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WELCOME



Since the last edition of this magazine was finally put to bed, it's been non-stop here at *Classic Porsche*. March saw us heading to Goodwood race circuit to witness the sight of a grid full of Porsche 917s and Ferrari 512s, aided and abetted by Lola T70s and the like, as Lord March paid homage to the halcyon days of sports car racing. It was like being at Le Mans or Brands Hatch in 1970 all over again.

“*Classic Porsche* will now be published nine times a year...”

Classic PORSCHE

But for us the excitement of seeing those iconic race cars at full throttle pales into insignificance compared to the news that *Classic Porsche* – until now a bi-monthly magazine – will now be published nine times a year (that's roughly every six weeks, to save you turning to your calculator!).

For the last couple of years, we've been asked time and again when are we going to step up production – well, here we go! This means that we can bring you more features on classic Porsches from around the world and more up to date event coverage, too. And, of course, we'll have more pages at our disposal to delve into Porsche's history, with tales of the people, the races and the cars that have made our favourite marque so famous.

We've also made some other changes, like a new logo and a fresh new look to the design. So, from issue #36 (which is on sale 16 June, by the way), you'll need to head down to the newsagent nine times a year, not six. It'll be good exercise!

Keith Seume
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www.classicporschemag.com

FEATURES

ANYTHING BUT NORMAL

Built early in 1966, this 911 wasn't sold in the UK for nearly a year...

ALL THE WAY FROM S TO R

It began life as a 911S but quickly morphed into a 911R-style rally car

ORCHESTRAL MANOEUVRES

Classical conductor Herbert von Karajan was one of Porsche's favoured customers

DOWN UNDER SPEEDSTER

Richard Holdsworth raced his Speedster in Australia, impressing Stirling Moss!

