETTERS

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



ONE FOR THE ROAD

In issue #30, on page 55, Paul Davies maintains that the 935 K3 was the last non-purpose-built Porsche to win Le Mans. I respectfully disagree, arguing that it was the GT1 in 1998.

In comparison the 935 is as much related to the production 930 as the GT1 is to the 959, or subsequent GT. Additionally, the *Strassenversion* of the GT1 can be seen on the street, albeit in very small numbers.

Johan Bergendorf
via E-mail

SMOG TESTING

I love the magazine, having every issue since #1. 'When You Were Young', is a great chronicle of one of those original 1965 Butzi Porsche designs, right down to the italic numerals on the rear lid with those chrome steel wheels with flat hub caps.

One correction to the article (I've seen this error before in print) has to do with page 46, top right-hand column stating, '...because since 1998, cars built before 1972 running in California don't have to be smogged.' The correct year for California with its ever-changing smog rules

and regulations is 1975, rather than 1972 (wherein no smog is required).

My personal car, a 1974 911 is a case in point. First registered in Ventura County, California by the original owner, it was later registered in Ventura County by the second owner and, in my case, the same county as the third owner – 42 years in the same county. Certainly diverse from that original white 911 which has made its way to both hemispheres.

My car does have originality though. PCA has certified that it is the earliest built G-Series (or Program) 911 still on the road in all of North America that is an original USA import. Its build completion date was July 1973.

Alex Ford
Simi Valley, USA

PICNIC THANKS

I would like to say a word of thanks to the owner of a white Porsche 911 who stopped to help me while I was on the way to your Porsche Picnic at Mapledurham House in September.

My wife and I had set off for the show in our Porsche 911T, a car which we'd had on the road for

just two weeks having imported it from the USA. We loved the car and were looking forward to our first proper drive – we live north of Birmingham and hadn't yet ventured more than about 50 miles at any time.

The journey was going well and we settled down to enjoy the delights of driving an old Porsche on empty roads (we'd left home at about 5.00am) when, all of a sudden, the car began to falter. The engine coughed and spat for a brief while and then seemingly recovered.

We put it down to some dirty fuel, maybe, and crossed our fingers. Two miles down the road, it did it again – but this time it didn't recover. The engine finally quit just as we were exiting a roundabout near Oxford. With not much traffic around, and a mobile phone which couldn't get a signal, we decided the best course of action was to push the car off the road, lock it up and walk to a garage we'd passed two miles back along the road.

Just as we struggled to get the car up onto the pavement, a white 911SC appeared from nowhere. The driver wound down his window and asked what

was up. I explained and he said he'd take a look – I assume he was a mechanic, but it turns out he was 'just' another enthusiast, like us.

After a fruitless attempt to restart our car, he got out his toolkit and systematically went through the fuel system. My wife looked on in amazement, while I felt slightly embarrassed that I hadn't had the nerve (or knowledge) to do the same. Anyway, I didn't have many tools with me – that's my excuse.

In the end, he came to the conclusion it was the fuel pump at fault as it seemed to be sluggish in operation and felt warm to the touch. At this point, I prepared myself for a long wait for the AA, but no. He proceeded to remove the pump and give it a good bang on the ground.

A load of reddish dust came out of the pump, the remains I assumed of ancient American petrol! We refitted the pump to the car and lo and behold the engine sprang into life once more. Then, with a wave, our mystery mechanic roared off into the distance.

We have no idea who he was – he just said his name was Paul. So, Paul, if you're reading this, a big thank you for saving the day!

We decided against carrying on our journey and have since replaced the pump. But how refreshing it was to see there are still Good Samaritans on the road – and they drive Porsches, too.

Roger Haines
Via E-mail

Keith Seume replies: *What a great story! Paul, if you're out there, drop us a line. We'd love to pass on your details to Roger and his wife.*

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Far left: Johan Bergendorf disputes the 935 K3 being the last non-purpose-built Porsche to win Le Mans

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THE COLOUR PURPLE

Any 911 that is painted Royal Purple is unusual, for it was never the most popular of hues, but when it's a 2.4-litre 911S Sportomatic - and a right-hand drive one at that - the rarity meter heads off the scale. We get close up and personal with Tech 9's unique member of the 'Royal' family...

Words: Keith Seume

Photos: Courtesy of Tech 9



You can't ignore it. You simply cannot ignore this, or any Porsche 911 painted purple. We're all familiar with seeing early cars in silver, red, orange or maybe black, but purple? And not just any purple, but Royal Purple at that. The factory originally referred to the hue as 'Flieger' (or 'lilac'), but this is purple without a doubt.

But the rarity factor doesn't stop there, for this is a highly-desirable 1973 2.4-litre 911S, a car which some believe is actually a nicer car to drive than its big-brother, the '73 2.7-litre Carrera RS. And with the latter worth at least double, it's hard to argue against the 2.4S being something of a bargain in comparison. It's certainly not half the car, even if the price tag is half the amount.

So, a purple 2.4S – that's certainly unusual, and a nicely restored one is definitely worth a feature in its own right. But it gets better, for this is not only a 1973 2.4S (and a right-hand drive one at that) in a very unusual colour, it's also a Sportomatic! Yes, the original owner specified Porsche's semi-automatic transmission over and above the far more common manual – opting for the combination of a screaming fuel-injected 'six' and a clutch-free driving experience was certainly a brave move on somebody's part.

Phil Hindley of Hale-based marque specialist Tech 9 was quick to take advantage of the opportunity to buy such a rarity in December 2012 when it was offered for sale. 'We purchased the Porsche from the second owners, Howard and Lindy Springett from London. They had owned it since 1984, and had cherished and kept the car in wonderful condition. Howard told me a lovely story about how he had owned a 2.7 RS and the 2.4S in the 1980s, but as he didn't enjoy the RS as much as the 911S, he sold it and kept the 2.4. We joked about the financial implications of his decision, but he was

confident that his enjoyment of ownership of the 911S outweighed his financial misdemeanour!

Sometime during the mid-eighties the 911S was painted red; the 1970s Royal Purple was certainly deemed 'old fashioned' in that era, and it was common to find these

cars undergoing a colour change. When Tech 9 acquired it, the 911's red paintwork had stood the test of time remarkably, and was in fantastic condition, with the exception of the driver's door that had been repainted but not blended into the wings. The engine bay and boot area had been painted black, over the original purple, as was clear from various areas where the factory colour showed through.

The decision was made to return the vehicle to its original hue – after all, these days, originality is everything and funky colours are back in vogue. The Porsche-approved body shop Road and Race in Bolton was entrusted with the task of bare-metal preparation, and application of the correct 341 Royal Purple.

The car was entirely stripped down, allowing an assessment to be made of the structure. As it turned out, things looked good and no serious rust was encountered – the body still retains its original kidney bowls, door jambs and outer sills. It was decided to retain the original door frames, but replace the outer door skins with new genuine parts from the Porsche Classic range.

Throughout the project, emphasis was placed upon retaining as much of the original 'DNA' as possible, which means that the 'S' comes across more like an exceedingly well preserved original than a fresh restoration. For example, as Phil explains: 'Beneath the sills, the outer chassis sections have a black finish over the top of the purple-coloured stone-chip coating on the floor. Porsche did this to improve the look of the chassis below the sill trim – it's more obvious in light-coloured cars – and this black paint was hand-applied by brush.

It can look quite random and scruffy on some examples, just like the highlighting of the chassis number in the boot area, or the VIN plate surround. It's not uncommon to see drip marks left behind after application, an indicator of life on the production line in the seventies!

The engine was completely dismantled and rebuilt with all new consumable parts. It was also decided to complete the rebuild by using a new set of original Mahle pistons and



cylinders. Phil adds to the detail: 'Porsche developed a stronger magnesium crankcase that was identified by the final digits of the casting reading "7R". These cases were reserved for RS versions initially, but expanded through the range as the 1973 production developed.

'Being a late 1973-produced example, the 7R cases were used. It's commonly perceived that the 2.4 7R cases are the strongest of the mag cases, as the cylinder spigots were the smallest – a 2.7-litre engine required an extra 5mm machined from each bore, therefore reducing the structural integrity.

'The MFI fuel pump, identified by the final digits 013 or 021 was also unique to the 911S models. The material used on the pump body changed mid-way during 1973 production to aluminium – prior to this the pump housings were magnesium. 2.7 RS models also featured an all-aluminium-bodied pump, designated 019.'

But what of the transmission? Many people today are unfamiliar with the Sportomatic and the way it works, but it's an idea that had been exploited by Volkswagen back in the early 1960s with the three-speed Saxomat gearbox which, in simple terms, was essentially a manual gearbox fitted with a centrifugal clutch.

Porsche's Sportomatic was based around a four-speed transaxle which, internally, was virtually identical to the

regular four-speed manual gearbox used in the 911. The Sportomatic transmission was known as either the Type 905 (early, based on the 901 transmission) or 925 (later, based on the 915 gearbox).

The overall concept was similar to the Saxomat in many ways except that, instead of a centrifugal clutch, a three-element torque convertor was used to allow drive to be taken up progressively. This was used in conjunction with a conventional dry clutch, which was activated by vacuum each time a gear change was made by the driver. The torque convertor, which was manufactured for Porsche by Fichtel & Sachs meant that the stock flywheel could no longer be used – in fact, as with all automatic transmissions, a flywheel was no longer needed, the convertor itself assuming this role.

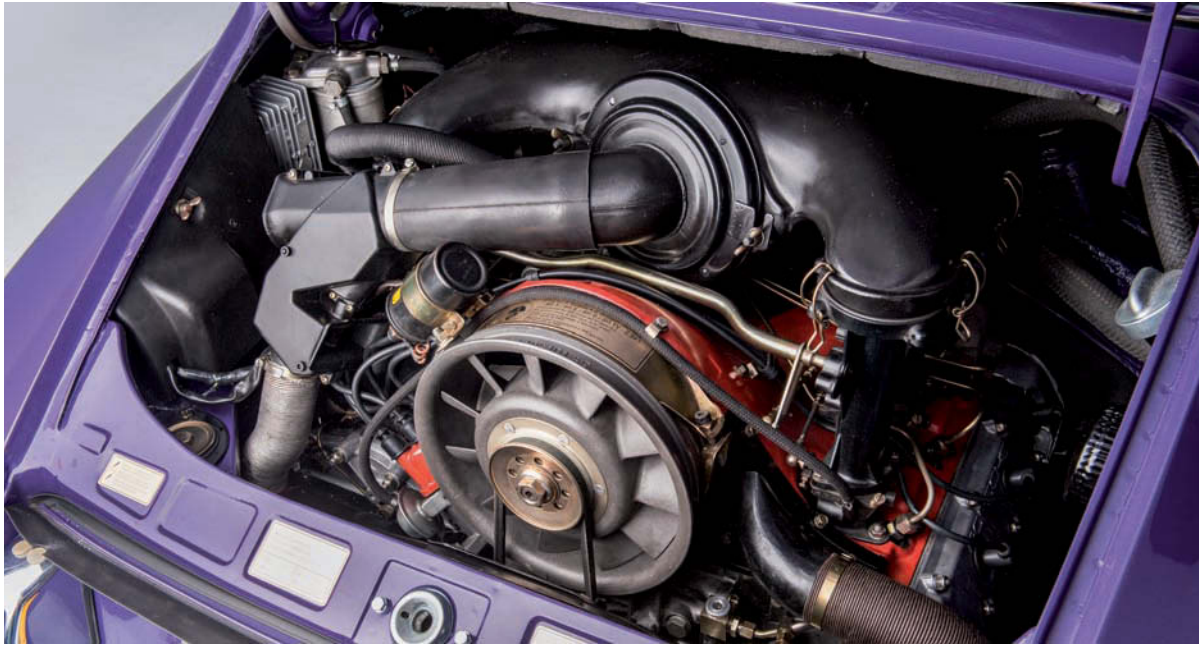
The beauty of a torque convertor is that, as the name suggests, it multiplies the available torque at low rpm before 'stalling' (effectively locking up) by, in the case of the F&S unit, a factor of 2.15:1. The stall speed was 2600rpm. The convertor allowed the car to be moved from rest regardless of which gear had been selected.

The convertor 'slipped' as it operated below its stall speed, behaving in a similar way to gently feeding in the clutch on a car with a fully-manual gearbox and dry clutch. In stop-start city traffic, this meant you could simply leave the



Sportomatic brochure (top) explained in detail how to drive this new model. A Sporto 911 won the 1967 Marathon de la Route





car in any gear and drive it as a full automatic, although the performance was greatly reduced by doing so.

To change gear, you simply moved the lever to the desired ratio, as Phil Hindley explains: 'Driving a Sporto is pretty simple, as long as you remember the Golden Rule – once you have selected your desired gear, let go of the lever! A microswitch under the gear lever triggers an electro-pneumatic solenoid valve, and this in turn actuates the

gear would be on a normal 915 gearbox, with reverse directly below, where you would normally find second, and 'L' (Low) and 'D1' are found where third and fourth would normally be.

'Selecting a drive gear (with your foot on the brake, like an automatic) you feel a small jolt in the drivetrain as the clutch engages and loads the torque converter,' says Phil. 'Release the brake and the vehicle sits ready to move. As you apply the throttle, the input of torque from the engine seamlessly

Engine has been fully rebuilt, including new cylinders and pistons. 7400rpm red-line on tachometer means only one thing: fun!

“For normal driving, select D1: this gear is an absolute gem. It's what makes the car feel special”

clutch. The vacuum is taken from ports within the throttle bodies and connected to a storage tank that's bolted above the engine and mounted below the parcel shelf. Interestingly, there is no noticeable sound that obviously results from the Sportomatic engagement and actuation.'

The 925/01 gearbox was specific to the 911S model, as Porsche obviously felt the need to exploit the performance characteristics of the engine, and mated the ratios perfectly. Operation of the gearbox is simple. 'P' (Park) is where first

sets the vehicle into motion. Low ratio is only really for manoeuvring around a car park, or for hill starts. It feels pretty low geared, just like a regular first gear, I guess.

'For normal driving, select D1: this gear is an absolute gem! It's what makes the car feel special. The D1 gear will take you from zero to close to 80mph, and sampling the wonderful visceral, almost rabid note of the 911S engine as it passes 4000rpm is an absolute joy. Country lanes can be enjoyed in the single gear, and the torque of the 2.4-litre engine ensures

The car was repainted sometime in the mid-1980s in a more popular Guards Red. Once stripped to a bare 'shell', it was possible to see just how solid the car was. It was an easy decision to put it back to Royal Purple...



that the 40–65mph range is all that's needed to enjoy such a wonderful machine. D2 is a mid-ratio gear that is great for more relaxed A-road driving, and D3 (directly below D2) is an overdrive ratio ideal for motorway driving.'

A g11 with Sportomatic transmission has a unique oil temperature gauge. Rather than having clearly-defined degree markings, it had a series of bars that indicated the temperature range. 'I guess this decision was taken as it's probable that higher temperatures would have been encountered in hot climates, because the torque converter shares the engine oil supply,' says Phil. 'The oil is pumped through the converter via a pump driven from the left camshaft. This is a very busy area, as there is also the MFI pump drive to accommodate!'

But back to the car – more specifically, the interior. It'll probably come as no surprise to hear that it's largely original, and it all adds to the driving experience. 'The period double-locking Sport Recaro seats (super rare and the same as found in the Carrera RS Touring) have just the right amount of support laterally,' says Phil, 'while the large 380mm steering wheel feels narrow in your hands, but allows you to savour the delicate balance in a way that modern cars can never replicate.'

'The patina of this particular car's steering wheel is a joy: it's completely original and unrestored. The stitching is perfect and the mid-brown tones that the leather has faded

to after years of exposure to sunlight (and use) looks just right. We decided to replace the carpets, as they were looking a bit scruffy, but the original carpets have been retained to store with the car. Even the original soundproofing material remains on the floors, intact.'

UK-supplied g11Ss received the options package of sunroof and electric windows. For the UK market, it was also decided to add the distinctive aluminium wheel arch trims that feature the bright anodised finish, and this is complemented by the stainless steel 'muffler skirt' that was an optional extra to tidy up the 'ugly' exhaust below the rear bumper panel. Bright anodised aluminium sill trims finish the exterior bling.

Phil Hindley explains more about the restoration – or should that be 'preservation'? 'A typical example of our care to ensure original parts were restored, rather than replaced, relates to the wheel arch trims. The original pieces were first of all stripped of the anodising, then polished, then bright-anodised to factory finish. As these parts are both extremely rare and fragile, the individual pieces were transported personally to each repair shop, rather than risk the use of a courier where they could have been lost or damaged.'

'The original suspension components were treated to the correct zinc-plate finish, and others powder-coated where necessary. The original aluminium front calipers were restored by one of the world's leading experts in brake

Lip spoiler incorporated in the front valance was standard on the 2.4S but could be ordered as an option on other models



1973 2.4S SPORTOMATIC



restoration in the USA, to ensure the correct green hue of the original anodising finish was retained.

'We really like the patina of the engine lid grille and badge,' says Phil. 'The aluminium parts were originally anodised black, but over time the anodising gets bleached by the sun, and this creates a wonderful metallic-purple hue that's almost impossible to recreate.'

His enthusiasts knows no bounds when he talks about this car, and we suspect that secretly he'd be happy for it to remain in his hands, rather than those of a new owner at auction. 'The Fuchs "flat" 6Jx15 wheels have the original finish that is often lost when wheels get restored. They feature a mix of polished surface, bright- and dull-anodised sections, and paint. The correct "petalled" finish consists of the face of the spokes polished and bright anodised, the sides of the spokes dull anodised, and the well of the spokes painted in satin black.

'Where the paint edge meets the rim, the flat surface is again dull anodised, with the final detail a polished edge to match the spoke faces, bright anodised. It was decided not to restore the wheels on this car as they appear original and retain the detail as described, but with added patina! I think it's wonderful...'

There is no doubt that whoever buys this car will be the owner of a quite remarkable vehicle, not only for its colour

or the fact that it's a UK-delivered RHD 2.4 911S (of which there are believed to be little more than a dozen remaining) but simply because it is the only RHD 2.4 S Sportomatic in existence – two were sent to the UK. Let us hope that, due to its rarity, it doesn't end up as part of an immobile, air-conditioned collection, but is driven as it was intended.