COASTAL CURVES

A Croatia-owned 356 Cabriolet spends its life in the sunshine

AN EPIC WEEKEND

Stephan Szantai reports from the huge All Porsche Weekend in SoCal

REDMAN ON RACING

Exclusive extract from Brian Redman's long-awaited autobiography

GOING PUBLIC

Looking back to the 1963 launch of the Porsche 901 at the Frankfurt motor show

PASSION FOR RESTORATION

Classic Porsche drops in on Canada-based panel manufacturer Restoration Design

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

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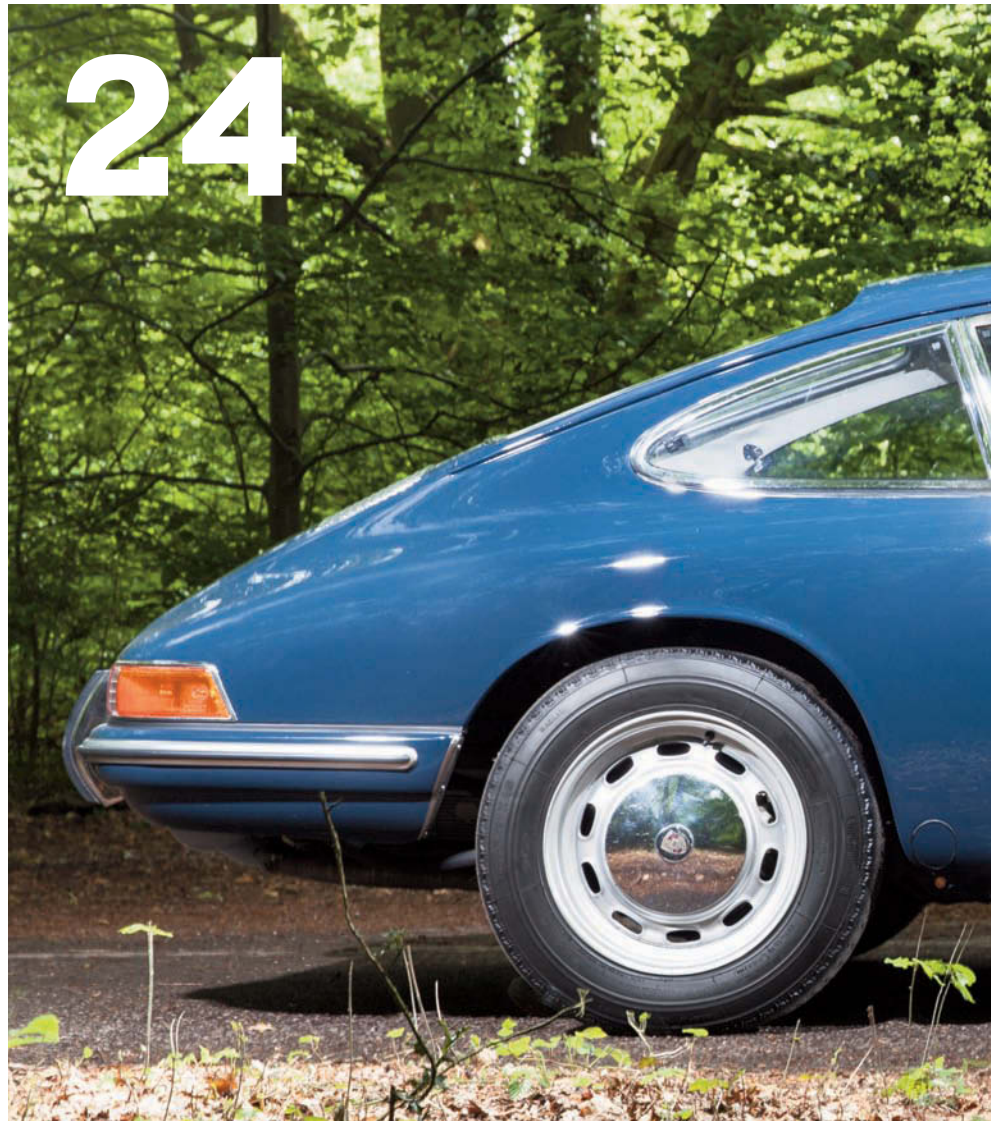
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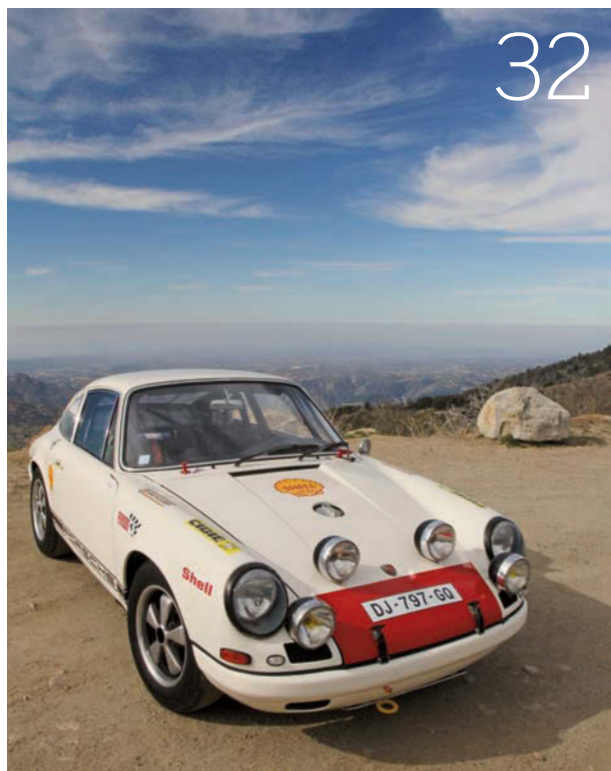
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*Classic Porsches up to 993 with a DIN-1 interface



NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

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

HAND-CUT VINYL ART



Since graduating from Central St Martins in 1996, Joel Clark has always worked within creative industries, mainly in advertising. This enabled him to work in London, Melbourne and Dublin, before returning to London, where, in the depths of a recession, he found himself with the opportunity to pick up a paint brush again and get painting!

Seven years on and while still freelancing as a creative director, he developed the direction he's taking his work in. He's now working as a full-time artist, using the very medium he used in his first job, at 16 years old. It's the skills he learnt back in 1990 – hand-cutting vinyl graphics for racing cars – that brought him full-circle and creating his hand-cut vinyl collage sculptures.

'This unique medium enables my work to have many qualities that aren't usually seen together,' he tells us. 'It's a mix of bold, graphic colours with a

hand-crafted finish. This creates a hyper-realism pop art style that transforms real objects (vehicle parts) into pieces that become surreal. Each piece also invites the viewer to create their own narrative – such as "Where is the car and what is it doing there?"'

Take a look at Joel's amazing work at www.joelclarkartist.artweb.com

PLUG THREAD REPAIR

Stomski Racing has introduced their latest tool: the g11 Spark Plug Hole Repair Kit (SR130). An indispensable addition to your tool box, The SR130 will prove invaluable in solving the dreaded problem facing owners and mechanics alike. Stomski Racing's digitally-designed and CNC-machined jig takes the guesswork out of chasing fouled threads or repairing a thrashed head – even if the engine is still mounted in the car.

Check out www.stomskiracing.com for more details...



356 SCULPTURE 911 CAMSHAFTS FROM KENT

While surfing the 'Net the other day, we came across this light made from the crankshaft, headlight and hubcap of a Porsche 356!

It's the handiwork of Italian artist Stefano Notargiacomo, who's had work shown at many of the world's leading galleries. Oh, and he'll be happy to accept commissions – birthday present, maybe? Visit www.stefanotargiacomo.it



Kent Cams has a new range for all air-cooled 911 model years from 1965–89. The Competition/Sport profile is likely to be the most popular, but Kent can do cam profiles to suit your preferences, including full-on race specification. The camshafts are produced on new chill-cast blanks and are precision ground to the required profile. The cams will only be available from approved Porsche engine specialists and are offered at a recommended retail price of £640.00 per pair plus VAT.

For more info check out: kentcams.com



DONNY DAY OUT

What do you do to chase away the winter blues? Why, head for the nearest race track and watch some classic Porsches being put through their paces in readiness for Spa Classic and Le Mans Classic!

The venue was Donington Park race track in Leicestershire and the cars were a factory-built 904/6, an original 910 and a 1965 911 ready for its first drive.

The weather was cold but bright – not at all bad for mid-February – and the cars all behaved themselves. They were there in the hands of Prill Porsche Classics, who prepare and maintain them for the owners. Loudest car of the day award goes to the gorgeous 904/6. Its ear-splitting engine note turned heads at a hundred paces...

www.prillporscheclassics.com



THE FOUR-CAM BIBLE



Undoubtedly one of the most iconic engines ever produced, the Porsche Carrera four-cam motor is the subject of what can only be described as a 'bible' dedicated to spreading the gospel according to its designer, Dr Ernst Fuhrmann.

Written and researched by one of the foremost experts in the field, Peter Pohl, and with a foreword by Andy Prill of Prill Porsche Classics, this fact-filled hardback book was first published in German in 2014, but has now been translated into English for the first time.

It covers the history and design of the engine, before going into great depth about how to rebuild

and maintain a four-cam. Although many of us are unlikely to be in the fortunate position of owning a Porsche with a Fuhrmann engine, seeing how it all works and what is involved with a rebuild makes for fascinating reading. In short, this is a must-have book for any enthusiast (and owner).

Clearly and concisely written, the 108-page book contains over 70 illustrations, which include specification sheets and detailed close-ups of rebuild procedures. It is available to purchase on-line for €120.

The ISBN number is: 978-3-00-052265-9. Buy your copy direct from: www.disch-fachbuchhandlung.de/neuerscheinungen/2676/the-porsche-carrera-4-cam-engines-2-type-547-692-587-fuhrmann

CARBONE HORN PUSHES

CarBone are all about celebrating motorsport and Porsche racing legacy, they tell us. This is why they've decided to launch a series of horn buttons for steering wheels that commemorate legendary racing cars, drivers and accolades.

The horn buttons include themes like the Le Mans g17K, Gulf Racing colours, and Sir Jackie Stewart's racing helmet. 'The quality of our design makes it an accessory that can tastefully underline your car's racing pedigree,' says Carbone. We must admit, we rather like them as a way to brighten up a Momo Prototipo...

For details: www.car-bone.pl



HEXAGON CLASSICS

London classic dealer Hexagon has moved into its new flagship headquarters on Great North Road in Finchley, North London. Called The Hexagon, the site's main showrooms have now been finished, housing the finest classics – including Porsches, of course – not to mention Chairman Paul Michaels' collection of modern art, with total capacity for over 50 cars.

The next phase in the complete redevelopment of the building is the opening of a new coffee shop. A restaurant headed up by a Michelin-starred chef and a design store will be opened later in the year.

The aim of The Hexagon is to bring together classic cars and luxury lifestyle like no other location in London, with each element of the new showroom carefully chosen to represent the finest in its field.

www.hexagonclassics.com



REDMAN BOOK OFFER

This is probably one of the most long-awaited books in Porsche history! Brian Redman is one of very few notable British racing drivers whose racing life had yet to be put on record in book form. Now that situation has finally been rectified!

Packed with photographs, Redman's fascinating memoir is a vivid account of his varied racing exploits, with special focus on the period 1965–75, when he won major sports car races in Ford GT40s, Porsche 908s and 917s, and Ferrari 312PBs.

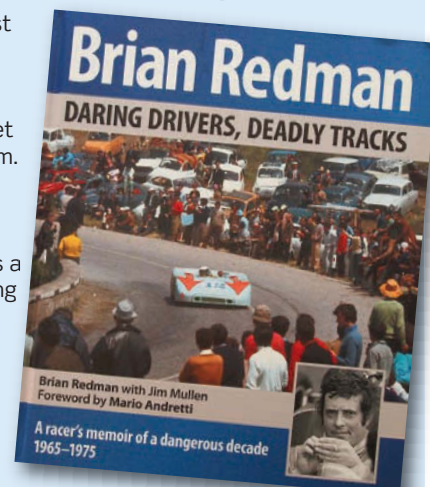
Highly readable, and at times both humorous and poignant, this is a very personal book that will be welcomed by this popular and highly-respected driver's legions of fans. Better still, as a reader of *Classic Porsche*, you can get your copy at a special discounted rate!

Daring Drivers, Deadly Tracks A Racer's Memoir of a Dangerous Decade: 1965–75, by Brian Redman with Jim Mullen, is published by Evro Publishing in hardback, with a recommended retail price of £50.00, plus shipping.