Vic Elford liked the Sporto-equipped 911S. He, along with Hans Herrmann and Jochen Neerspach, drove such a car in the 1967 Marathon de la Route, an 84-hour flat-out drive, mostly on the full Nürburgring. And guess what? The Sporto won, impressing Elford enough that he chose a Sportomatic 'S' as his personal transport. 'It was absolutely wonderful', he reported, 'less fatiguing and entirely reliable. It just ran on and on!'

Herbert Linge, production manager at Weissach, was once quoted as suggesting that all 911s should be equipped with a Sportomatic, with a manual gearbox being an option. Fortunately, one might say, Linge's suggestion never came to anything – until now, when it rather looks like the days of the manually-shifted 911 are numbered. How times change – maybe whoever ordered Tech 9's Sporto-equipped 911S had a crystal ball and could see into the future... **CP**

With thanks to www.tech9.ms

Interior trim is largely original, as are the wheels. Paint code is recorded for posterity on the tag inside the driver-side door

The 2.4S lacks only one thing: a clutch pedal. Other than that – and a slightly different oil temp gauge – inside there's little to differentiate between a manual and a Sportomatic



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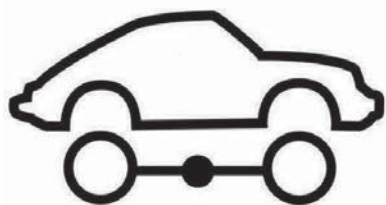


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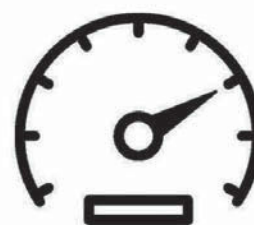
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OH LORD WON'T YOU BUY ME...

A Porsche, what else? Janis Joplin sitting atop her psychedelic 356C Cabriolet is one of the most iconic images of the hippy-culture era. For the last two decades the car has been residing in the Rock and Roll Hall of Fame, but now it could sit in your garage...

Words: Keith Seume

Photos: Darin Schnabel © 2015 Courtesy RM Sotheby's



Janis Lyn Joplin was born in 1943 in Port Arthur, Texas. She later described herself as something of a misfit at high school, barely having any real contact with other students – except those who were keen on art and folk music, two areas of interest which would come to change her all too short life.

Although she attended college, a growing interest in poetry (particularly what was referred to as 'beat' poetry) and blues music made her decide to drop out from college education and, at the age of 20, she was drawn like a fly to a jam pot to the famous (or perhaps, more correctly, 'infamous') Haight-Ashbury area of San Francisco. This was the centre of California's burgeoning drug culture, a hedonistic world of wild parties, loud music and, well, drugs. Lots of drugs.

It was while living there that she fell in with

blues guitarist Jorma Kaukonen, who later went on to become a member of Jefferson Airplane, and together they recorded a few songs with the help of Kaukonen's wife, who beat out the rhythm on – guess what? – a typewriter! Those first Joplin tracks were never officially released, although a bootleg version did surface many years later as the suitably titled 'Typewriter Tapes'.

Soon after, Joplin returned to her native Texas to attend university as a sociology student. However, the lure of Haight-Ashbury proved too strong, and she returned to San Francisco in 1966. There she fell back into the music scene and joined the formative Big Brother and the Holding Company, her extravagant dress sense and wild frizzy hair proving the perfect 'front' for an up and coming band in the style-conscious, psychedelic world of Haight-Ashbury's sub-culture.





In 1967, the band hit the big time when they signed a deal with Columbia Records, releasing their eponymous first album after their success at the Monterey Pop Festival. The band's performance – and especially that of Janis Joplin – had an explosive effect on the music scene, and was captured on film by D A Pennemaker. In that film, Mama Cass of the Mamas and Papas, can be seen mouthing the word 'Wow!' as she listened to Joplin's wailing lyrics.

Success followed success. In 1968, Big Brother and the Holding Company shot to the top of the charts with the single 'Piece of my heart', which was taken from the highly-lauded 'Cheap Thrills' album, which sold a million copies in the month following release. Joplin was the star of the show, though, and was soon finding herself the subject of press interviews and TV shows.

As is so often the case when a band member outshines

could blame her? With no 911 convertible available, a 356 Cabriolet it had to be.

The Porsche was finished in Dolphin Grey, but it didn't stay that way for long. While Janis headed off on tour with her band, she left the car with Dave Richards, her roadie, with the instruction to 'paint it'. Back at his San Fernando Valley home, Richards sprayed the body candy red and then set to, hand-painting the SC Cabriolet with complex murals of butterflies, jellyfish, flowers, swirling psychedelic patterns and, as a finishing touch, a mural of Janis with Big Brother and the Holding Company.

According to an article by Jerry McDermott and Gordon Maltby in the September/October 2005 issue of the 356 Registry magazine, the paint job had personal significance to Joplin: 'Rather than just a curious or funny-looking paint job, the Porsche reflected her lifestyle. For example, the right

Sunshine character on right rear wing represents Joplin's Capricorn birth sign. Other artwork was inspired by episodes from the singer's very full life

Artwork on rear symbolises 'everyman' according to Dave Richards, the artist. Even the fuel filler flap came in for attention

“ With money in her pocket...Joplin went out looking to buy herself a sports car. ”

all others, Joplin left Big Brother and the Holding Company to form her own group, the Kozmic Blues Band. But not before she decided to go shopping... With success behind her, the likelihood of more of the same in the future and – most importantly – money in her pocket from a lucrative recording contract, Joplin went out looking to buy herself a sports car.

In September 1968, she dropped into Estes-Zipper, the famous Beverly Hills Porsche dealership owned by Bob Estes and Otto Zipper. There, with cash burning a hole in her pocket, she put her money (\$3500) down on a 1964/5 Porsche 1600SC Cabriolet. Now, she could have bought a new 911 but clearly she preferred the idea of driving a convertible – her first car had been a Morris Minor convertible, her second a similar Austin. In California, who

rear is the sun which was Janis's Capricorn sign. The two heads centrally located on the engine cover represent "everyman". The right door, thought by many to be Sausalito, is just a typical valley town, while the left side of the car represents the band. The dramatic hood display shows the Eye of God, along with flowers and butterflies.'

Not a single square inch of the bodywork was left untouched – even the inside of the fuel filler flap got the treatment from Richards. After a month's labour, he grandiosely referred to the work as 'the history of universe'.

We'll never really know what went through Joplin's mind when she first set eyes on the car, but it is pretty evident that she liked it, for she drove the car everywhere and the two became a regular sight around the San Francisco area.



JANIS JOPLIN'S 356 CABRIO



Sadly, her music commitments meant she wasn't able to drive it quite as much as she'd liked, but she certainly made no attempt to hide away from attention when she did get behind the wheel.

A young guy by the name of Kyle K Mann recalled, in a work titled 'Wild ride with Janis', how he'd been standing by the roadside one day trying to hitch a lift. He'd been hassled by some low-lives asking him for money, so was pretty happy when a little sports car pulled up alongside, door open. He jumped in and looked at the wild-haired driver behind the wheel: he recognised her instantly as Janis Joplin.

As she sped off down the street, Joplin asked if he wanted a drink, proffering him a brown bag containing a bottle of what she said was vodka and orange. He declined and was non-plussed to watch Joplin take a long slug from the bottle as she drove: 'In a magnificent gesture of defiance,' he said, 'she tilted her head back, raised the bottle to her lips, and jammed down on the gas pedal. We accelerated insanely and, with a lurch of fear, I observed she wasn't even looking at the street. I did appreciate, however, that there was no-one ahead of us, and that she drove arrow-straight down the lane...'

Making his excuses, Mann persuaded Joplin to drop him off down the street: 'I hopped out, wheezing my shaky, insincere "Thanks for the ride!". Only as the sporty convertible roared off did I for the first time observe the unmistakable psychedelic paint job that decorated Janis's famed Porsche...'

You can bet that car could tell many such tales, and the adventures certainly didn't end there. One night, during a concert in San Francisco, the Porsche was stolen. The perpetrator made a half-hearted attempt to conceal the car by spraying primer over the multi-hued paintwork. It was eventually recovered by the police and returned to its rightful owner who had a local paintshop remove the primer with some lacquer thinner.

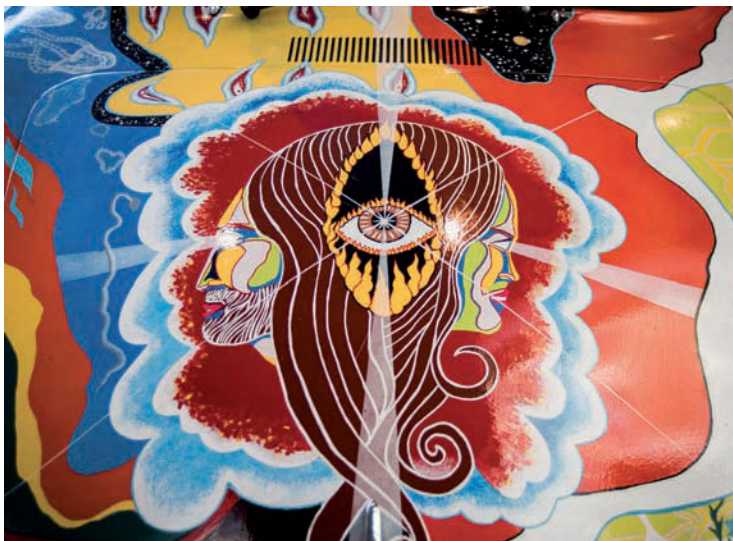
Joplin's sister and biographer, Laura Joplin recalls, 'Janis drove the car everywhere, all around San Francisco and down to Los Angeles when she was recording there. Wherever Janis went in the car, her fans recognised it. When she parked it and returned, there was always at least one fan note under the wipers.'

In October 1970, Joplin failed to show up at a recording session at Sunset Sound Recorders. Her producer, Paul Rothchild, became concerned so her road manager, John Cooke, drove over to the Landmark Motor Hotel in Hollywood where Joplin had been staying. He saw Joplin's distinctive Porsche in the parking lot and, upon entering her hotel room, found her dead on the floor beside her bed, apparently the victim of a heroin overdose.

Following her death, the 356 Cabriolet became the property of her family who were happy to allow her manager Albert Grossman to use it as he wished. For a period of a couple of years, Grossman drove the car himself, and also allowed clients at his Bearsville estate in New York to use it as a sort of courtesy car. At the request of the Joplin

The psychedelic Porsche only appeared on one of Joplin's album covers - 'Rare Pearls' was part of a boxed set released in 1999

Interior trim was redone in 1992 in preparation for display. There is some question whether the dashboard was muralled, too, although the Dolphin grey paintwork appears to be original





family, the Porsche eventually was returned in a somewhat less than perfect state, having led a hard life under Grossman's tenure. It was rusty, sported four flat tyres and the engine was seized.

Janis's younger brother Michael took charge of the car and, once it had been made drivable again, drove it back to the family home in Port Arthur, Texas. Over the next two decades, it was enjoyed by Janis Joplin's two siblings. And then, in the late 1970s, the Porsche was repainted in the original plain grey, as Dave Richards' original hand-applied paintwork was peeling badly.

The family continued to drive the car for several more years until, in 1992, the paintwork was eventually restored

a part of rock and roll history.' And now a piece of that history could be yours.

Once retired from regular use, Janis Joplin's Porsche went on display at the Rock and Roll Hall of Fame in Cleveland, Ohio, in 1995, where it remained on permanent display up until this summer. Now offered for sale by the Joplin family, it is expected to bring in excess of \$400,000 when it stars at RM Sotheby's New York auction on 10th December.

'As far as I am concerned,' says RM Sotheby's MD Ian Keller, 'Janis Joplin's 356C is without question one of the most important Porsches of all time. It's a fantastic automobile that transcends art, pop culture and social movements, and is as groundbreaking and stunning as

Above: The crazy paintjob is asymmetrical, each panel telling a story of life, love and wild times

Below: Original Reutter body tag is still visible on the door pillar

Bottom: How most will always remember Janis Joplin – happy and smiling

“ She drove it everywhere – and with everyone who was anyone in the San Francisco music scene ”

to its former glory by the Denver Center Theatre Company, who used it as a prop in a play about Joplin. One door jamb bears the inscription 'All artwork recreated by Jana (Jane?) Schmidt and Amber Owen'. In fact, overall it remains very original, with principally the interior trim and top being new. The engine, as noted by 356 specialists, Stoddard (called in to appraise the car recently), is a 1964 SC unit.

Michael Joplin comments, 'Besides Janis's music and legacy, her Porsche is the most visual and important piece of memorabilia that exists. Like most people and their car of choice, her Porsche is a direct link to Janis.'

She drove it everywhere – and with everyone who was anyone in the San Francisco music scene – with the top down and her feathers flying. Her music, life and car are

the renowned singer was herself.'

He adds: 'As a titan of the creative movement of the late 1960s, Janis Joplin remains one of the music industry's brightest stars. It is an honour to be working with her family in the sale of this magnificent Porsche and even more so to have the opportunity to showcase such an important woman's ownership of a classic car.'

The Joplin Porsche will be joined at the sale by a selection of some 30 creatively-styled and pioneering motor cars, and select automotive-themed artwork. The second iteration of the company's Art of the Automobile event, the December auction has been entitled Driven by Disruption. **CP**

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A Classic Weekend

Classics at the Castle, held in the grounds of Hedingham Castle on the borders of Essex and Suffolk, is the UK's premier classic Porsche meeting

Words & photos: Keith Seume

It's the one event in the UK calendar that we all look forward to. People that haven't been, and apparently have no plans to go, just look at it and think it's just a green field filled with older Porsches. A static event. Which, in its broadest sense, I guess it is. But that green field happens to be the grounds to one of the best preserved medieval castles in the country, and many of the cars are among the best in the world, so it's far more than just another 'park and look' event. Oh, and let's not forget the parade of significant Porsches up the driveway...

Each running of Classics at the Castle has a theme, and this year's was the Carrera – not just the much-lauded 1973 RS model, but every Porsche from the very beginning that carried the name 'Carrera', starting with the original Fletcher Aviation-backed car which won the Carrera Panamericana in 1955 and gave rise to a whole new generation of Porsches.

Traditionally, the Saturday evening before the event (which takes place principally on the Sunday) features a rather formal sit-down meal with guest speakers

Below left: A fine pair of classic noses...

Below: Every colour, every model – which 911 do you prefer? Stock or hot-rod?



Left to right: Ian Clark prepares Steve Wright's 356 racer, but this is his own g12; love the detailing on Ritchie King's latest project; part of the large Dutch 356 contingent



Left to right: Mark Finburgh's g17 attracted attention; as did Simon Bowery's Jaz-prepped g11 race car; Coys auction was subdued but had several interesting entries



Left to right: Mark Wrigley's brown 356 always looks cool! Sportwagen put on a fine display; 904 tiptoes through the crowd on its way to the parade



entertaining the audience. This year, though, the organisers – Fred Hampton, Simon Bowery and Jamie Richardson – decided to take the Carrera Panamericana theme to a new level, with a Mexican cantina-style outdoor meal with obligatory sombreros and ponchos!

Sunday morning dawned dry, sunny and a little cool, but it didn't take long for any early morning mist to burn off to

latest from Spa), a crowd-pleasing 'bare-metal' (actually clear-coated) outlaw 356 from PRS, Roger Bray's stunning 1954 356 coupé (see photo at bottom of this page) and the g14/6GT on Historika's stand. And how could we forget Ritchie King's 'Rad Roadster II' race car?

The variety of Porsches in the public display area – all ordered by model as far as possible – was very impressive.

“The variety of cars in the public display area was very impressive...”

Below: Impressive display of very significant rally-winning RSs was the result of Mark Waring's efforts

Below right: Roger Bray's Pre-A coupé was stunning

make way for some warm late-summer sunshine. It was, quite simply, perfect weather to wander round the cars on show and take in the wares offered by the several trade stands that were arranged around the main arena.

Among the cars on display in the trade area that caught our eye were Mark Finburgh's Gulf-liveried g17, Jaz's two race-prepped g11s (see News in this issue for the

Hedingham this year played host to one of the most impressive line-ups of g14s that we've seen for some time, with examples ranging from concours-quality 'fours' to a g16-inspired hot-rod 'six'. It seems at last these often overlooked models are finally getting the wider recognition they deserve...

Likewise the g12s. There were several great examples





Left to right: We loved the 914/6GT on Historika's stand; Dutch 356 Cabriolet on the hill; Classic Retrofit's ignition update for older 911s was launched at the show



Left to right: PR Services' clear-coated outlaw 356 drew a lot of comment; Carrera Panamericana 550 was one of the real stars; just part of the impressive line-up of early 911s...

to be seen, their true worth being recognised at long last. Anyone who's owned and driven one will be quick to point out that these are not any kind of poor relation to the 911, but a great car in their own right. Again, like the 914s, it was good to see so many well-cared for examples.

The Porsche Museum provided the Carrera Panamericana Type 550, but on the Porsche stand you could check out Porsche Cars GB's own 550 Spyder, along with a 959 and a selection of 924 Carrera GTs – a latterday classic that's also finally achieving wider recognition.

himself), joined by GIA 7200 freshly restored by Phil Hindley, VVB 3M (Chris Goodwin) and PGF 270L (formerly KOI 7 – Mike Burt).

Accompanying these was the 1974/5 European Rallycross-winning 2.8RSR (Waldergard – owner Paul Howels) and the first ever RS to win a motorsport event in the world MYX 4L (driven by Nick Faure – owner Jason Lindsay). Apart from the 2.8RSR, all the champions are British cars. Rallying was at its most competitive here so it is no surprise we have the most important rally cars as a

“An important display of significant Porsches...a memorable event in every way...”

One of the most important displays was that organised by Mark Waring, of Rennsport Classics. When Porsche failed to win an international rally in their flagship model, the 1973 RS, it was left to a few brave and determined privateers to do it for them.