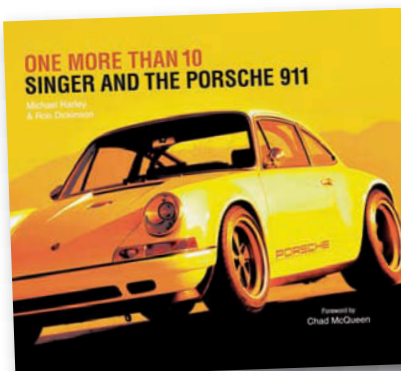
However, the *Classic Porsche* reader offer is £10 off the RRP, plus free postage and packing within the UK (so, just £40 all in). Please note, though, that for orders from mainland Europe and the rest of the world, postage is still applicable.

The *Classic Porsche* special offer closes on 31 September 2016. Oh, and one last thing: please make sure you mention the all important reference code: CP16. Without it you won't get your discount!

Order your copy through www.evropublishing.com



THE SINGER STORY



Some call them the best air-cooled Porsches ever, others simply the best cars in the world. They are the Porsche 911 sports cars that have been restored, reimagined and reborn by Singer Vehicle Design.

Singer Vehicle Design is driven by the singular vision of Rob Dickinson, an ex-car designer and rock musician. Journalist Michael Harley and Dickinson tell the story, while an all-star cast

of automotive writers, journalists and personalities offer their perspectives on the Singer phenomenon.

Throughout the book some of the finest photographers in the automotive world, with unparalleled access to Singer's operations, reveal the sublime beauty of these Porsche 911s as they are restored, and as they play at the track and run the open road.

More than that, the book tells the story of how a life-long obsession with the most important sports car on the planet, which began on an *autoroute* in France in the '70s, came to find a home on the concours lawns and racetracks of the world's most prestigious automotive events.

The writers, photographers and artists who were enlisted to contribute to the book include Guy Allen, Antonio Alvendia, Les Bidrawn, Tom Ford, Marino Franchitti, Robert Genat, Ken Gross, Chris Harris, Evan Klein, Jay Leno, Phil McGovern, Chad McQueen, Holly Martin, Richard 'Dickie' Meaden, Tiff Needell, Drew Phillips, Matt Stone, Pete Stout, Peter Vincent, GF Williams, Renato Zacchia, and Jeff Zwart.

One more than 10 is available on-line in the UK at £85 plus p&p. **Order your copy from www.accdistribution.com/uk**

CLASSIC PORSCHE AGENTS?

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

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Now that *Classic Porsche* is 35 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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CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-34. 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

LAST CALL FOR 356 EVENT!



The Porsche 356 Club Denmark has the task of organising the 41st International Porsche 356 Meeting at Aarhus in Denmark from the 5-8 May 2016. Not long to go, so don't leave it too long to start making plans! Aarhus is the main town in Jutland and is known for its vibrant mix of youthful energy and living history.

The meeting will start off at the Radisson Blu Scandinavia Hotel Aarhus. The participants can look forward to a varied programme of exciting activities during the three-day event. These include a rally in the

mid-eastern Jutland – the countryside around Silkeborg is regarded among the most beautiful. The landscape is dominated by lakes, extensive woodlands and some of the highest points in Denmark.

The participants will get the chance to experience the art, the architecture, culture, landscape and the gastronomy.

The Porsche 356 Club Denmark says it will do its utmost to make sure that the event will be an unforgettable experience for everyone taking part.

Visit www.porsche356meeting2016.com

COLLECTORS DAY 2016

Porsche Model Club Europe President Henk Koop and Mark Wegh, owner of the world's first Porsche Classic Centre, invite you to the International Porsche Collectors Day 2016. The last such gathering was held at the Porsche Museum in Zuffenhausen five years ago.

The Porsche Collectors Day will take place on 4 June 2016 at the Porsche Classic Centre (Porsche Centre Gelderland). It's the world's biggest indoor Porsche swapmeet and exhibition, covering 2000sqm and includes Porsche models in scales 1:1 to 1:220, along with Porsche memorabilia including books, posters, magazines, brochures, art, design, gadgets, accessories, advertisement articles, telephone cards, stamps, pins and more. Many International Porsche Model Club members, visitors and vendors will be attending the show – oh, and there's no charge for entry.

With a grand opening at 10.00am, it's open until 5.00pm. You can find the Porsche Classic Centre between Arnhem and Den Bosch, off the A50 motorway in Holland.

For more information, contact the **Porsche Model Club Europe: PO Box 2, NL-7800 AA Emmen, Netherlands. Tel. 0031-521-345244; e-mail: info@koop-co.nl or log on to www.porsche-model-club-europe.nl**





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Porsche 911 2.0
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Porsche Carrera GT
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RENN SPOT

CLEARLY LIVING IN A DREAMWORLD, DAVID CONKLIN WONDERS IF HE COULD AFFORD TO BUY A GENUINE 911R (PS – HE CAN'T)



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

The rapid escalation in the values of our beloved classic Porsches is hardly 'Breaking News'. That topic has been beaten to death by countless media outlets and commentators.

Some think this new normal is terrific, while others feel that it has doomed real enthusiasts from ever again truly enjoying their cars. I'm still not sure where I stand on the matter, but as the kids say nowadays, 'It is what it is', so let's have some fun with it.

Likely, we have all at one time or another played the mental game 'If money was no object, what one car would I buy to keep forever', aka the 'Desert Island Car Game'.

Naming only one car is a difficult task for someone like me who loves all kinds of cars, from traditional '50s and '60s style hot-rods and customs, to vintage VWs and just about everything in between.

There are a few well known '32 Ford Roadsters that would be high on my list. I believe the Lamborghini Miura SV to be the most beautiful car ever built, so it is right up there, too. The Ferrari TR59/60 is a solid option, as well. My purest love however is classic Porsches, so if I could only choose one car to live with forever, it would have to be a Porsche.

Even after narrowing the choices down to a single marque, a simple decision is not easy to come up with. In my case, it would have to be something that could be used on the street, so 908/3s and 917s are out.

I love early 911s and, having been lucky enough to drive a genuine 911R (#20) a few years back, I can semi-confidently say that a 911R would be my 'desert island' car.

Of course, owning a 911R today is nothing more than a fantasy for most of us. So, I had to chuckle a little bit when last week a friend emailed me an advertisement for 911R #11899005R from an unidentified publication in 1978. Of all of the 911Rs, #005 is arguably the most significant.

This chassis won the Tour de France and Tour de Corse in 1969 and was featured on two factory posters commemorating those events. It was then purchased by Formula 1 and Porsche racing great Jo Siffert who rented it to Solar Productions where it was used extensively during the filming of Le Mans.

At the time of the advertisement, it was described as being mostly original including the paint. What a car!

So what would it have taken to buy 911R #5 in the autumn of 1978? How about \$12,500.00!

Imagine that! In 1978 the average US household income was \$13,650.00, which means that for less than the annual income of the average American, one could have bought what may be the most significant early 911s ever built. And at the time, the ad touted that it was licensed and insured for street use. Even better!

In today's dollars, after factoring in inflation, that \$12.5k price tag would be approximately \$49,000. Even I could afford that.

Sadly, though, many variables other than inflation have affected the cost of terrific old cars like the 911R. Back in those not so far off days, cars of that ilk were simply old race cars.

Before the concept of vintage racing came along, a racing car that was no longer competitive or even legal to race was pretty much worthless. In fact, the legendary Shelby

designer, Peter Brock, tells the story that after their successful trip to Le Mans, the team Cobra Daytona Coupés were almost dumped off the ship and into the sea because they weren't seen as being worth the cost of shipping back to the USA. Thankfully, cooler heads prevailed.

(And yes, a Daytona Coupé would be on my short list as well.)

So yes, that \$12.5k 911R is now worth possibly \$3- or \$4-million, or maybe even more. It's difficult to say for sure since very few ever change hands and I doubt the fine people at the Collier Collection, where it resides today, have any intention of selling it.

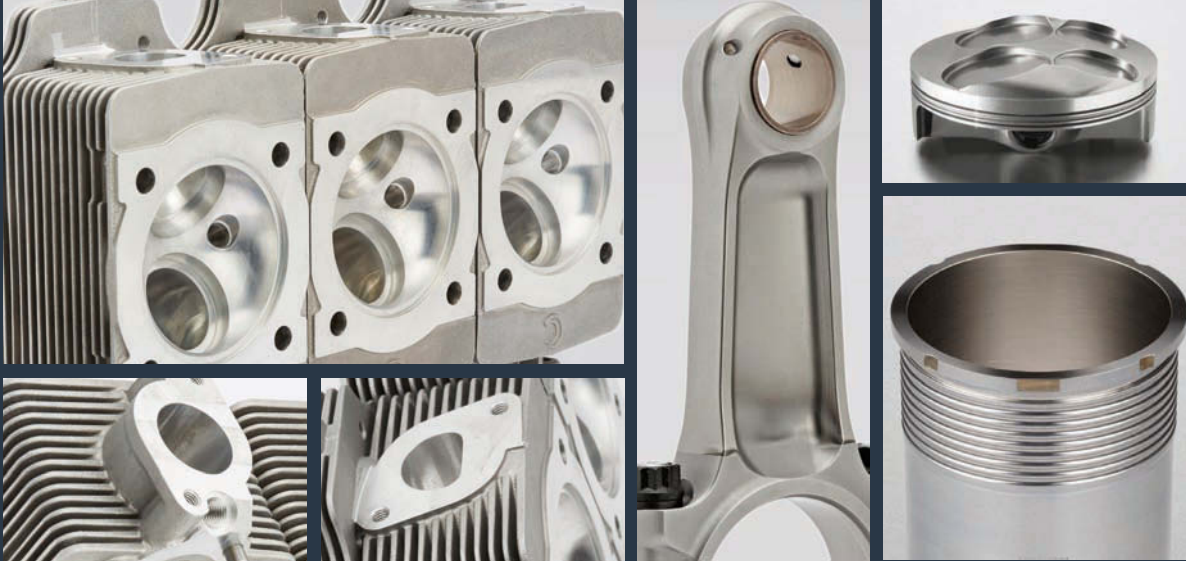
If, however, any of them happen to read this column, please know that if money gets tight, I am more than willing to pay the appropriate inflation-adjusted price to help out. It would be going to a good home and I could pay with cash. I wouldn't even ask for a PPI. Think about it, won't you? **CP**