We were treated to a display arranged by Mark that included four of the cars responsible for winning six of the nine events ever won by RSs. AUI 1500 is the most successful RS of all time winning three (Mark owns this car

result. AUI 1500's successes proved to Professor Porsche how an RS was capable of winning straight off the showroom floor.

So, an important display of significant Porsches, all helping to add to what was, once again, a memorable event in every way. We can't wait for next year's Classics at the Castle and suggest you keep a space in your diary for early September next year. You won't be disappointed, we can assure you of that... **CP**

Below left: Every colour, every model – there was something for everyone

Below: One of the most impressive displays was put on by the 914 brigade





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WERKS REUNION

Over 700 Porsches, classic and modern, lined the fairways at the Rancho Canada Golf Club this August, in celebration of Porsche's illustrious past – and future!

Words and photos: Kristina Cilia

Porsche Club of America hosted its 2nd Annual Werks Reunion on Friday 14th August this year. This premier Porsche event took place in Carmel-by-the-Sea at the Rancho Canada Golf Club during the world famous Monterey Car Week in California.

Designed to celebrate all aspects of Porsche enthusiasm, from original condition classics, race cars, current models, modified outlaws and everything in between, this venue dazzled both spectators and

Carrera GT and 911 GT1, as well as several four-cam models from the Ingram Collection.

In addition, there were many wonderful examples of air- and water-cooled Porsches on display in the concours, along with several race cars including a 904, and the star of the show, the #21 Gulf-liveried 917.

And to add a bit of variety, there were several Porsche-powered cars on display including a rare 1957 Denzel and a 1958 Enzmann for viewers to

“Thousands of spectators were treated to a stunning display of more than 700 Porsches along the rolling fairways...”

competitors alike, with the intention to be a way for all Porsche Clubs and registries to mingle.

Free to the public, thousands of spectators were treated to a stunning display of more than 700 Porsches along the rolling fairways and pristine greens. Throughout the day, many Porsche enthusiasts, collectors and vendors mingled together while admiring the beautiful and vast array of the Porsche marque.

Under the warm California sunshine, Porscheophiles had the pleasure of feasting their eyes on modern supercars like the latest 918 Spyder,

enjoy. There were truly some works of art on the green this sunny day – it was great talking to the owners as well as some of the people who restored these fine automobiles.

The parking corral was its own breathtaking show with more 356s, 911s, 912s and 914s (along with several ‘moderns’) spread across the rolling fairways, framed by the Santa Lucia Mountains. There was definitely something for every type of enthusiast at the 2015 Porsche Werks Reunion and we look forward to seeing what the PCA has in store for next year's event. Maybe we'll see you there? **CP**



In the corral, a Light Ivory 356 Speedster graces the green at Rancho Canada Golf Course



A fine selection of 356s in the owners' corral, covering everything from coupés to roadsters



This 1968 911T, nicknamed 'White Mouse', is owned by artist Nicolas Hunziker



Porsche Motorsport's restored Gulf-Wyer 917K is towed into the show corral by a VW transporter for the Werks Reunion



This ivory 1958 Enzmann 506 is a Swiss-built coach by Dr. Emil Enzmann. It is Number 7, of approximately 80 cars built



Erik Ouwersloot climbs into his 1958 Enzmann 506. Although it was built in Switzerland, the car features Porsche brakes, dash gauges and steering box, and is powered by a 1600cc Porsche 356 engine

A 1967 Slate Grey 912 drew loads of attention and for good reason. The original owner, George Vaccaro, picked up his 912 (below) at the Stuttgart plant in June 1967 and spent the next three months camping with it in 10 countries before it was shipped back to San Francisco and used as a daily driver for 17 years. This pristine 48-year-old car is unrestored with over 180,000 miles on the clock



David Derr owns this 1969 912-based RS-clone conversion. Under the deck lid is a 3.2-litre motor and a 915 transmission, amongst other upgrades



Owner Larry Dibattista uses his red 1978 911SC for driver's education and auto-x events. Sitting next to it is a green 1999 GT3 Clubsport owned by Bill Lusk





Instantly recognisable is this 1996 Porsche 911 GT1 put on display by Michelin



Currently owned by Cam Ingram, RS was originally delivered to Sonauto in 1973 participated in the Monte Carlo Rallye from 1977-1980, as well as the 1980 'Tour Auto'. It was featured in issue #30



Chassis #008 is the only surviving Rothmans Rally Team 1984 911 SCRS championship car. It, too, is currently part of the Ingram Collection



Ingram Collection cars on display at the Werks Reunion on the Rancho Canada Golf Course was an impressive sight



This 1971 914 was converted to an all-steel 916 clone. Under its silver metallic paint is a full roll cage, a 964 3.8-litre RS-spec 315bhp engine sending power through a 1985 915 five-speed, 964 four-piston brakes, air conditioning and full leather interior. It's built and owned by Patrick Motorsports



A red 1958 Speedster drew quite a bit of attention in the show corral. This all original car is driven almost daily by owner Tom Glory



This two-seater Beck Classic, owned by Ted Long, is inspired by the post war pre-production Porsche and Glöckler sports cars



A variety of 914s on view in the owners' corral



Originally a 1971 Signal Orange 911T, it was custom built to emulate a 911ST factory race car. Some features incorporated are 'ST' style seats, aluminium roll bar, a balsa wood-reinforced glassfibre hood, aluminium engine lid, centre-fill gas tank, external oil cap and Cibie Rallye lights. It was built by TRE Motor Sports and is owned by Robert Abbott



Currently owned by Thomas and Shelley Niedernhofer since 1981, this 1957 Denzel began its life as a test car for both Road & Track and Sports Cars Illustrated magazines



This 911 is equipped for some rough roads and a trip to the snow, with skis, a studded spare tyre and mud flaps



In 1976, William Disser purchased this 1971 Conda Green 911T from its original owner. A year-long restoration was completed in 2001 and it has placed first in several concours events



1973 911T LWB Coupe #52 Black & Yellow

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Great Goodwood

Goodwood Revival is widely acknowledged as the greatest classic race meeting around, and with good reason. Robert Barrie was there in one of two Porsches...

Words: Robert Barrie Photos: Keith Seume

There's really nothing quite like the Revival. There were some early 911s at last year's event and a 911-only race at this spring's Members' Meeting, so the focus for classic Porsche participation this year was always likely to be the 356.

A chat with the competitions department who organise these things found they were interested in having a small number of Pre-As in the Fordwater Trophy. The race rotates between periods and themes and this time it was for production-based sports cars from the early 1950s.

I suggested four cars. Three were invited, two took part and one of them was mine! In reality, it had very little

to do with me. The guys do their own research and speak to plenty of people with more knowledge and influence than I can muster.

It's worth saying, contrary to what is sometimes asserted, that invitations to race at the Revival don't only go to the rich and famous. The organisers certainly have an eye for the cars and drivers that the public wants to see and the attendance numbers suggest that they get it right.

The Tourist Trophy and this year's Ferrari-only Lavant Cup inevitably feature cars from the spendy end of the sport. In other races – notably the St Mary's Trophy for touring cars – the pro drivers put on a stunning show.



Left to right: Chris Harris (left) drove his heart out at the wheel of Howard Donald's 356. Take That star is a keen Porsche enthusiast; Robert Barrie looks a little pensive before the off; his freshly-completed car looked too good to race!

Left: Robert Barrie chases after Derek Hood's XK120 exiting the chicane. Fordwater Trophy race comprises a wonderfully eclectic mix of cars

Right: Chris Harris on his way to a well-deserved second overall. John Young in the Jaguar XK120 was the overall victor



At the same time, there are grids where many won't have heard of the cars, let alone the drivers. The Fordwater grid was suitably diverse and there were no giants of F1 or Le Mans in the Earl of March Trophy for early bike-engined single-seaters. You can still go a long way on enthusiasm, commitment and mild eccentricity.

The event starts as it means to go on. I've raced at the Revival a few times now and the routine is familiar. The cars arrive at the circuit on Thursday at the latest and remain there until last thing on Sunday. The drivers and anyone else who fancies it find their way to a cricket match at Goodwood House on Thursday afternoon, followed loosely and rather stylishly by a vintage air display, a drinks party and a drivers' briefing.

It's usual then to visit one of the excellent local pubs to talk at the top of one's voice about how brilliant one is. It's a heady mix of nerves and bravado that starts to build ahead of qualifying on the Friday and the racing over the weekend.

As one of the earlier races on the card, qualifying for the Fordwater Trophy, in which I was competing in my freshly-built Pre-A 356, was on Friday morning and our race on Saturday morning. I had very little idea of what to expect from the car.

A quick squirt around country lanes in deepest Essex earlier in the week had confirmed that it was extremely noisy with its stinger-type exhaust, but hadn't taught me much else. It's a truism of racing that you don't really find much out about a race car until you take it to the track. That's why it's important to test a fresh car but, despite everyone's best efforts, there wasn't time to do so. I discovered in qualifying that the car handled and stopped, but wouldn't rev out in top. I was limited to about 5000rpm, and around 100mph. It was not enough.

Goodwood is quick and we needed more speed. For those who know the circuit, the other Pre-A, driven by Chris Harris, was more than 10mph faster before No-Name and at the end of the Lavant straight. A quick check of plugs and the exhaust suggested we were running too rich. We re-

jetted and I waited patiently for the public to leave.

The event is so busy that anyone who has issues during the day has to wait until it's dark to resolve them. It's not unknown for people to work right through the night. The show must go on. In my case, a quick drive out of the circuit and back suggested that we had moved in the right direction. I locked the car up and went home. The race was the following morning.

It was slightly damp first thing, but the circuit was nice and dry when we took to the track. The car was better than in qualifying and we made up some places, but we were still off the pace of the other Pre-A, which went extremely well. A number of people said our car looked terrific and had gone incredibly well out of the box. They were right, of course, but there are times when the well-intentioned understanding of others only makes things worse!

The best bit in the film *Le Mans* is when the German driver is withdrawn in favour of Steve McQueen. It was due to be his last race. His companion tells him not to worry and that it doesn't really matter. There's a pause and he replies that actually it does matter. I know the feeling! We hadn't gone as quickly as I hoped...

That's no reflection on the expertise and hard work of those involved – if anything, it was more a case of me being a bit unrealistic. I could see we would be quicker next time out, but this opportunity had gone.

Anyway, I regained my composure over lunch in the Drivers' Club and thoroughly enjoyed Tom Kristiansen's charge from the back in the St Mary's Trophy. Later in the afternoon it was time to scrub up and change into black tie for the party. As my neighbour at dinner told me in some considerable detail about his rare and unreliable car, and the small number of laps he had achieved in it, I realised we hadn't done so badly with the Pre-A after all.

I took myself off to the dance floor and banged in to a slightly static Derek Bell. A dancing accident, in my view. It had been a long day. Would I do it all again? Like a shot. As I say, there's really nothing quite like the Revival. **CP**

Right: Attention to detail shows in the dashboard of Robert Barrie's 356. Far right: Meanwhile, Chris Harris's 356 (owned by Howard Donald) bore the scars of a close encounter with the Goodwood chicane! This is no holds barred racing at its best





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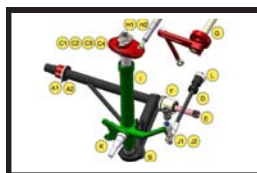
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FOR ALL THINGS PORSCHE



TIME FOR A PICNIC

Mapledurham House near Reading in Berkshire was the setting for the Porsche Picnic, jointly hosted by ourselves and sister magazine, *911 & Porsche World*

Words and photos: Keith Seume

Everybody loves a picnic, and Porsche owners are no exception. In September, we jointly hosted, along with our sister magazine *911 & Porsche World*, a laid-back summer picnic in the grounds of the beautiful Mapledurham House in Oxfordshire.

The event was never intended to be a huge, all singing, all dancing gathering of Porsches, but a relaxed opportunity to chat, enjoy a sandwich and take in the wonderful Oxfordshire countryside that surrounds this magnificent property. Open to all Porsches, ancient and modern, we were once again impressed by the turnout of 914s – it looks like their owners have gone all out this year to show off their cars!

One of the most fascinating Porsches on display was the Ruf 911 of Paul Gapp, which is the very first – literally #001 – 911 to be modified by famed German tuner, Alois Ruf. We hope to catch up with Paul to bring you the story on this car soon.

We picked our top three Porsches, choosing the Ruf SC, along with Peter Ratcliff's Carrera RS and Kate and Bryan Maynard's lovely 914. Yours truly was surprised to get an award from Steve Bennett, editor of *911&PW* for simply getting my car to the show!

All in all, it was a pleasant way to spend a summer Sunday, and we look forward to seeing you all again next year. Watch this space for details. **CP**



Top: Del Mallett's Speedster and KS's El Chucho
Above: Kate and Bryan Maynard's 914

Top: A fine selection of 911s, ancient and modern
Above: Peter Ratcliff's trophy-winning Carrera RS

Top: Wild metallic green Turbo glowed in the sun
Above: Paul Gapp's Ruf 911 – the first Ruf Porsche

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Ay, Caramba!

The Pre-A 356 you see before you looks like it's been tucked away somewhere, out of sight, out of mind, following a hard life on the legendary Carrera Panamericana trans-Mexico road race. But looks can be deceiving...

Words: Alain Sauquet/Keith Seume

Photos: Alain Sauquet



The story begins many years ago – 60 years ago, in fact. Picture the scene: we're in a Porsche dealership in Germany where, proudly on display in the window, a brand new Porsche 356 is sitting awaiting the attentions of a new owner. The car has just been delivered straight from the factory and hasn't turned a wheel other than when undergoing a brief road test on the streets around Stuttgart.

The shiny Porsche looks resplendent in its black enamel paint, the bright red interior begging you to sit inside and take her for a drive. The new owner knew what he wanted when he placed his order some weeks before – this wasn't

to be a basic, no frills coupé but one of which he could be duly proud.

First of all, there's that sunroof – not a cheap option, and one which is rarely seen, the leading edge of which follows the contours of the 'bent' windscreen. It was a style only available for three years – 1954 to 1956 – so is a highly prized option today. The wheels were special, too, being chrome-plated rather than painted, and each are date-stamped 2/55 – the spare tyre had obviously been sitting in stock for a little longer, though, for the date code shows it to have been made in December 1954!

A check with the Kardex at the factory proves that the



chrome bumpers were an original fitment (most are painted), as is the all-vinyl interior – most came with a mix of vinyl and cloth, or all leather. Added later, presumably by that first owner, are the body-mounted fog lights, which date back to 1956, and the Timex clock fitted in the glovebox.

The car was clearly enjoyed by its first (German) owner, for he covered no fewer than 35,000 kilometres in his first year of ownership! One can only imagine the stories this car could tell. But something happened, for in 1957, the little black coupé found its way to Switzerland (Lausanne, in fact), the import papers showing that the colour was now Meissen Blue, a hue that had not been available until the 1956 model year. Also shown on the papers was the fact the car now ran a 1600cc engine, in place of the original

1500. Maybe all those early miles had taken their toll, although this was a popular upgrade in period.

In 1960, the little blue coupé found itself a new owner, this time in Geneva. The price works out to today's equivalent of around €6500, or roughly £4700, so it was a pretty good deal. Over a period of some 20 years, the Porsche was driven around Switzerland and the rest of Europe by its new owner before, in 1980, it was tucked away in a dark, dry garage, away from prying eyes and the ravages of inclement weather. And then, in 2009, sadly the owner passed away.

As one chapter in the coupé's life ended, another was about to begin. In 2011, Bernard Moix, a long-time Porsche addict (he grew up with a Porsche 356C) and joint

Looking like it's a survivor from an early running of the Carrera Panamericana, Bernard's coupé looks breathtaking – just like the Swiss scenery...





organiser of the VW-Porsche Classic in Sion (see issue #27 of *Classic Porsche* for a report on the last event), came to hear about the car. Like all such tales, Bernard must have wondered if it was true, or simply 'folklore'. There was only one way to find out.

With his girlfriend Marion (another Porsche-loving enthusiast), he managed to track down the right person who could give them access to the dormant 356, which he learned was stored in Geneva. When the great day arrived, it was like a scene out of the movies as they found themselves standing in front of an overgrown pair of garage doors, behind which lay who knew what? First, though, they had to cut down the vegetation...

As the doors were finally prised open, Bernard and Marion stood there dumbfounded. There sat a dusty and sad-looking Pre-A 356, its headlights seeming to blink as they got used to the first daylight they'd seen for over 30 years. Although thick layers of dust covered the car from front to back, at first sight it appeared to be sound – and, equally as importantly, complete. Aside from the change in

paint colour, the car was just as it had been when it was built, right down to all the trim, the chrome bumpers, even the original nuts and bolts.

When Bernard looked more closely, he could see that panels such as the doors and bonnet had never been off the car: the panel gaps were factory-set, all panels aligning perfectly. Just the baby blue paintwork had suffered, and then only in parts – some areas were still as shiny as the day the paint was applied, others were dull and sun-bleached. All this patina simply added to the charm, though.

The car's originality attracted a lot of attention from some rather more fanatical enthusiasts when Bernard and Marion took their new find to a Pre-A meeting in Parma, Italy. They spent hours in some cases looking over, under and in the coupé, checking out its originality in the minutest detail. After all, it's not often that an early 356 survives untouched for so long.

When they returned home, minds turned to what to do with the car now? After a little thought, Bernard decided

Original 1500 engine was swapped for a later 1600 unit in period – it was a popular swap, giving the 356 a little more 'pep'

Bernard looks happy – and rightly so! The race-inspired 356 features in advertising and promo material for his clothing company



“A real survivor in the truest sense, with a level of originality that’s hard to match...”





to add some 'period' Carrera Panamericana-inspired graphics, using his talents as a graphic artist and designer to come up with some authentic logos and lettering, which were sympathetically applied and suitably 'aged'. Bernard's also the designer for Warson Motors clothes, a company which he and Marion launched with two other friends. Their products have a vintage feel, with strong influences from the fields of motoring and aviation. Check out www.warson-motors.com for details – chances are you'll see the Porsche in some of the promotional shots, too.

The decision to add the period lettering has proved a popular one, as the car can easily be returned to stock at a later date. Bernard and Marion are in no rush to make a decision about whether to restore the car or not, preferring to enjoy it as it currently stands. Everyone who sees the car likes the way it looks, especially now that Bernard has added some more details.