David Conklin would be more than willing to pay \$49,000 for a genuine 911R, but somehow we doubt whether the Collier Collection would be quite so keen on the idea...



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DELWYN MALLETT

BRING ON THE REPLICAS, RECREATIONS, CONTINUATIONS –
WHATEVER YOU WANT TO CALL THEM...



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...

Replicas are in the news again. Jaguar, after the sell out success of their million-pound, 'continuation' lightweight E-types, has announced a similar run of even more expensive XKSSs, arguably the coolest car of all and a favourite of Mr Cool himself, the one and only Steve McQueen.

As you surely know, with both the lightweight E-type and the XKSS, Jaguar had originally intended to build more cars than they eventually completed and allocated the appropriate chassis numbers in anticipation. That left six chassis numbers unfulfilled for the E-type and nine for the XKSS.

It isn't entirely unprecedented for a car manufacturer to resurrect one of its older models: Aston Martin produced four DB4 GT Zagatos in 1991 under similar circumstances and Cobras seem to stutter on forever, but it is unusual.

When interviewed for a TV documentary chronicling the build of the E-type, Lord March was unequivocal in his response to one question, announcing emphatically that he would not allow the 'lightweights' to race at Goodwood as he considered them replicas.

This may have been a case of 'He would say that, wouldn't he?' having been put on the spot, in the public spotlight. Nevertheless, it was rather disingenuous of him as the Goodwood Revival meeting has numerous 'recreations' competing and historic racing will, as the value of original cars continues to soar, inevitably see ever-more 'tool-room' replicas, or continuation models, competing. The FIA has already approved at least one newly built

Porsche 904.

Aha! The 904. Now there's a thought. If Porsche was ever to enter the 'continuation' game the 904 would be the obvious choice with which to do it. Porsche always intended to build a 'second run' of 904s after completing the first batch of 100 (in fact 120?), even ordering the components for them, but decided not to proceed as the rapidly evolving world of racing took them in a different, space-framed, direction.

The last of Porsche's racers that could be used on the road, and always intended to be powered by the 901 engine, a six-cylinder 904 revival would be relatively easy for a company of Porsche's means and a perfect advert for Porsche Classic.

I'm not trying to do the chaps who already build some fine 904 replicas out of business, but it would be good to see a few more of what is generally considered to be Porsche's most beautiful creation circulating on road and track.

A 'sanctioned' 904 legitimately carrying the Porsche crest on its nose might hold more appeal to the man of means than an unsanctioned version, however good it might be. But I'm sure there's room for both.

Lord March's reaction also begs another question: when is a replica a replica? Should a 'continuation' model built by the original manufacturer be looked upon as a replica or, as they would contend, another car in the series, albeit with a bit of a gap in production?

After all, cars are intended to be produced in multiples and one could argue that after the first

one leaves the production line every one that follows is in fact a replica, irrespective of the time that's elapsed between each build. What the new cars lack is accumulated 'history', but they certainly can't be accused of lacking authenticity. Whether, in the case of an XKSS, history is worth a £10 million premium over a new-build is something only a prospective purchaser can decide.

Replicas are, of course, not a new phenomenon. Before Porsche bought AFN in 1965, they were for the previous decade the sole importer of Porsche cars for the UK, and before that the constructor of Frazer-Nash sports cars. (AFN was the acronym of Archibald Frazer-Nash, who started the company in 1929.)

A third place in the 1949 Le Mans 24 Hour led to AFN building a whole series of 'Nashes' that they catalogued as the 'Le Mans Replica'. In the late 1960s, long after AFN had stopped building their own cars, Crosthwaite & Gardiner made half-a-dozen-or-so replica Replicas! Later, one replica Replica was rebuilt by its then owner using many of the parts

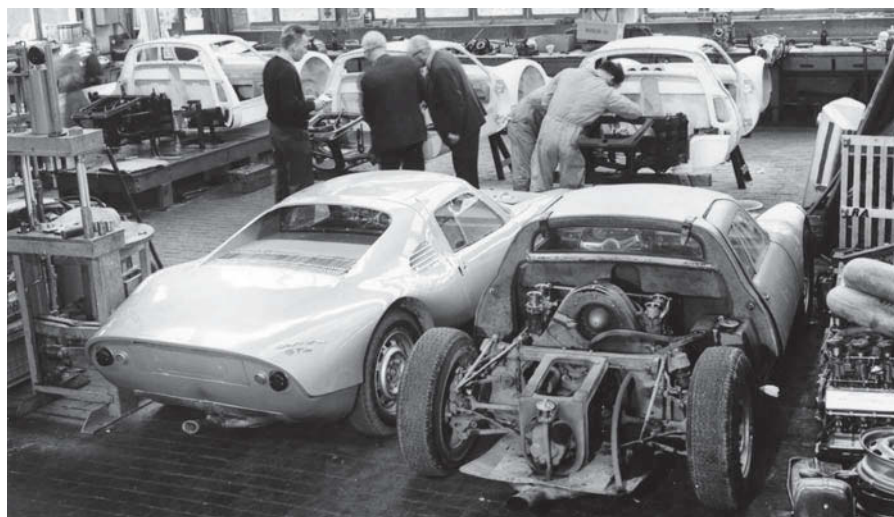
from an original but wrecked car, prompting the great motoring journalist and Porsche 356 enthusiast, Denis Jenkinson, to drop him a note observing that his replica Replica was once again merely a replica!

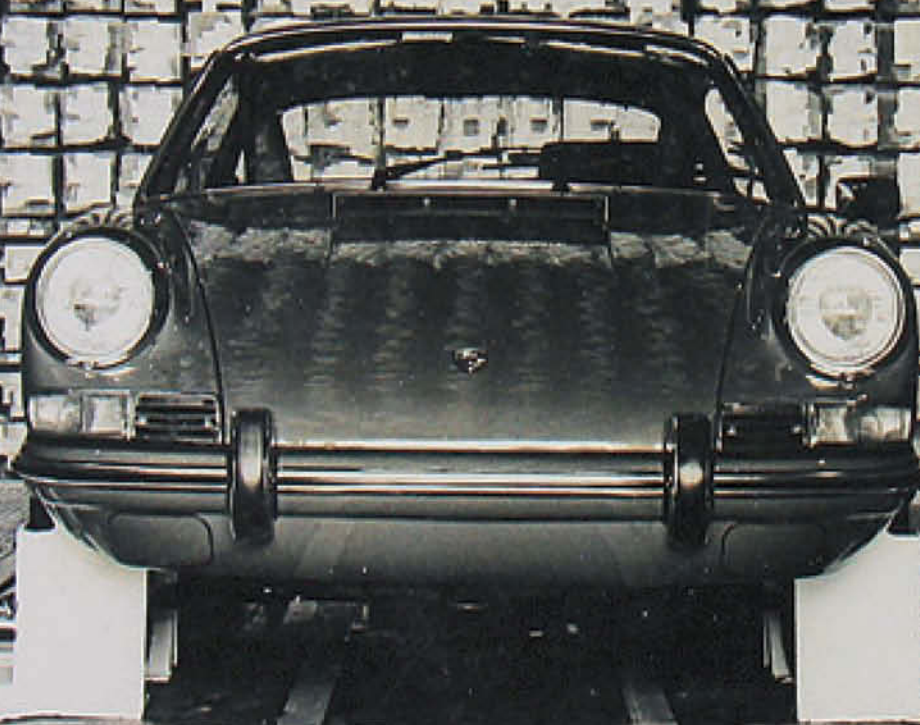
However, here's a conundrum, both logical and illogical at the same time. Because the Jaguars are newly-built the law declares them to be just that: new. But as they are new, they have to meet current Type Approval regulations that, as they are built exactly to the original 1950s and 1960s specifications, they can't possibly do (this despite the fact that there are no restrictions on using the 'old' versions on the road) – a real Catch 22.

So, your million-pound new toy, identical in every way to an original – perhaps even better as it has been assembled with more care – has to be trailered to a private track for you to enjoy it. No Sunday morning posing at the local pub, then.

It's unlikely that Porsche will ever enter the 'continuation' business but if they should I'm wondering, if there's a loophole in the law one can drive through? **CP**

Could Porsche ever be tempted to build a 'continuation' 904? Let's hope so, says Mallett. But where would you legally be able to drive it?





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ROBERT BARRIE

ROBERT LOOKS AT THE AUCTION VALUES OF OUR FAVOURITE MARQUE COMPARED TO THE LIKES OF FERRARI...