He's installed a set of genuine period Porsche seat belts, date-marked January 1955, and a set of Porsche-Hanhart stopwatches. Don't worry, though, the mounting panel has been glued to the dashboard, the fixing 'screws' being dummies so as not to damage the original dash panel. There's also a suitably aged religious greetings card

in Spanish and a set of rosary beads hanging from the mirror, both helping add to the 'south of the border' character of the old Porsche.

While the interior may have been given a thorough clean, the exterior has never been treated to a wash, let alone a wax. The only water that's helped clean away the dust of ages has fallen from the skies! But under that time-worn bodywork lies a fully-restored drivetrain. A new 1500cc engine, dated 1955, has been fitted, its serial number just a few away from that of the original unit installed in the car when it was built.

The gearbox, brakes, steering and suspension have all been checked over and refurbished as necessary, too, in readiness for some rallies and other long-distance runs that Bernard and Marion planned to do – including a trip to the UK for the Pre-A International this last September.

So, there we have it: a real survivor in the truest sense, with a level of originality that's hard to match, but a few personal touches to make the car fun to show off. But will the Porsche ever come to be restored back to factory original, black paint and all? That remains to be seen – in many ways it would be a shame to hide all that patina. After all, history is the one thing that money can't buy... **CP**

Date-marked Porsche seat belts are a rare accessory added by Bernard to complement the race theme. 'V' sunroof was first available in 1954

Interior retains the original red vinyl seating. Full-circle horn-push and radio are great accessories, and are original to the car





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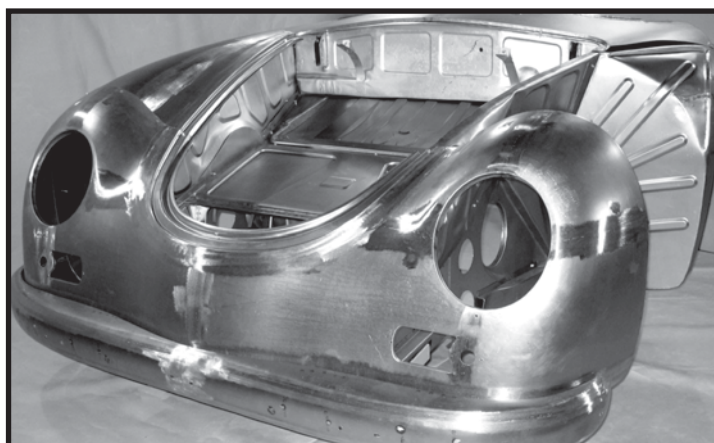
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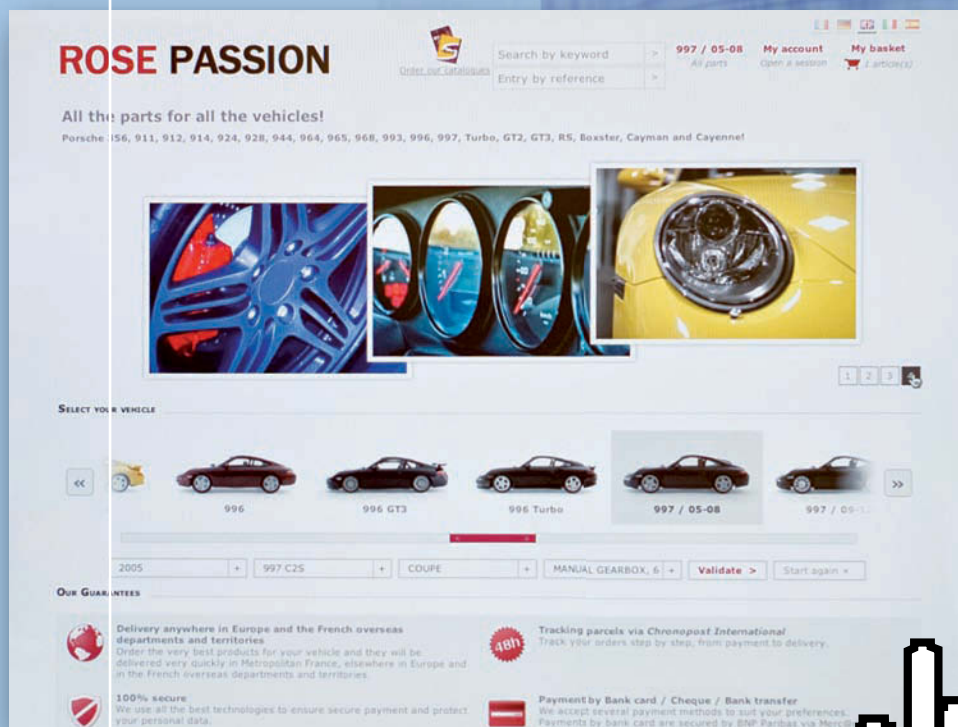
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THE ENIGMA VARIATION

Offered for sale for just one year, and then only in the USA, the four-cylinder 912E to this day remains something of an enigma. Little understood – indeed, little known outside a relatively narrow fan base – this largely forgotten Porsche is worthy of a closer look

Words: Keith Seume

Photos: Etienne Crébessègues

When the new Porsche 911 was launched in 1963, the projected price was some 30 per cent higher than that of the model which it was destined to replace, the 356. Not surprisingly, this caused some concern, not only among potential customers but also within the Porsche sales and marketing departments.

While it was easy for the engineers to justify the increased costs on grounds of the 911's superior technical specification and greater performance potential, there were those who were still concerned that the ticket price would scare off customers, old and new. Enter the 912, which was essentially the 911 equipped with the four-cylinder engine of the 356C. As history has proved, the 912 was a hit, outselling the 911 by a considerable margin at its launch.

But then, after just four years, it was quietly dropped from the line-up. Its job was done – the 912 had made Porsche some money, and also helped demonstrate how superior the new model was in terms of handling and performance compared to the ageing 356. Its place was effectively taken by that well-known collaborative effort between Volkswagen and Porsche, the 914. Powered by a VW-derived four-cylinder engine (originally destined for Volkswagen's Transporter and 411/412 sedan ranges), the 914 was also offered with the 2.0-litre 'six' from the 911T.

The 914 was a problem child from day one. Volkswagen lost interest in the project, turning instead to its forthcoming Scirocco to demonstrate it was not simply a stuffy old manufacturer of cars for the people. Porsche lost interest because, well, the 914 didn't really fit in with Porsche's ideals – only the 914/6 showed real promise as far as Porsche was concerned, but its fate was sealed by those who feared it

would outshine the flagship 911. It also lost Porsche money, proving expensive to build compared to its sibling.

By early 1976, Porsche was beginning to sell off the last of its 914 stock, ready to make way for the new kid on the block, the equally controversial water-cooled 924. It was originally planned to offer the 924 in 1976, but production delays meant that its launch would be put back until 1977. Porsche was now in something of a quandary, for it looked likely that it would have to rely on just one model – the 911 – for another year. The US dealers in particular were not happy with the prospect and turned to the factory to come up with, at the very least, a stopgap model to offer alongside the 911 until the 924 came on line.

The result was the 912E. '912' was an obvious monicker to use as it would serve to give the model credibility in the USA where the original 912 had been such a hit. The 'E' stood for 'Einspritz' – the German word for injection, a reference to the fuel system chosen by Porsche to help meet the emission regulations in the North American market.

The 912E was essentially a 1975 US-specification 911 equipped with the 2.0-litre engine from the outgoing 914 range. We say 'essentially' because the 912E's engine had its own internal designation, Type 923, which set it apart from the similar engine used in the 914. Starting with the same basic 1971cc (71mm x 94mm bore/stroke) unit, Porsche's engineers dropped the compression ratio to just 7.6:1 and swapped the 2.0 914's Bosch D-Jetronic fuel-injection system



1976 PORSCHE 912E





for the improved, more emissions-friendly, L-Jetronic set-up.

The older system adjusted the fuelling to suit inlet manifold pressure (vacuum) while its replacement featured a flap sensor to accurately measure airflow into the intake manifold, this design being used on the later 1.8-litre 914s since 1974. In a further effort to improve the emissions figures, Porsche added an air-pump, and thermal reactors to the exhaust system.

The end result was a rather emasculated package that produced a modest 86bhp at 4900rpm, and 93lb ft of torque at 4000rpm. That doesn't sound a lot but, thanks to its lower overall weight (the Type 923 engine only weighed 155kg,

oil level gauges (the latter now superfluous due to the lack of an oil tank), and the level of trim was more modest, too. Rear quarter windows were fixed as standard, although customers could specify the opening type as fitted to the 911 as an extra-cost option.

Other optional extras included an electric sunroof, limited-slip differential and air conditioning. With a 17.4 gallon fuel tank and an mpg figure in the mid-30s, the 912E's driving range was an impressive 600+ miles if driven carefully.

In a contemporary road test, *Car and Driver* magazine recorded a zero-to-sixty time of 9.7 seconds, and a top speed of 111mph. Rival publication *Road & Track's*

Rear badge is unique – just 2099 of the 912E were built, making this US-market-only model one of the rarest production Porsches in recent years

“It's a car with almost all the sporting virtues of the more expensive 911S...”

compared to 195kg for the 'six' – a reduction of 40kg, or almost 85lb), the 912E wasn't as much of a slowcoach as one might expect.

In addition to the change in engine, there were other details that set the 912E apart from the contemporary 911. There was, of course, no longer any need for the external oil tank, located under the right-side rear wheel arch on the 911, and the brakes were downgraded, too, from fully-ventilated to solid discs at each corner. There was also no longer a rear anti-roll bar fitted as standard. The 912E was also fitted with simple steel wheels shod with 165x15 radials, although 14in Fuchs forged aluminium rims from the 911E were available as an option, this time equipped with 185x14 tyres.

The dashboard was made simpler, with no oil pressure or

acceleration figures were less impressive, with 60mph reached in 11.3 seconds from standstill, but the top speed was higher at 115mph. Quarter mile times were 17.4secs and 18.2secs, respectively.

But what of the handling and ride quality? After all, the 912E still had to uphold Porsche's honour in these areas. 'The 912E will obviously find favour with those who prefer a slightly more practical and tractable Porsche,' said *Road & Track*. 'It's a car with almost all the sporting virtues of the more expensive 911S, yet its simpler pushrod four-cylinder engine should make for better fuel economy and less expensive maintenance than the 911's six.'

'As befits its more docile nature,' wrote *R&T*, 'the controls are lighter than in the 911S. The softer suspension feels like it



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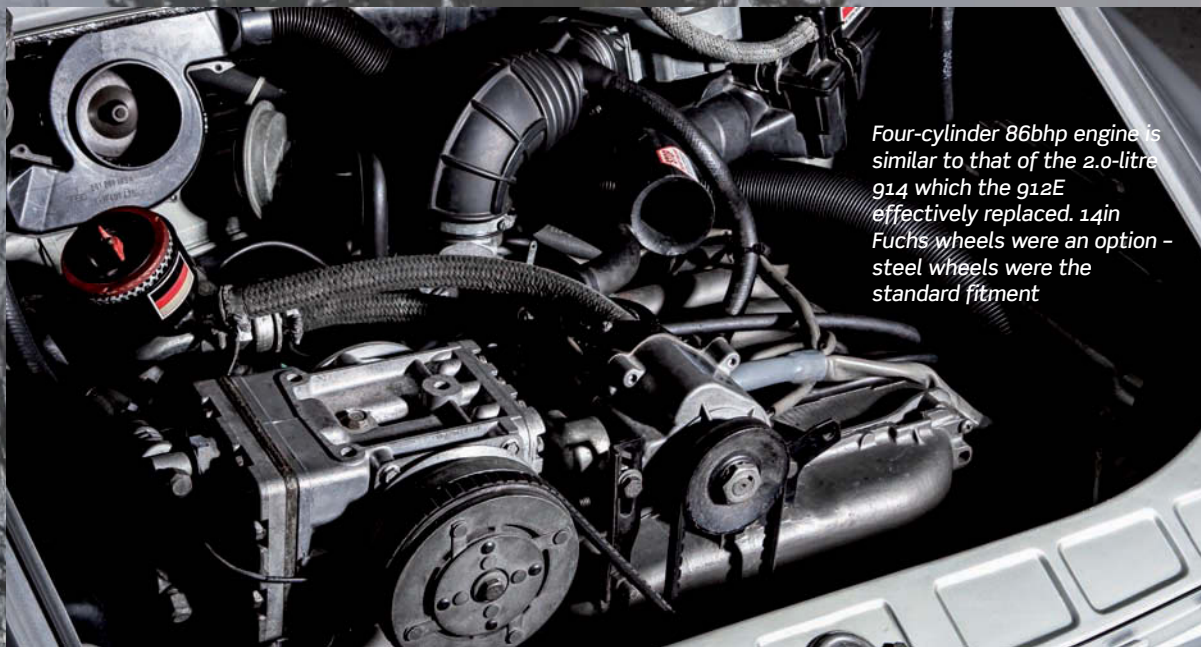
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Four-cylinder 86bhp engine is similar to that of the 2.0-litre 914 which the 912E effectively replaced. 14in Fuchs wheels were an option - steel wheels were the standard fitment



“Following testing in Europe, Porsche did not feel it offered sufficiently impressive performance...”



1976 PORSCHE 912E

was specifically designed to glide over and through the nightmare of potholes, patched pavement and expansion joints that are called roads in New York City.' However, when it came to the race track, 'At Lime Rock, the 912E pitches, bobs and rolls, and all three (of R&T's) drivers preferred the harsher but better-controlled ride of the 911S...'

The 912E was offered for sale only in North America simply because, following road testing in Europe, Porsche did not feel it offered sufficiently impressive performance to keep up with rival products from BMW and Mercedes on Germany's high-speed autobahns. Rather than lose face, Porsche chose to ship the 912E across the Atlantic to a market where outright top speed and acceleration were considered to be of less importance. Priced at some \$3000 less than the contemporary 911S, at \$10,845 the 912E was seen as good value.

The 912E's days were numbered from the very beginning. It was never seen as being anything other than a stopgap model and was destined to disappear from the market as soon as the all-new 924 was ready to go on sale. Just 2099 examples were built, but relatively few remain. Natural attrition (accidents, rust, etc) would have taken care of many, while almost certainly some ended up as donors for race car and 'hot-rod' projects, being seen as an inexpensive starting point for a six-cylinder conversion.

The car you see here lives in France where, it is believed, there are maybe no more than 20 examples on the road – quite possibly less. The model has an enthusiastic, if small, following, owners often proving to be collectors more interested in driving an interesting low-volume model rather than diehard Porsche enthusiasts seeking the ultimate thrill ride.

Owner Wim Vanheertum fits into this category. He describes himself as a passionate collector of Fiat 500s, 'But I've always had a weakness for the 911,' he says. 'Two or three years ago, I started looking at Porsches in the USA, after my twin brother had already imported one. He'd found the right contacts in Europe to handle the transport and importation, proving to me that it was not as complicated as I first thought.'

'As I travelled professionally in the USA, I built up a list of contacts to help me find a good example. I like to follow the market, finding a nice car and enjoying it until it's time to sell and thus benefit another collector. I imported my first Porsche in November 2013 – it was a beautiful red 3.0 911SC Targa. The last owner had owned it for 10 years and it was in perfect condition, and 100 per cent matching numbers. I was able to buy it for €16,000, all expenses included!'

But why, after owning a 911SC, did Wim buy a 912E? 'After selling my SC, I immediately started to look for another





911. I have always preferred the coupé to the Targa and came across this 912E. I like it as it is a little atypical because it has all the 2.7's character – except the engine. I liked the pure lines: no 'Turbo look', no whale tail, all that beautiful chrome. The fact that it was produced for only one year – and so few examples were sold – only added to the attraction.'

And what of the car's history? Wim continues the story: 'I bought my 912E from a dealer in Florida that I had met

I am only the third owner and only recently it clocked up 91,200 miles. I immortalised the event on film, of course...'

While the 912E may not appeal to everyone – 'just' 86bhp, an engine which many regard as a little lacking in 'oomph', and, of course, impact-bumpers and reduced levels of trim – it is a fine car in its own right. No, it's not as fast or agile as a contemporary 911, but it's still no slouch. And don't forget, it's an easy car to upgrade if you so desire by fitting standard

From the front, it's virtually impossible to tell the 912E apart from a 911 – only the four-cylinder engine note gives the game away

“No, it's not as fast or agile as a contemporary 911, but it's still no slouch...”

before. He told me the history over the telephone, but he knows my preferences and made sure I would not be disappointed when it was delivered to France some four months later.

The first owner was from California and he kept it for 23 years. It was delivered in San Francisco, according to information from Porsche. The second owner held onto the 912E for 13 years, keeping it in his country house in Florida.

911 brakes and anti-roll bars, along with Fuchs wheels and grippier tyres.

But somehow that would be doing the 912E a disservice: it's a fine car in its own right, as much a driver's car as any lower-powered, later-model 911, fun and cheap to run. It's rare, too – after all, it's quite possible there are fewer original 912Es left on the road than there are Carrera RSs. If it's true, that's quite a sobering thought... **CP**

The 912E's interior looks much the same as that of a 911 of similar vintage. Note the air-conditioning vents under the dashboard. Owner Wim Vanheertum loves the car!





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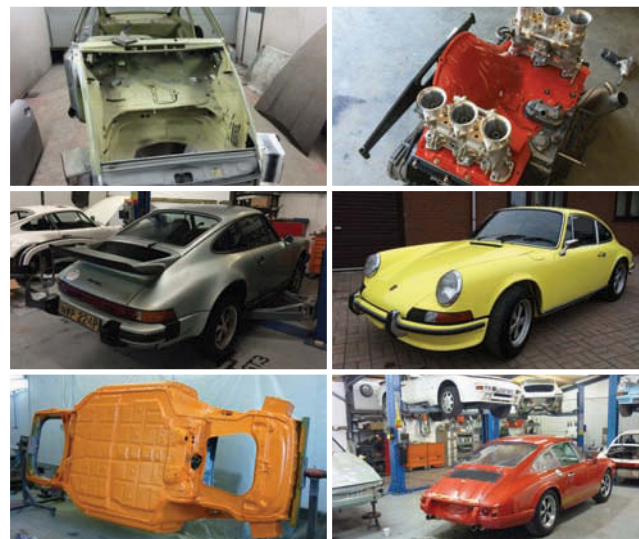
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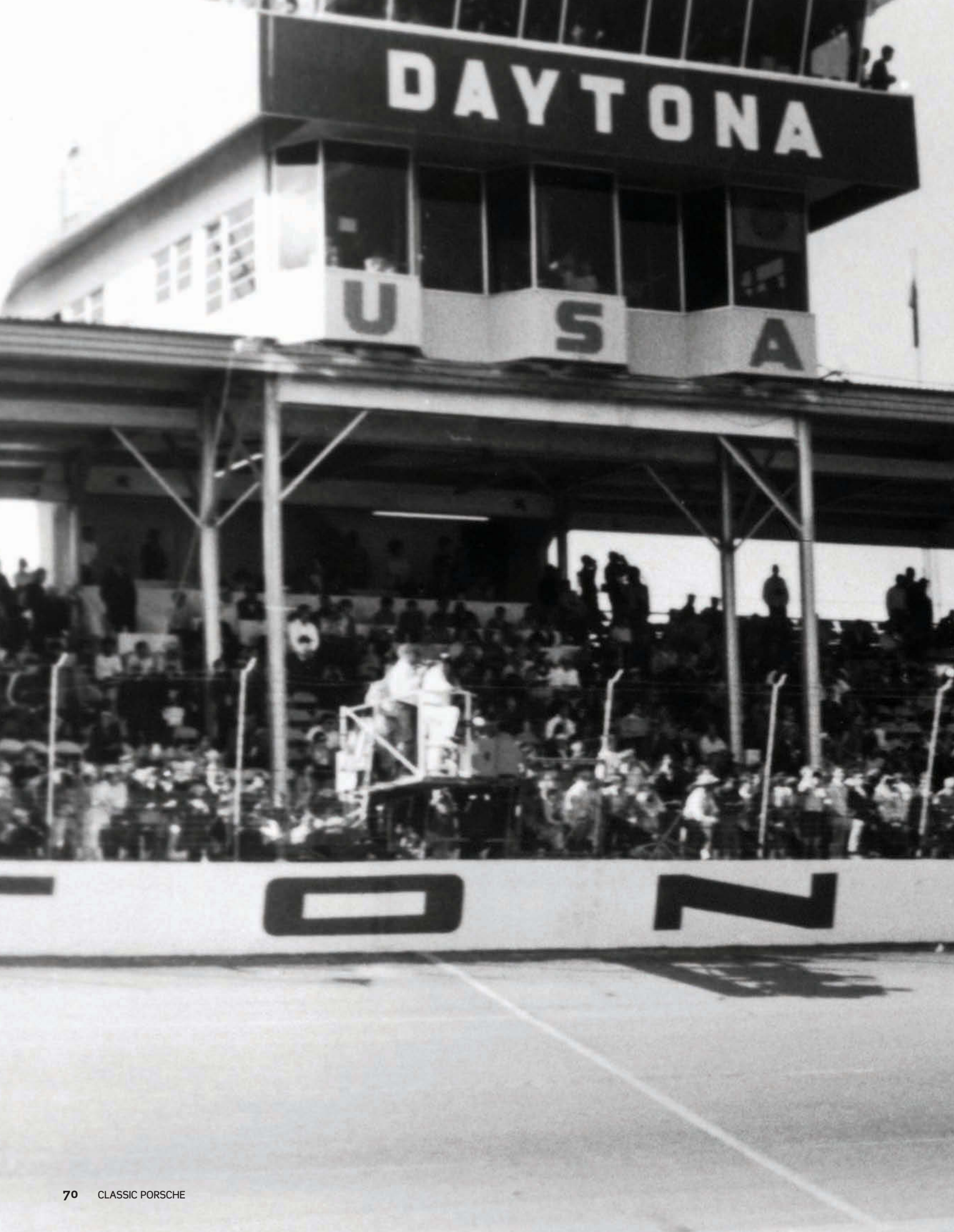
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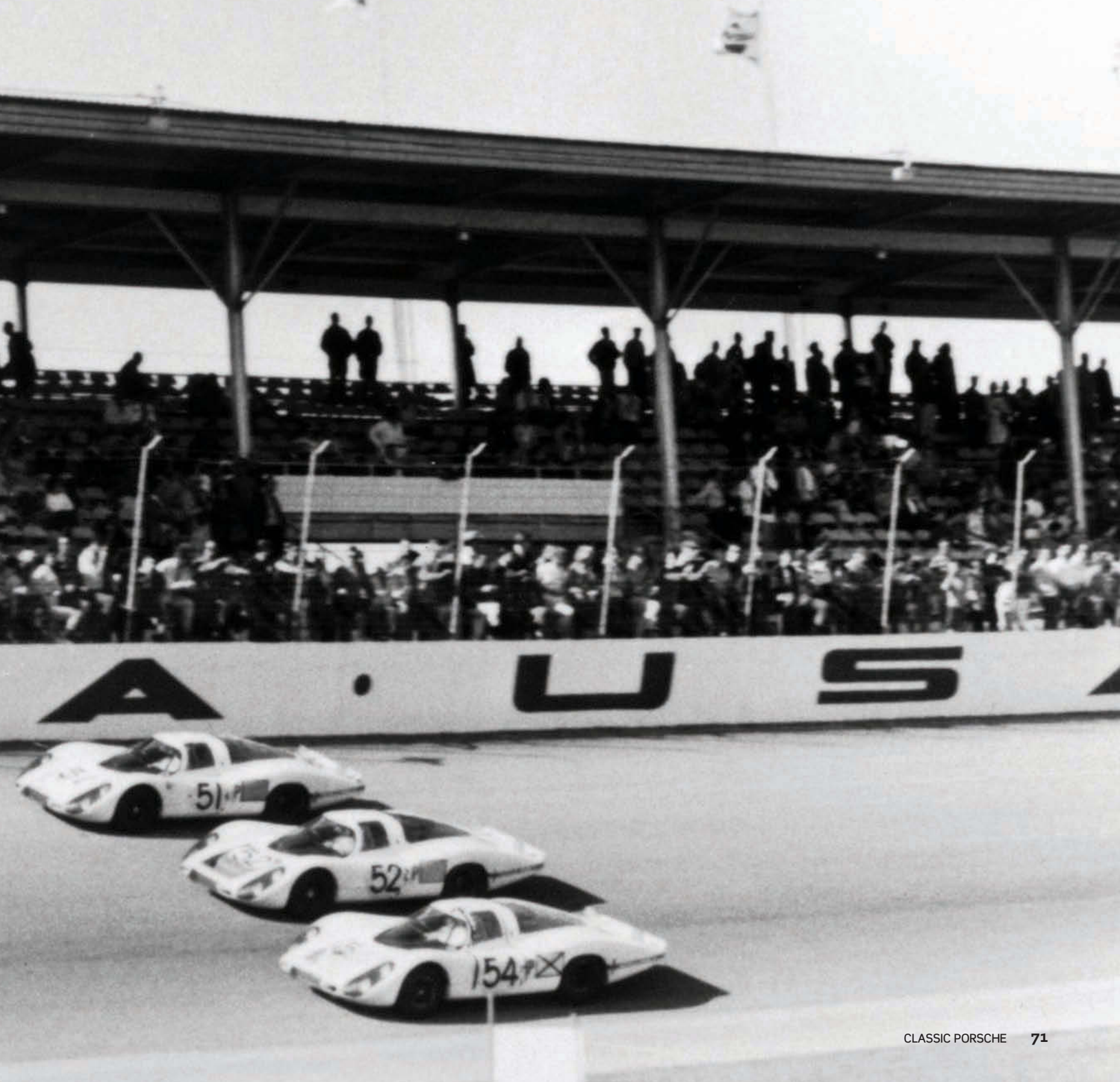


NUMBER FIVE

At the 1968 Daytona 24-hour race, three Porsche 907s finished in line abreast, taking an amazing one-two-three victory for Porsche. We get up close to the winning car, chassis 907-005, which changed hands last year at Amelia Island for a cool \$3,600,000. It was worth every cent...

Words: Matt Stone

Photos: Porsche Archiv and Mathieu Heurtault (courtesy of Gooding & Company)





The 907 came along at an interesting moment in the pantheon of Porsche sports racers, introduced as it was at Le Mans in 1967. What makes this timing 'interesting?' Two factors, at least. The first is that the rule makers of world sports car racing were fiddling with the class formulae at a furious pace, seemingly dead set on ending Ford's 7.0-litre-powered domination.

At the same time Porsche was busy running and developing a swirl of sports racers for the major

but in some senses, that's what it was. There were, of course, evolutions to the chassis architecture, including a much revised front spring and shock absorber arrangement, plus the driver's position was moved to the right side of the cockpit, in deference to the many tracks that run counter-clockwise and thus have a majority of right-hand turns. The shifter was also moved to the far right side of the cabin, conveniently just by the driver's right hand. The new bodywork boasted both a long

“It would be simplistic to write off the 907 as a 910 with aerodynamic *Langheck* bodywork...”

endurance races, as well as the shorter 'sprint' events. Think about it: the 906 (aka Carrera 6) was still in the game, if getting a little long in the tooth. The 910 was still recent, the 908 was just around the corner, and the concept of the 917 was stirring in Ferdinand Piëch's fertile mind.

It would be somewhat simplistic to write off the 907 as a 910 with aerodynamic '*Langheck*' (longtail) bodywork,

tail and a longish nose, primarily in the name of aerodynamic efficiency and high speed stability.

It would have seemed an obvious choice to install the Type 771 2.2-litre horizontally opposed eight-cylinder racing engine, but upon the 907's introduction, Porsche instead chose to stay with the much tried and very true 2.0-litre 'six', good for a solid if not spectacular 220 horsepower; perhaps they felt that the 907's

Aerodynamic long-tail bodywork and small frontal area allowed the 907 to make the most of its relatively modest 220bhp, a figure which soon increased to 278bhp with the installation of the Type 771 flat-eight engine



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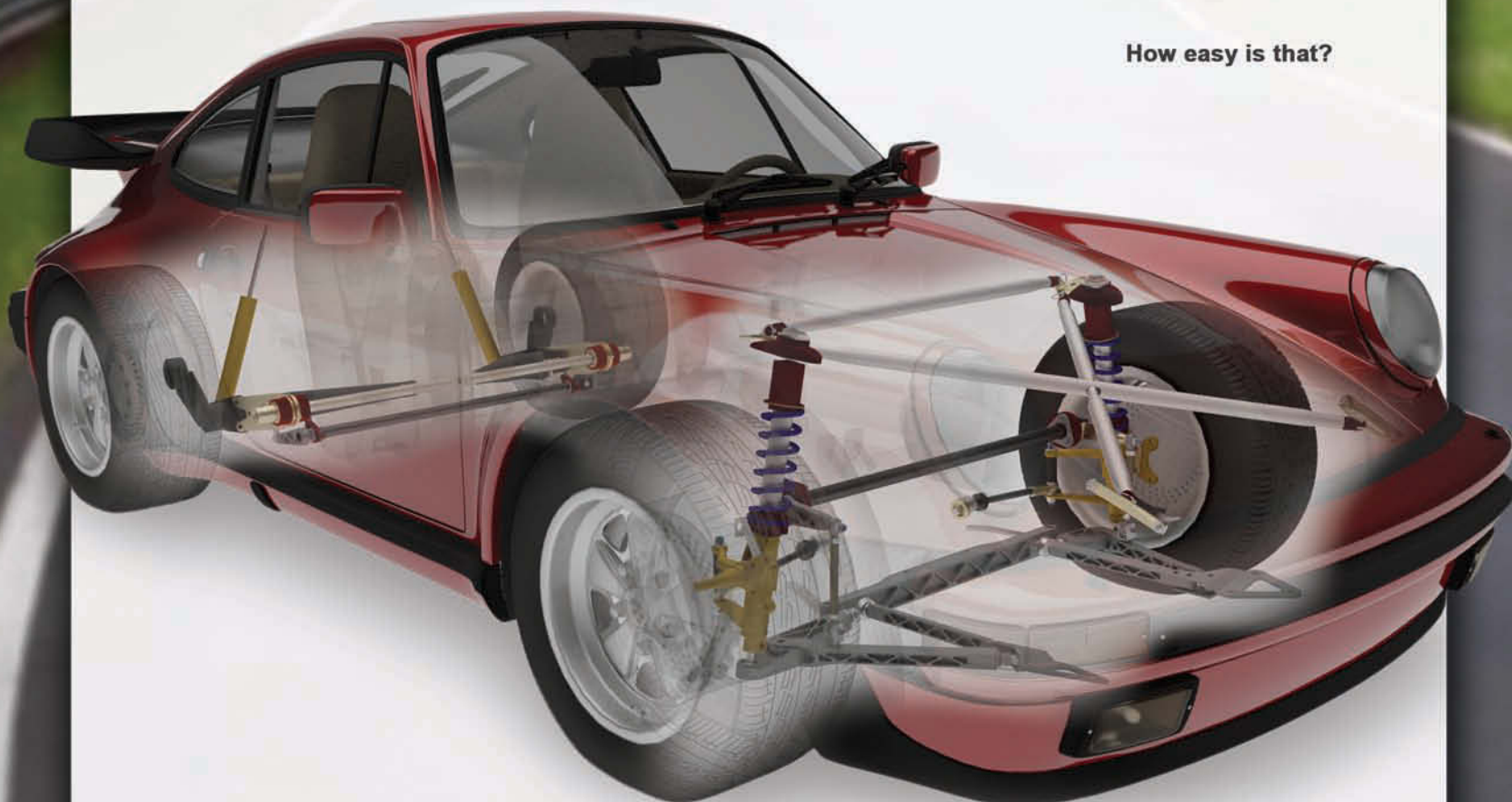
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“The Type 771 engine is what the 907 needed and had deserved from the beginning...”

aerodynamics would make up the difference on the longer tracks in endurance races. The engine was backed by the Type 906 five-speed gearbox.

This plan was worthy but not quite good enough, as Ford again dominated Le Mans with its convincing second consecutive win. Before the year's end, Porsche had installed a flat-eight in the 907...

The Type 771 engine was what the 907 needed and had deserved from the beginning. Rated at 278 horsepower (although some sources quote 'just' 270), it was nearly 60bhp more powerful than the six-cylinder engine, with more low end torque and higher top-end power. For 1968 the rule makers finally shut down the biggest of the V8 and V12 players, mandating a 5.0-litre limit at the top end of the grid. This of course didn't mean that the 5000cc entries from Ford, and cars like the Chevrolet V8-powered Lola T70 were in any way out of the game, but at least Porsche didn't have to face a 7.0-litre juggernaut with 'only' 278bhp available.

The 1968 season opened as usual at the 24 Hours of Daytona, Porsche coming to play hard with four fresh

907s, a top roster of drivers, and a larger than usual mechanical and engineering support staff. In qualifying, the Yankee V8s still showed the way, qualifying 1-2, with the Porsches spread out over the next few rows, led by Gerhard Mitter and Rolf Stommelen, who succeeded in putting the #53 907 in third place on the grid. Our feature car – race #54 that day – run by Vic Elford, and Jochen Neerpasch, started from fifth position.

The squadron of 907s ran well if not flawlessly. The Porsches traded the lead back and forth with the GT40s until both Fords finally succumbed to race-ending mechanical woes. Earlier in the race, Neerpasch fell ill and could not continue, so Stommelen was drafted into the #54 car and became Elford's official co-driver. For many hours during the second half of the race it appeared that Siffert and Herrmann would cruise to the win but, as in any race, it isn't over (or won) until the last instant when the checkered flag drops.

With about three hours to go, the Siffert/Herrmann car's throttle linkage failed, putting them in the pits for 22 minutes and subsequently far out of the lead. It was then

Above: Le Mans 1968. Entered by Soler-Roig and driven by him and Lins, the 907 ran as high as third until a broken rocker arm brought about a premature retirement in the 12th hour

Right: Passenger seat was required by the rule makers but was of little practical use. Cockpit best described as 'minimalist'!

Far right: 2.2-litre Type 771 eight-cylinder engine was rated at 278bhp and relied on mechanical fuel-injection. It was a far better choice than the original 2.0-litre six



that Porsche racing team boss Huschke von Hanstein went to work brokering a deal for the unlucky pair to share in the win should the second place Porsche maintain the lead and win the race; after discussions with Elford and others, they all agreed that Siffert and Herrmann would each drive four laps in the #54 car, which had inherited the lead, making them officially members of that car's driver line-up, and legitimate winners of the race, assuming the #54 car stayed healthy and won. Which of course it did!

That means, in a unique twist of the time/space continuum, that Siffert and Herrmann each placed first and second, in the same race, albeit in two different cars, both of which were Porsche 907s. Jo Schlesser and Joe Buzzetta finished third in another team car, making for a most epic photo finish.

Thus, officially, the 1968 24 hours of Daytona was won by Vic Elford, Hans Herrmann, Jochen Neerpasch, Jo Siffert, and Rolf Stommelen, running 673 laps and 2565.69 miles, averaging 106.697mph. Said Elford: 'We had no problems the entire race. Our car ran like clockwork.'

The eight-cylinder 907 now clearly had enough of the right stuff to handle the big cars in the long races: adequate power, stable aerodynamics, and solid reliability. Chassis #005 enjoyed some continued success that year, running well at the Le Mans test, and placing second overall in the hands of Stommelen and Neerpasch at the Monza 1000km in April, and contesting, but not finishing, at Le Mans. It ran again, in the hands of private entrants, at Daytona in 1969 but did not finish, although it was placed fourth in that year's Sebring 12-hour race.

By 1970, the car was becoming rather dated and, in privateer hands, had a string of mid-pack and DNF results during 1970/71. Its final result was a worthy one for an outdated machine, that being an overall win at the Grand Prix de la Corniche in 1973, entered and driven by privateer Andre Wicky.

All in all, Porsche 907-005 lived a long and successful career, as one of eight long-tail 907s built, and two currently extant. It was the first Porsche ever to win a 24-hour endurance race overall. It competed at Le Mans four times, winning its class in 1971. It was almost always at the command of a world class roster of drivers.

After its days as a front-line racer were over, #005 passed through various private hands. The most recent owners often vintage raced it, running a six-cylinder 911-derived engine, rather than risk blowing up or otherwise damaging the hyper-rare and original eight-cylinder engine, number 907-011. The matching-numbers flat-eight was later reinstalled, and the car refinished wearing its original Daytona-winning livery, having been preserved/restored to its 1968 specification prior to its sale at the Gooding Amelia Island auction in the spring of 2014.

Paul Hardiman, experienced automotive specialist with Gooding & Company, who consigned the car for the auction, showed us round 907-005. Hardiman knows and loves his Porsches, and researched #005's life and times in detail. The first thing that strikes you about the 907 is how long and low it sits. No matter how many times you walk up to a mid-1960s sports racer, it's a bit of a wake-up call when the roof line barely reaches the top button of your jeans. The driver's posterior rides just a few inches above the track surface, with precious little thin metal separating man from asphalt.

Dominating the nose are large intake and exhaust vents for the oil coolers, plus brake ducting and those ovoid headlight nacelles that give the 907 a distinct, 'Porsche' sports racer face. The 907's body shape remained constant over time, yet the details varied and evolved. This car wears its original periscope-style cooling duct intakes on the tail, while some cars sprouted a pair of vertical dorsal fins on the rear deck, a feature which this car doesn't have.

Right and below right: 1968 Daytona 24-Hour was the 907's finest hour. #005 started the race with Vic Elford and Jochen Neerpasch at the wheel, but ended up being driven by no fewer than five drivers, Herrmann and Siffert taking their turns, while Rolf Stommelen took over from Neerpasch after the latter fell ill!





Le Mans 1968, the 907 driven by Alex-Soler-Roig and Rudi Lins in full flight. Also shown on the entry list as drivers for 907-005 were Rolf Stommelen and Pauli Toivenen, although neither drove that year

Hardiman astutely observed: 'I love how Porsche just did everything in-house on its race cars. Of course they had component suppliers, but they designed their own bodies and chassis, engines and transmissions, and then built them in house. Philosophically and physically they are very much a complete carmaker.' Indeed.

The cockpit is sparse to say the least. Simple, minimal instrumentation, painted metal and glassfibre, a few exposed frame rails, the rod-like shifter linkage, some switchgear, and that's about it. Of course every effort is made to save weight; the intake trumpets are made of a plastic so thin they appear translucent, clearly passing a yellowish light through the stacks.

We begged for a brief turn at the wheel, but of course the 907 is in no way street legal and is running somewhat puncture-prone racing slicks. So we had to settle for a start up and a few pokes of the throttle. The engine cranks with a sound resembling that of a Porsche flat-six, but fires up with a huskier bark and, once barely warm, idles easily with an edgy, cammy exhaust note.

Speaking of which, the open exhaust sounds deep and bellowy, much more so than one would expect from just 2.2-litres. Once the oil picks up some temperature, a rap of the throttle makes the engine bark deliciously, snappy and eager to rev with no spitting or stumbling. Oh to be at a race track...

Just as it did in Daytona Beach, Florida in 1968, 907-005 enjoyed another great day in the Florida sunshine in March 2014; the auctioneer's hammer fell on the Gooding & Company auction block at an impressive and record-setting \$3,630,000.

Gooding also shifted several other significant Porsches for big money that day: a 1959 718 RSK at \$3,300,000, \$1,100,000 for an '88 959 Sport, and the much talked about 1973 Carrera RS 2.7 that pegged the Porsche community's rev limiter at a record-setting \$1,402,500. The market was at its peak, and the timing was right.

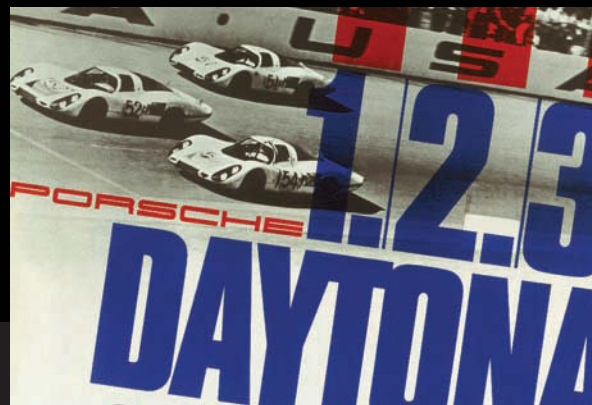
But \$3.6 million for a 907 – can it be worth it? It certainly was that day to *that* buyer at *that* moment. And its condition, authenticity, race record and other provenance were indisputable.

You may ask if a 917 could be bought for the same money. That's starting to look increasingly doubtful as the value of old Porsche racers increases, but if you could find one for sale at that price – or any other period Porsche factory sports racer, for that matter – it wouldn't come with a Daytona 24-hour race win attached to its serial number, as is the case with 907-005. That's something you can't put a value on – or maybe you can... **CP**

Our thanks to Gooding & Company (www.goodingco.com) and Jens Torner at the Porsche Archiv



Daytona 1968 gave Porsche plenty to crow about. Pre-race (bottom left) there was an air of confidence in the Porsche pits, but nobody could have foreseen what success lay ahead. In a display of dominance that was a marketing man's dream, Porsche 907s finished 1-2-3, in line abreast





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Words and photos: Keith Seume

You only have to read some of the on-line testimonials about the Haydon Brothers to realise that customer service is number one in their books. The reviews repeatedly refer to how Whit and Doug have gone beyond the call of duty to look after customers' Porsches, be they modern water-cooled models or classics from the 1970s and earlier.

The Haydons, Whit and younger brother Doug, were born and raised in Fullerton in the heart of Orange County, California, as much a hotbed of car culture today as it was back in the 1950s and '60s. Their dad, Whitfield Haydon, was a heavy equipment owner-operator, and through their contact with machinery, the two brothers gradually accumulated knowledge of all things mechanical.

Dad Haydon drove a variety of interesting cars, including

an MGTD and a British Ford Zephyr, but later a big 352ci Ford Galaxie. His love of cars rubbed off on his two sons, who grew up on a diet of drag racing, NASCAR, Indy and Formula 1. While Whit was infatuated with open-wheel racing, Doug's passion was for aircraft. Today they both hold pilot's licences and it was this interest in aircraft which shaped their future.

Says Doug: 'I was aware that aircraft engines were air-cooled and I thought that was elegant and superior to radiators, water pumps, hoses etc. When our neighbour across the street brought home his new 1965 VW I was hooked... I used to witness my friend Ron Fleming (*we featured Ron's 911S in issue #28 – KS*) drive his black 1956 VW to work at the Westfalia VW repair shop on Bristol Avenue, the intrigue was the scripted "DKP Racing Team"



painted across the rear decklid – and the engine didn't sound like our neighbour's!

The 'DKP' monicker was a reference to Der Kleiner Panzers, the famous Orange County-based VW club that this year celebrated its 50th anniversary.

Doug bought a 1967 VW, and Whit joined the ranks soon after with a 1956 Bug. The two raced them when and wherever they could and, after their father passed away

Their landlord was Leo Fender of guitar fame and the two brothers would regularly see big names from the music world drop by to pay their respects to Fender at his shop.

On the same industrial park were all manner of businesses, from machine shops and fabricators to paint sprayers and body shops. 'There was a lot of cross-pollination,' says Doug. 'Many small companies supported the larger ones and contacts were made in person; you

“Many small companies supported the larger ones and contacts were made in person...”

unexpectedly in 1969, eventually started work at a business called Foreign Car Machine run by Dan Czapla in Anaheim. There they found themselves working on all manner of imported cars, ranging from Alfa Romeos to Volkswagens.

Whit and Doug began building VW engines themselves and eventually opened their own workshop in July 1972.

earned your way into your small community and your reputation lived or died without an Internet review.'

Doug continues the tale: 'We had purchased a Stuska engine dyno and built a state of the art air-flow bench with an engineer named Howard Washington that worked with Gene Berg and Darrell Vitonne on various projects. We drag raced our VW locally and raced Whit's AD Development

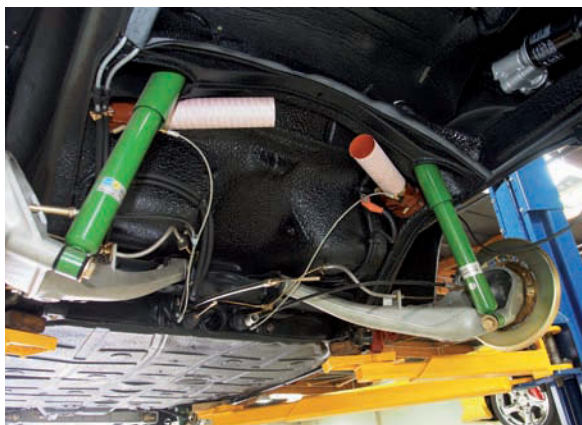
Clockwise from above: The workshop is immaculate – and very busy. Although the Haydon Brothers will tackle any year of Porsche, the day we called by classic air-cooled models outnumbered late models; there was a variety of older models in for work, including this US-spec Targa; from left to right: Doug, Kathy and Whit Haydon outside their Anaheim-based premises





Formula Ford single-seater. His first car, though, was a Lola Super T252 Super Vee and we used the knowledge we gained on our drag race engine to produce a winning combination the first time out, breaking the track record at Riverside International in the process, something pretty rare for a novice just out of driver's school!

In 1978, the tide changed and the two brothers wrote to their VW customers to inform them that they would no longer work on their cars, their new interest being Porsches! 'That is how not to do it,' laughs Doug, 'It was very effective



Far left: Targa in the foreground belongs to one of the Haydons' many long-standing customers

Left: Underbody shot shows the quality of their restoration work

bought for \$9000. I would still have it if it hadn't been totalled by a fully loaded truck while I was stopped in a traffic jam.

'In 1980, Whit bought his current 1972 Targa, which he is in the process of hot rodding. It'll run a 2.7 with 10.5:1 Mahle pistons, and OS Giken LSD short-gear g15 transmission. I have a 1983 g11SC I use as an everyday driver with a '78 intake manifold, ported heads, g64 camshafts and 10:1 Jahns CIS pistons. I also own a matching numbers 1972 g11S that we intend to restore.'

“We know how the cars are supposed to feel and perform, regardless of vintage...”

but caused a lot of hard feelings. We couldn't turn back – and didn't want to – but we lost some friends. We soon had a great business rebuilding engines and transmissions of the era – the fact that the magnesium engine cases were so weak helped – and the cars were still affordable.'

It was inevitable that the new passion for Porsches would lead to a change of personal cars. 'Whit's first Porsche was a 1967 g11S, that we immediately punched out to 2.4-litres and continued to modify in every possible way. Later he had a 1952 split-window 356 coupé with a g12 engine, that he rolled on Skyline Drive in Fullerton.

'My Porsche was a 1970 g11S in signal orange which I

The business, located on La Palma Avenue, Anaheim, is based in a recently-refitted modern building, with a bright airy workshop that's scrupulously clean and as well equipped as any we've ever seen. Impressive is the word that comes to mind. Impressive, also, is the range of vehicles the brothers work on.

'We know we made a good decision for us to keep working on the newer cars, rather than concentrating on air-cooled technology. We rebuild g96 and g97 engines and manual transmissions, and do a fair amount of turbo work on air- and water-cooled cars.

'We also do all manner of suspension work – we have

Below: Twin-grille Cabriolet and black 356 coupé on the lift were two of the older vehicles in the workshop on our visit. Floor is cleaner than most domestic kitchens! The whole way the workshop is set up inspires confidence



Right: Whit Haydon busy at work on an MFI-equipped motor for a customer's 911

Far right: Reception area is home to a glass display case filled with Porsche 'trinkets'...

CONTACT

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CA 92807
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invested in all the things that make the 911 more enjoyable to drive. In our experience, suspension restoration is often sorely needed – the older cars don't even feel like they were designed to feel in most cases, but new bushings, shocks and a good alignment transform them. Our driving experience can short-cut some drivability problems; we know how the cars are supposed to feel and perform, regardless of the vintage.'

Doug continues: 'We both have about 45,000 test drives of all kinds of German cars under our belts. When I went to the Stuttgart Porsche Museum I realised I had driven every model except the race cars and the stretched 911 prototypes. We always have a classic car to bring back to life – the cars are still coming out of garages and storage because of their high current value. And California still has a lot in hiding...'

But he does offer a piece of cautionary advice: 'One thing that I think is important, is that someone considering work on a classic should make sure of their shop's integrity with regard to cataloguing all parts, and making sure that the parts the car comes in with, if at all possible, stay on

the car when it leaves: cherry picking the original equipment is a problem in the industry.' Wise words indeed, especially when one considers the increasing values, and the rarity of certain original components.

The day we called in to see the brothers, we were greeted by Kathy Haydon, Doug's wife. She runs front of office, so to speak, and is the first point of contact when customers call or walk through the door.

The reception area is spotless, a glass display case filled with trinkets gathered over the years, from original MFI pumps to cams, pistons, heads and carburetors. You just know each piece has a tale to tell...

There's no hiding the workshop from public view – you only have to look through the glass doors to see everything that's going on. But, there again, the Haydons have nothing to hide.

Their workmanship is faultless and they're justifiably proud of the fact that they have one of the most widely respected Porsche businesses in Orange County. Anyway, one look at those on-line references tells you your Porsche will be in safe hands... **CP**

Below: 1970s Targa is in for a complete restoration – quality of paintwork and panel fit is exemplary

Below right: Nice badge on back of a customer's 911; 356 tucked around the side awaits attention. BMW M1 ahead of it is another car looked after by the Haydons



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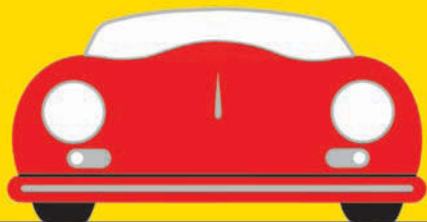
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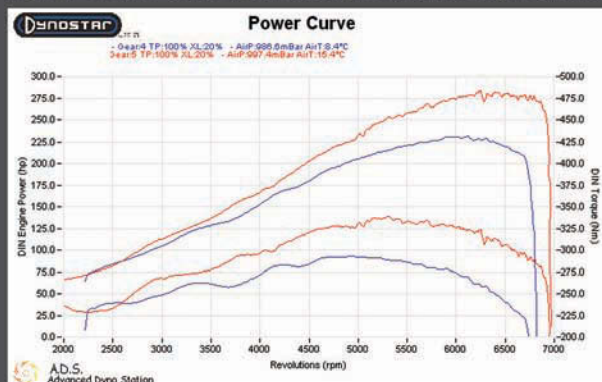
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LAST CHANCE SALOON

In the last event of the season, Team *Classic Porsche* hits Spa Francorchamps and comes away with a trophy! Steve Wright and Ian Clark uphold the historic Porsche honour with an epic drive at this legendary circuit

Words: Steve Wright Photos: Jayson Fong and Steve Wright

Self preservation is a wonderful thing. Every living thing on the planet has it in some measure. As you get older that bit of your brain that sings when peril and danger present themselves only gets louder, so switching it off, or at the very least ignoring it, takes some effort. Take racing at the circuit of Spa Francorchamps, for example: plenty of drivers have died there and it still presents mortal risks despite having been sanitised over the years.

Three corners makes it especially so: Eau Rouge, which is well known as the wild dip at the bottom of the old straight and is tricky as you're trying to corner as the suspension is fully compressed while doing almost 100mph. But it's the next corner that is the difficult one and often confused as Eau Rouge.

Raidillon is the hill straight after, sweeping away in a blind, uphill, off-camber corner that has a tightening radius

to it – just about everything that makes a corner challenging. Add to this the fact that you have to take your hand off the steering wheel to change gear while trying to keep the car from swapping ends thanks to the engine location and swing-axle suspension. It is without a doubt the most challenging corner I've ever experienced.

Oh, and it's blindingly fast. But you have to take it as fast as you can as it's damn steep – you can't cycle up it and to walk it requires you to lean forward just to balance. You have to attack it with all the courage that you can muster as the long, long straight afterwards is uphill, and hesitation can cost you at least 10mph down the straight.

The other corner that makes Spa is Blanchimont, the double-apex left-hander that is ultra fast. Modern F1 cars are flat out here – in the 356 we're at 6000rpm in fourth, doing well into three figures as we sweep down the hill on the back of the circuit. It's blind and surprisingly narrow, but both Ian (Clark) and I learn that we can have



Always good to have a helping hand. 'It's as much about having fun with your mates as it is dashing round in small circles on Tarmac', says Steve Wright

Pensive before the start, Steve tries to focus on the task ahead. Will it rain? Will it stay dry? Will I get past that Aston? Should I lift at Eau Rouge?



confidence in the 356 here, foot welded firmly to the front bulkhead, engine screaming, the car in a beautifully balanced four-wheel drift at about 120mph. Others may not, but we have to lift for the second apex, before burying the accelerator to the floor again in the race up to the Bus Stop chicane. It's fair to say that both Ian and I are properly nervous every time we venture out on the circuit...

Uncharacteristically we extended our race weekend to include testing on the Thursday. Even with our cavalier and 'go in at the deep end' approach we decided to practice first before tackling qualifying on the Friday. Unsurprisingly, it proves a good move. Even in the wet we learn that the tyres get hammered and their temperatures soar, especially the fronts. It's also great to experience the famous Spa weather.

As usual the car requires nothing but a polish and pre-race checks. I know the guy does this for a living, but Mr Clark's ability to screw together a car and motor that just seems to revel in being punished race after race is quite something. During the race we use 7500rpm every

shift and hit 8000rpm on occasions.

It's worth mentioning the support of Alex and Mav at this point, too. You can't race alone – well, I wouldn't want to. For me it's as much about having fun with your mates as it is dashing around in small circles on Tarmac. What's great is that they are both hugely experienced in crewing and simply get on with everything required to get the car (and driver!) out on the circuit. They're also certified petrolheads so it's great to spend time away from the car enjoying the atmosphere, looking at other cars and formulating plans for our own projects.

The big boys refuel for this race every hour. We reckon after this weekend that we could play a tortoise and hare strategy given our large fuel tank and fuel efficient, small capacity engine, but that's for another year. Refuelling for the Six Hour race takes place at a Total service station situated on the circuit. Fun and games when it comes to the heat of racing!

Qualifying is on a damp track, which makes it particularly tricky: the racing line is dry but off that it's really slippery, which makes for a no-mistake effort!

On a track as long and wide as Spa, a Porsche 356 can look very, very small. Spa has its own microclimate, so you can't take the weather for granted

“Qualifying is on a damp track, which makes it particularly tricky...”



With the only other car entered in its class not showing on the grid, the 356 was, quite literally, in a class of its own!



Between testing, qualifying and racing, however, we manage to take 10 seconds a lap out of our best times: our fastest time (albeit in the wet) in practice is a 3.42, and then I think normality is restored by me being marginally faster than Ian by posting a 3:32 in qualifying in the dry. In the race, however, Ian does a 3:23.4, better by three seconds over what I can manage.

Frustratingly we test the stinger and find it provides a significant improvement to mid-range punch, ideal for Spa, but just trips us over the decibel limit of 105db for the race. I have to report to the Clerk of the Course in testing to confirm that our 106db car will be quieter next time it takes to the circuit.... That will be a job for the winter – quietening the stinger without losing the horsepower advantage.

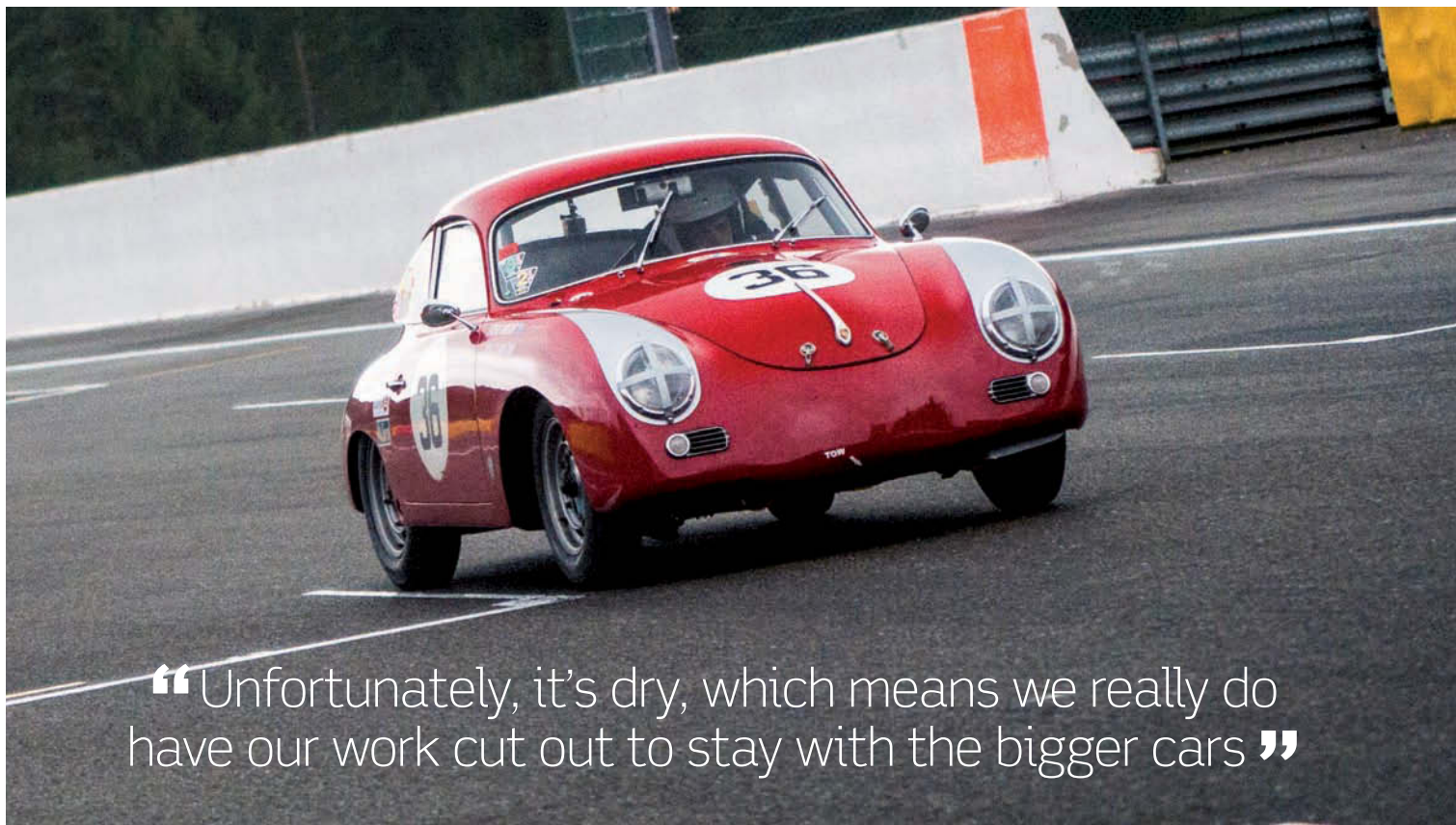
And so to the race. The grid is small (just 16 entries) but comprises some wonderful cars: Ferrari 250 SWB, AC Cobra, Aston Martin BD4, Jaguar E-types, and then further down the field Lotus Elites. The only other car in our class (1301cc to 2 litres) is a Morgan +4 Supersport but unfortunately it never makes the start line, rather ambitiously having done the Six Hour race the night before. If you were cynical you might say any class win

isn't real, but Porsche's first class victory at Le Mans, much lauded and pivotal in their ascendancy, was also won with no-one else entered in their class simply by virtue of finishing a gruelling race on a mighty circuit.

Unfortunately it's dry, which means we really do have our work cut out in staying with the bigger cars. We line up at the back for a rolling start, along with the other two drum-braked cars, an Aston Martin DB2/4 Lightweight (car 121) and a delightful Alfa Romeo Giulietta owned by Andrew Lawley. The Alfa has wonderful period competition history having been raced all over Europe for two seasons in international GT races in 1958 and '59. The car ran in the Coppa Inter Europa at Monza, Grand Prix support race at Spa, Silverstone, Brands and Goodwood among others so it must be wonderful to own something like that and retrace the early footsteps of your car's life again.

The grid bunches as we come into the hairpin between the two pit straights, La Source. I almost ram the Aston Martin trying to keep with the pack and have to change down to regain the lost momentum, but manage to get inside the Aston as we exit the hairpin. A drag race down the old straight presents a game of chicken: who will lift first before Eau Rouge as we won't go through side by

The 356 never missed a beat – the Ian Clark-built engine regularly hitting 7500rpm on each shift, with the occasional sight of 8000rpm on the tachometer





Wet in practice, dry in the race – you never know what lies ahead. A wet race would have favoured the 356, as bigger cars are more of a handful in the dry

side! He lifts and I slot in behind the Alfa for Raidillon. We blast up the straight, surprisingly gaining on a white E-type with red stripes.

Drafting behind the Alfa on the straight allows me to overtake him and I manage to get the Aston on the next corner, too. I decide not to lift through Blanchimont and run out of talent, a lurid slide accompanied by a sharp intake of breath that takes me over the rumble strip and into the asphalt run-off costing me momentum and time. The Aston gets in front and we repeat the battle we had at Donington last year, him pulling away on the straights and me catching him through the wiggly bits.

As we come up Radillion, though, I use a few more revs and again tuck in right behind him, drafting to gain more momentum. I pull out and draw past, giving him a cheeky smile and a wave as we hammer down the straight. I can't maintain the lead though and he out-drags me to the chicane. All the while the Alfa is crawling all over the back of the 356 trying to get past, my mirrors full of the lovely Italian car.

On a couple of occasions when I look in the mirror I can't even see the front of the Alfa, all I can see is its windscreen and Andrew's face! I manage to sneak up the inside of the Aston at the Bus Stop chicane as he's slowed by the E-type. I can't get past the E-type though – he's taking that lovely, lithe car as wide as he can on the corners and I haven't got the horsepower to overtake him on the straights.

The Aston takes advantage of me being slowed slightly and I have to take defensive lines to keep him from getting past for the next two laps but he finally gets me on the main straight. I then spend the remaining four laps in one of the most epic battles for last place that has ever taken place!

The Giulietta and I trade places, both of us dicing inches apart. As we come into Pouhon, a tricky left-hander, I lose him in the mirrors and assume he's gone down the inside (the left). As I drift out towards the kerb on the right I realise he's trying to go round the outside of me and I'm inadvertently forcing him onto the grass! The bollards at the end of the kerb are rapidly looming but I'm completely committed to my line – I manage to tighten it just enough that Andrew misses them by inches but we're so close I can see the instruments on his dash. Andrew later remarks that had we swapped paint it wouldn't have mattered as both cars are the same colour!

We all come in to pit at the same time but uncharacteristically we fluff ours, taking 35 seconds, and the Aston manages to stay in front after the driver change. We had banked on being out before them as we're usually quicker but in this instance they swap with lightning speed. The Alfa gets out before us too with a substantial lead, so Ian has a real task on his hands.

He begins to hunt down the Alfa, taking one or two seconds a lap out of his lead. Each lap is quicker, Ian

reducing his lap time by a second each time. But will it be enough? On the penultimate lap the Alfa still comes through in front, with Ian a few car lengths behind him. On the pit wall we think it's all over but Ian has different ideas.

He closes the gap through the hairpin and then gets alongside the Alfa on the run down to Eau Rouge. The in-car footage of this is just heroic, with Ian slowly overhauling him as Eau Rouge looms, the hill up Raidillon rapidly filling the windscreen like an aircraft cockpit just before impact into the ground.

As Ian comes through the Bus Stop, finally in front, we erupt in celebration and Ian punches the air. Looking at us you would think we had won the race! In fact the race is won not by the pole-setting Cottingham E-type, which is blisteringly quick and resplendent in its beautiful burgundy paint, because it appears to lose a wheel at Blanchimont. It's a rare failure from an often winning car and driver which allows the AC Cobra to take a much deserved overall win.

At the other end of the field, to have raced side by side for an hour and beat the Alfa by less than a second shows you how close it was. The fact that it was for last place makes not a jot of difference to any of us, and what's interesting is that at the prize-giving the banter, laughter and animation at the 'drum brake' table makes it obvious who had the most fun. We've had the best of the battles, thoroughly enjoyed some close racing, and enjoyed a level of camaraderie that is truly in the spirit of racing as it was in period.

So Spa proved to be as good as friends said it would be: an epic circuit, life changing actually, because once you've faced fear and beaten it your perspective changes. This was our last race of the season and next year is uncertain unfortunately. I can't afford to complete the build of the Okrasa Special and race all next year so we will do a couple of races and focus on finishing the Special.

I do hope these race reports have entertained and inspired you. If you've have a desire to race then I can wholeheartedly recommend 356s. They aren't the quickest car but they can be made to run competitively and are a rare sight on the race track.

If they are screwed together well then they are also bulletproof. Plus they are hugely entertaining and really take something to get the best from them, so you feel like you've been an integral part of whatever success you've achieved, rather than just pointing a big and dumb V8 through a corner and putting your foot down.

Next month I'll update on the Okrasa Special as we've made plenty of progress there... **CP**



If you want to see how close the racing was, and how scary it can be at Spa, scan this QR code with your smartphone, or go to https://youtu.be/25FY_iibd6U



WIDE OPEN **FUN!**

Downshifting from fifth into third and nailing the throttle always brings a smile to Steve's face when he drives his hot-rod 911S. Can't say we're surprised...

Words: Steve Wright Photos: Keith Seume and Antony Fraser

A back injury precluded any racing for a while – all I did was bend over to tie a shoe lace. Oh the frailty of the human body! The race I missed was one of my favourites, Oulton Park with the FISCAR race series. Oulton is a lovely circuit, lots of elevation changes and set in a wonderful park-like setting. FISCAR is great, too, and is confined to just 1950s sports car racing.

As it was it poured with rain again so perhaps it was all meant to be – we needed a dry race this year! In particular we needed a dry race for the next and final race of the year as it was at Spa. If you want to raise your blood pressure and get a flush of adrenalin coursing through your system then find some in-car footage at Spa, it is unbelievable.

Eau Rouge is justifiably one of the the most famous

corners in the world, but I reckon it's the next one up the hill (Raidillon) that deserves more respect: fast, off-camber, blind apex and exit, and an increasing radius. Any one of these makes a corner potentially tricky, all four make demand your attention.

In the wet? In a rear engine car with swing-axle suspension? Your eyes are going to be out on stalks! Which is how we like our racing, reminding ourselves we're well and truly alive and kicking. You can read a full report of how we got on in this year's event on on pages 82–85.

Talking about living, there's only one other car I've experienced that regularly makes my palms sweat and raise my blood pressure. Fortunately I own it, and driving my 2.2S to Hedingham Castle for Classics at the Castle just after dawn on the Sunday morning reminded me why I so love this car.

There's a particular section of motorway on the way that has a long, long uphill section, the sort where trucks chug up in low gear and most cars drop well below the speed limit unless the driver is really intent on pressing on.

I've learnt that if you drop the 911 into third from fifth and nail it, the car will continue to accelerate all the way up. As you crest the rise, the car is absolutely howling in fourth, engine bellowing, cold air being drawn in through completely open mechanical fuel-injection throttle bodies and spent gases roaring out the straight-through exhaust. I can't help but let out an involuntary yell as I crest that hill. It's rather like the modern equivalent of the rush that I imagine was experienced by cavemen killing an animal for their next meal.

Of course you can't drive everywhere like that so it's nice to be able to flick it into fifth and cruise happily with modern traffic, the engine just on cam but muted as you leave the sound behind you. Not many cars that can pull that sort of Jekyll and Hyde trick. Don't you just love old Porsches! **CP**



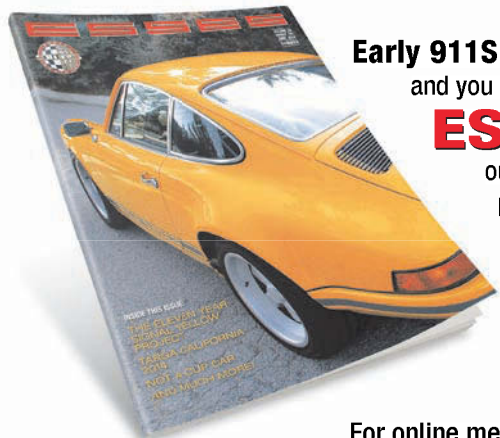
Above: Taking the 911S to Classics at the Castle gave Steve the opportunity to stretch its legs up one of his favourite motorway hills

Left: Keeping company with the 356 race car and the Okrasa special, of which more next time...



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ON THE ROAD!

At long last, four years after I bought the base car, El Chucho is finally on the road! There are still a few things to sort out but at least I can drive the car as and when I want!

Words & Photos: Keith Seume

Four years ago this month (October), I was out in California looking over a rather tired engine-less 1966 Porsche 912 which I had agreed to buy. Well, in fact, which I had already bought, sight unseen. It was to be a 'quick project', converting it to a hot-rod, with a 911 engine and a few other modifications.

Naturally, as is the way with all such plans, the reality was rather different. The rust- and accident-free bodyshell proved to be rusty, and had been hit front and rear. The 911E engine I later bought turned out to be internally trashed. I began to despair. But now I'm smiling with a smile so wide I'm swallowing flies every time I go outside.

In the last issue, I had got as far as refitting the alternator and ECU, and was ready to think about actually driving the car down the road. Well, nothing ventured, nothing gained, so I coaxed the engine into life (it ran fairly roughly at this stage) and backed it out of Roger Bray's workshop. Even just driving the car a few yards to the petrol pumps felt surreal after such a long period. Next was a tentative drive down the road...

I'd love to say it ran like a dream, but it didn't: the engine didn't like much more than quarter throttle, and would cough and splutter at anything over that. But it drove and felt strong. OK, so now how about getting the car MOT'd? It was booked into Oaktree Garage, run by the ever-knowledgeable, ever helpful Crispin Manners, for its first ever UK inspection. To be honest, I was scared – scared that, after all this time and effort, it would fail miserably.

The eight-mile drive to Crispin's was memorable, as the Porsche wouldn't do much more than 30mph, meaning there was a rather embarrassing queue of traffic forming behind me. But I made it and Crispin set about giving El Chucho the once over. Anyone who knows him will be aware of Crispin's fairly taciturn manner at such times. There were some 'Hmmmms' and



Above: El Chucho's first public outing was to the publisher's Porsche Picnic event at Mapledurham House, near Reading. It was great to finally be able to drive to a show!

the occasional comment about the car, interspersed with the odd joke, but little to give away what he was thinking.

There was some debate about the legalities of yellow headlights (they are legal, by the way) but, in the end, the car passed with a couple of advisories, one being play in the top bush of the steering column. I was jubilant, and spluttered my way back to Roger's with a fresh pass certificate in my hand!

Back at the workshop, I removed the steering wheel and found the reason for the play in the column: I'd forgotten to refit the spring and collar which support the top bush. Doh! Once installed, there was no play at all.

On the drive there and back, I'd been impressed with the way the car rode, steered and braked – no rattles and bangs, no pulling to one side or the other, just tracking straight and true. The brake pedal felt a little heavy, so I'll either get used to it, or think about swapping to a smaller master cylinder at a later date.

As the next step was to see if I could get the engine running better, I asked Tim Bennett if he could come back down and lend me a hand – his experience with Megasquirt ECUs and independent throttle body injection far exceeded anything I'd learned along the way.

As I drove the car up and down the road, Tim sat in the passenger seat with his laptop and tried to make some fuelling adjustments, but to no avail. Back at base he plugged in his Innovate air-fuel sensor and I got ready to fire up the engine once again. And then the fuel pump stopped. We looked at each other and wondered who'd done what – neither of us had, in fact, touched anything.

During the MOT, Crispin had commented on how loud the pump was and that 'it didn't sound right' – it appeared to be cavitating, so we discussed moving the pump to the front of the car to give it a chance to draw fuel more easily. Before I'd had a chance to do that, the pump had died – seized solid.



Left and far left: Crispin Manners of Oaktree Garage in Devon giving El Chucho its first MOT inspection, which it passed with just a couple of advisories. Next step was to get the car registered on UK plates at last



Above and right: On the rollers at Tipton Garage, where Stephen Miles (right) worked his magic on the fuel maps. The difference between before and after was like night and day

As I bade Tim farewell, I headed back to the workshop, tail between my legs again. Another £100+ down the drain as I bought a new Bosch pump and then spent a day draining the tank, modifying the fuel outlet (fitting a 10mm pipe in place of the original 6mm one) and mounting the new pump in the smuggler's box. As soon as I turned on the ignition, I was dismayed to see that there was no fuel pressure reading on the gauge mounted in the engine bay!

After some head scratching, I came to the conclusion that there could only be one reason: I'd got the flow and return lines mixed up, with the pump trying to suck fuel from the small-bore return line into the tank. Doh, again. With that sorted out, it was obvious the new pump was doing a better job – it was quiet, ran smoothly and gave a stable pressure reading at the gauge.

A drive down the road was like driving a different car – the old fuel pump had clearly been starving the injectors of fuel, for the engine sang at higher rpm and El Chucho finally felt like the hot-rod I'd dreamed of owning. Obviously there was still a lot to do, but we were getting there.

The next step would be to put the car on a rolling road to set the fuelling more accurately, and also, hopefully, improve the cold starting. It behaved rather like a carburetted 911 on a winter's day in this respect, requiring a fair bit of coaxing into life first thing in the morning. Once it fired, it would stall again, but then fire up easily. If I kept it running, as soon as there was some heat in the motor, it would idle well and drive smoothly.

But where to take it? Various people made suggestions, but most were for places many miles away. I turned to good old Google and searched on 'rolling road, Megasquirt, Exeter' in the hope of finding – guess what? – a rolling road, well versed in Megasquirt ECUs that wasn't a million miles from Exeter. One name kept coming to the fore: Tipton Garage, run by father and son Richard and Stephen Miles.

As soon as I mentioned Tipton garage to anyone, the response was instant: 'They're great! They really know what they're doing.' I felt I was in good hands. Indeed, I met Stephen and his father at the Goodwood Revival meeting where they were looking after a Mercedes saloon they'd prepared for Brian Redman to race – you'd not be doing that if you had a bad reputation, would you?

The session on the rollers was very rewarding and once I got over my initial jitters of standing next to my car listening to the engine revving to 7000rpm, it was great to see how relatively small changes to fuelling and ignition could make such a big difference to the running. Although I am something of a traditionalist at heart (I love carburetors...), it was clear that there is no way carbs could match an ECU-controlled EFI set-up for tunability.

By careful attention to the maps displayed on the laptop, Stephen was able to identify areas where fuelling and timing could be optimised to not only make the engine responsive, but also take out the 'peakiness' of the 911S cams I had installed. We chose not to push the engine hard at this point as it had far too little running time on it since being built, but a road test proved how El Chucho was now a living, driving beast at last. It's booked back into Tipton in November for the final power runs.

The following day, DVLA having finally issued me with a registration number, it was time to drive up to Surrey for an overnight stop at Delwyn Mallett's before driving in convoy (with his 356 Speedster) to the publisher's Porsche Picnic at Mapledurham. It was fantastic to at last be driving my car to a show. Even better was the 240-mile drive back to Cornwall later that afternoon.

Any problems? A broken speedometer cable (I knew I should have replaced it) and a faulty oil temp gauge. Did I care? No, of course not – I was smiling all the way home... **CP**

Right: The engine now runs as sweet as a nut, although it still requires final mapping of the ECU

Far right: Tim Bennett came down to lend a hand but a faulty fuel pump cut the day short



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911L 1968 SWB 2.0 UK-reg RHD early 911 in excellent condition, very rare matching numbers original UK car complete with Certificate of Authenticity from Porsche GB. In total only 460 of these outside of the US were ever produced and a very small handful of those in RHD for the UK market making this a rare early 911. In 1968 Porsche made the L model (Lux or Luxury) for one year only which sat alongside the high performance 911S and entry level 911T, the 911L retained the 130hp engine with later Weber carburettors, brakes were ventilated discs all round and wheels were steel as standard or optional Fuchs. This car was not used between 1986-1993 then used until 1997, it was dry stored correctly until 2003 when exported by its relocated owner to the USA and used only rarely for shows with the local Porsche Club America Lonestar Region before returning to the UK in 2011 where it has been used ever since. The car is in excellent condition and 100% rust or rot free, the engine is perfect with no oil leaks, the mileage is showing 51,400 and with what paperwork and old MOTs we have plus given the history of the car we can only assume this to be correct, the current MOT is valid until May 2016. This is my own personal car and registered in my name at my home address, with values now over £100K for LHD cars this is very sensibly priced at £89,950, please no silly offers, I may PX for another 911, 356 or Ferrari 360-430, the car is located in Falmouth, delivery inside the UK is possible. Tel: 07866 484721. Email: garybaldy9037@hotmail.com (Cornwall). C32/030



911 Carrera Targa 1986, the car was subject to a major mechanical overhaul including an engine and gearbox rebuild by Ninemeister (well known Porsche specialist), all tinware was bead blasted and powder coated for extra longevity, details of the engine and gearbox rebuild are included in a large file of receipts and the cost for this work exceeded £8600. Other work carried out is detailed in the history file and includes bodywork, brakes etc, the mechanical work was carried out in late 2009 but the car has had very light summer use since, the mileage since the work was completed is around 1000 miles. The total mileage shown is 125,500 and there are a large number of old MOTs present going back to 1989, there is a replacement service book (as the original was lost) which also contains copies of some of the original service records as shown in the original book, these together with other old receipts for work carried out provide a history of the maintenance and work carried out to the car for most of its life, the most recent services were carried out by Autostrasse. The car has been maintained regardless of cost and as a result drives very well, as is shown in the photo, the car has been maintained as original car, the aftermarket steering wheel is an obvious deviation from original but the original steering wheel (in good condition) is available if this is preferred by any purchaser. Car is MOT'd and is currently taxed and being used occasionally, I am happy to provide any further information, £24,750. Tel: 07876 795437. Email: jamesjhands@gmail.com (Suffolk). C32/028



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924 Carrera GT Replica 2.0, Carrera GT style bodykit, it would make a great track day car, it has the Nissan 300ZX light conversion, 944S2 front bumper, foglights need wiring, full stainless exhaust with twin backbox, good condition cookie cutter alloys and Toyo tyres, red and black leather front seats, MOT till April 2016, bills for thousands, lots of history, it is a classic car over 30 years old and the paintwork is showing its age, it has some chips and bubbling on the front wing, see image, it has had a respray but it isn't great, would be a lot better with new respray, photo makes the car look better, would be good to view, the gear stick is a bit loose, seems a common problem, will need a new fan belt soon as started to squeak on start up, the engine runs well, once first started in the morning it runs rough for a few seconds then clears, £2000. Tel: 07872 614667. Email: jonnyarnes@hotmail.co.uk. C32/027



924S, black with beige interior, tons of paperwork (almost full history), low mileage, 2 keys, immobiliser, power steering, great runner, 81K miles, work done on the car recently (excluding standard maintenance): 2013 - new exhaust, fuel lines (steel braided hoses in engine bay), ignition leads, clutch bearing, 2014 - new cam followers, engine gaskets, full suspension, new bushings, new brake lines and brakes (refurbishment), all the parts genuine or high spec replacement, may exchange or part exchange (preferably 4x4, can be in a higher price), no tyre kickers please, mileage can rise slightly due to daily usage, £2500. Tel: 07544 487447. Email: mike.rbk.private@gmail.com (Aberdeen). C32/029

Parts

911 new rear wing quarter panel, new right hand rear wing/quarter panel for early 911, unsure of exactly what age/model it is for, part of a workshop clearance, £200. Tel: 01233 750508. Email: josh_92@live.co.uk (Kent). C32/005

Blaupunkt Berlin 8000 gooseneck radio-cassette recorder, original factory option for Porsche 911s and 928s from 1979-1983, new old stock, so it's unused, boxed and complete with all components and instructions, for more information and/or photos, please send me an email or call, £500. Tel: 00 34 630 045990. Email: frankleon88@gmail.com (Madrid, Spain). C32/019

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 914.613.303.10 (2): T/S switch NLA.
 914.613.302.10 (1): Wiper switch NLA. 914.563.082.11 (1): Roof catch rear right (new gen Porsche) NLA.
 914.563.081.11 (1): Roof catch rear left (new gen Porsche) NLA.
 914.552.501.10 (1): Inner glove compartment (used) NLA.
 914.559.258.10 (1): Grille chrome, right, not for additional fog lights (new) OEM NLA. 914.559.257.10 (1): Grille chrome, left, not for additional fog lights (new) OEM NLA.
 914.531.822.10 (2): Door seal, inner right (new). 914.531.821.10 (1): Door seal, inner left (new).
 914.531.813.10 (1): Door seal, outer left (rough shape). 914.531.814.10 (1): Door seal, outer right.
 914.559.265.10 (1): Roof pillar lining, left. 914.559.266.10 (1): Roof pillar lining, right. 914.563.039.10 (1): Seal, windscreen frame (new genuine Porsche). 914.631.934.11 (2): Lens, US front turn signal (no screws). 914.531.037.10 (4): Door support (used). 914.563.077.11 (1): Roll bar gasket (new in bag from 914.rubber.com). Steel roller door stay repair kits (2). Rear bumper plug, chrome, perfect condition.
 911.731.015.40 (1): Sun visor support, left (new). 911.731.016.40 (1): Sun visor support, right (new).
 Tel: Frank Gregg, 001 828 692 3178. Email: greggfm@bellsouth.net (USA). C32/018

924 Carrera GT parts, assorted 924 Carrera GT parts, phone for details, buyer collects, £1500 for the lot. Tel: 07913 707975. Email: ridgewellfarm@btinternet.com. C32/006

911 genuine Bosch fuel pump, I have a genuine Bosch fuel pump, part no. 0580 464 069 which I bought as a 'just in case' for my 1988 911, it has never been used and the car has been sold, possibly suitable for other models, original packaging and clips etc, £75 includes postage to mainland UK, overseas at additional cost. Tel: 07989 207492. Email: sti5300@hotmail.co.uk (Wales). C32/022

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B/post right hand 911 502 042 02, early 911 B/post, right hand side, new old stock, original Porsche part, £30, postage extra if you want the item sending. Tel: 07989 407993. Email: Lomasandfisher@hotmail.co.uk (Chesterfield). C32/023
Rear centre panel, early 911 rear centre panel, used with slight rust, £25. Tel: 07989 407993. Email: Lomasandfisher@hotmail.co.uk (Chesterfield). C32/024

Miscellaneous

911 & Porsche World back issues, 1998 nos 50-57; 1999 no 58 and 66-69; 2000 Jan - Dec; 2001 Jan and May then Nov and Dec; 2002 Jan - Dec; 2003 Jan and Feb, all in excellent condition, will deliver in the local area or buyer to collect or meet in the region, £25, open to sensible offers. Tel: 07973 843190. Email: geoffmeakin@ntlworld.com (Wiltshire). C32/008



'A911 TEW', on retention, £1100 ovno. Email: richard@uplandsorchard.co.uk. C32/016

911 & Porsche World magazines, every copy from July 1995 to August 2015 including 14 911&PW binders, all in excellent condition, £100, offers, buyer collects. Tel: 07821 328911. Email: brian.debney@yahoo.com (Northamptonshire). C32/007
911 & Porsche World Jan '04 to June '14, 125 copies dating from Jan 2004 to June 2014, numbers 118 to 243, including two 911 & PW blue binders, all in great condition and collector's editions from Jan '07 to June '14, great value at £60 (under 50p each), collection only due to weight, DY10 postcode. Tel: 07853 895016. Email: njackson147@aol.com (Worcs). C32/009



Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email: wayne.hardman@btconnect.com for extensive list of items available. C32/017

'911 LP' registration plate for sale, on retention until July 2025, assignment fee already paid, £7600 ono, no auction/commercial sellers thank you. Tel: 07920 773345. Email: lcpearson@hotmail.com. C32/010
'LEE 914' (personalised Porsche number plate for sale), £15,000. Tel: 07770 393007. Email: hannredwin@blueyonder.co.uk. C32/025
'DRZ 911', Doctor's 911? Or dateless plate for any 911, valued at £3245, on retention cert for easy and free transfer to new owner, £2845. Tel: 01463 831668. Email: iantjones@outlook.com. C32/026

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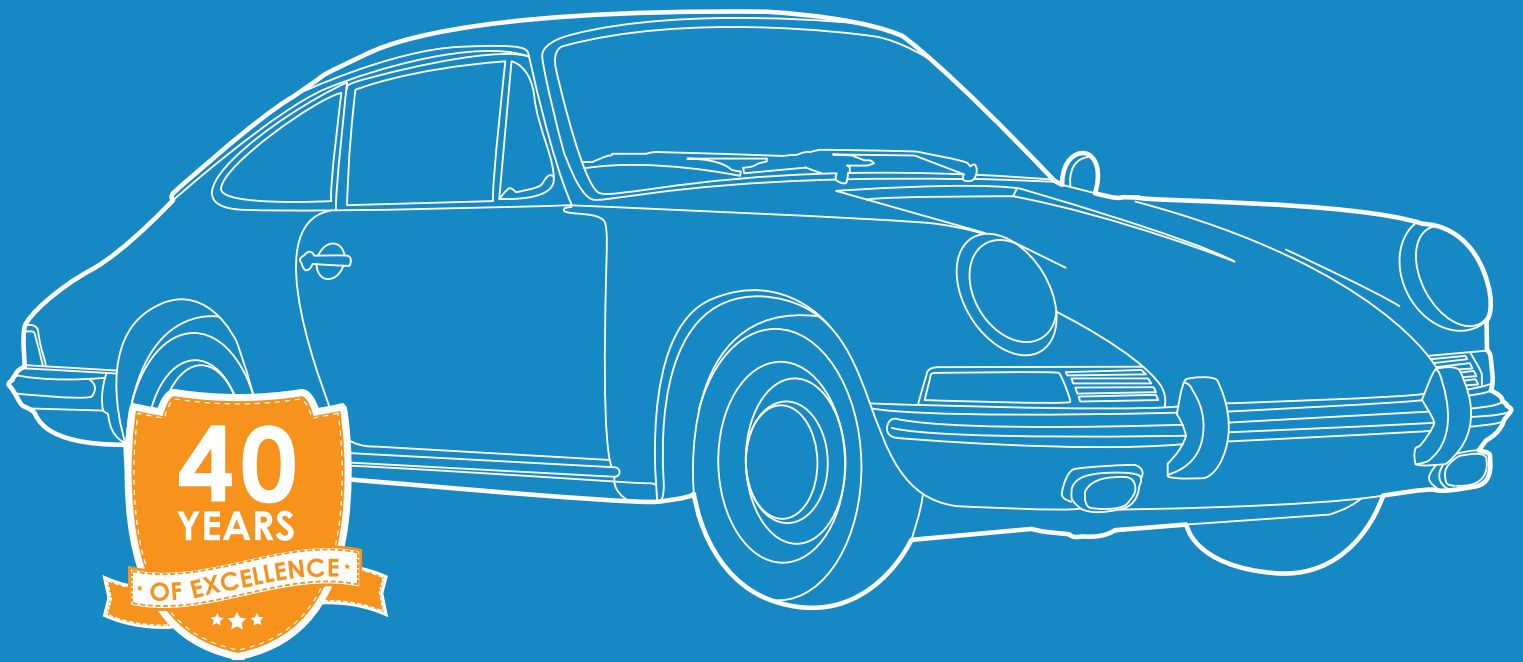
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ADVERT INDEX

356 Panels	58	Haydon Brothers	83	RJJ Freight	82
356 Registry	30	Hexagon Modern Classics	15	Roger Bray Restoration	100
Adrian Flux	97	Jaz Siat Porsche	69	Rose Passion	59
Auto Umbau	83	Joma-Parts NV	68	RPM Technik	6
Auto-Foreign Services	22	Karmann Konnection	99	RS 911	68
Autobahn Interiors	69	Lakewell Porsche Interiors	82	Sierra Madre Collection	63
Autofarm	30	LN Engineering /Fast Forward Automotive	12	Specialist Cars of Malton	58
Automobilia Auction Ladenburg	41	Lynk Photography	30	Sportwagen Eckert	67
Club Autosport	82	Mayfair Performance Insurance	89	Stoddard Parts	37
Coco Mats	45	Paragon GB	19	Stomski Racing	12
Deser	82	Parr	7	Tandler Precision	68
Design 911	21	Patrick Motorsports	22	Tech 9	31
Dodo Juice	9	Paul Stephens	51	Turbo Thomas	83
Duel BV	69	Pelican Parts	17	Vintage Auto Posters	83
Early 911S Registry	89	Porsche Cars GB – Winter Wheels	13	Zims Autotechnik	82
Elephant Racing	73	Porsche Cars GB Aftersales	7		
Elf-Ignition	83	Porsche Classic AG	11		
Engine Builders Supply	23	Porscheshop	48		
FVD	2	PORsport	98		
Gantspeed Engineering	49	Quickfit Safety Belt Service	22	CLASSIFIEDS	93-95
Gmund Cars	48	Restoration Design	77	Classic FX	
Greatworth Classics	58	RH Specialist Insurance	92	PR Services	
				Revival Cars	

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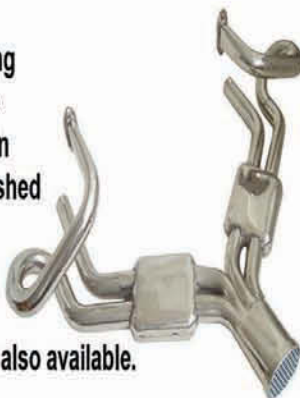


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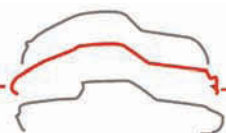
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