The rich are different than you and me. I was there in a vast basement in Paris earlier this year when the highest price paid for a car sold at auction in Europe was achieved. It was for a Ferrari sports racing car from the mid-1950s. No surprise there.

In a recent list of the top 100 prices at auction, more than 80 per cent of the post-war entries were Ferrari. Other marques were conspicuous by their absence. There were just three Porsche on the list. Interestingly, that's the same number as McLaren.

In the last few years – the period covered most intensively by the sample – Ferrari has been the marque of choice for the world's most seriously well-heeled collectors. If you are in the very enviable position to pay more than a million pounds for a car, it is more than likely to come from Maranello.

There are a number of explanations. The most straightforward is scarcity. They didn't make many of them. The Retromobile sports racer was one of a handful of similar cars and had a special competition history. More generally, in the golden years from the mid-1950s to the mid-1960s, Ferrari production was extremely limited.

Some commentators take a thousand examples as the point at which a model or model variant is no longer rare. The Italian firm didn't make a thousand cars in total until 1960 and its annual production didn't reach that level until the early '70s.

If a car is desirable and scarce it will probably also be valuable. That applies to more or less every Ferrari from the 1950s and many

from the 1960s.

Meanwhile, Porsche hit much higher production numbers much earlier and has continued to do so ever since. It was producing a thousand cars a year in the early 1950s and more than ten thousand a year by the mid 1960s. They may be desirable, but mainstream Porsche cars from those years aren't scarce in the same way a Ferrari is.

Fast-forward to the present day and Ferrari talks about producing ten thousand cars per year by the end of this decade. Porsche plans to produce a million of its products over the next five years. In the rarefied context in which this discussion takes place, Porsche cars were not particularly rare in period and are almost plentiful now.

Hang on, some Porsche models and model variants clearly *are* scarce! There were fewer than a hundred 550 Spyders and Jerry Seinfeld's example just sold for very serious money.

Any 356 with a Carrera engine was made in small numbers. Speedsters are rather less rare, on the other hand, with almost 5000 produced in total. There were about a hundred 904s and fifty 906s.

Some two hundred and fifty 911s were produced in the model's first year in 1964, but – at the risk of offending anyone who owns one – the three thousand or more made the following year in 1965 aren't very different. Or not to me, anyway!

The competition department produced twenty or so 911Rs, thirty or so 911T/Rs and a similar number of 911STs. A bit later, there were fifty-odd 2.8 RSRs and about a hundred 3.0 RSs and RSRs.

It's these cars that are really scarce in the Porsche world and they are priced accordingly.

As ever, it's not clear where all of this leaves the 2.7 RS, which, though very desirable, was produced in relatively large numbers.

Ditto the 964 RS and, to a lesser extent, the 993 RS.

The other way in which cars can become scarce is through originality and provenance. It starts with matching numbers and goes into ever more exacting detail.

Some long-tenured enthusiasts tut-tut about all this, but it's where the serious money is and where it is likely to remain. The interesting thing is that some of us are still discovering more about these cars.

How many drain holes are there in the front panel of your early 911? It doesn't matter greatly, perhaps, but one answer is suggestive of more originality than another.

There is a premium for cars with a history backed up by volumes of paperwork if only because few of us bothered to keep all those bills back in the day. Some of us probably

thought it positively politic to lose them. Even if a model or model variant is not particularly rare in itself, it may be that there are relatively few surviving examples that tick all the contemporary collector's requirements.

As you would expect, none of this has escaped the notice of the manufacturers themselves. There is Ferrari Classiche and Porsche Classic to maintain and authenticate your old car as well as a series of modern low-volume classics echoing themes from the past.

There have been RS variants of the 911 GT3 models, the rare Sports Classic and the slightly less rare 50th anniversary editions. The newly-announced 911R is another raid on the back catalogue. There will be just under a thousand of them, as there are of the 918 Spyder.

The main problem with these instant classics is that they are very mileage-sensitive – so much so that you can't really use them. Just like a Ferrari! That's another way in which the rich are different from you and me. We actually drive the damn things. **CP**



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

Jerry Seinfeld's 550 Spyder hit almost \$5.5 million at the Gooding & Co auction, but Porsches are generally still lagging way behind Ferraris in high-end auction results, explains Robert, largely due to their relative availability compared to the Italian marque



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LETTERS

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



SOUTH AFRICAN PASSION

I live in Cape Town, South Africa, which is home to some of the finest coastal and mountain roads in the world and driving five minutes from home can find me in paradise, with a plethora of roads to suit my cars.

I am fortunate to own cars that suit my every need and I believe in driving every one of them. While each of the classics has been through bare-metal, body-off, nut and bolt restorations they are not preserved, but used.

The battle for preservation because of investment value compared to driving to enjoy always leaves me erring in favor of the latter.

I am a diehard collector of classic Porsches and VWs and I currently own the following: 1958 VW Type 15 Karmann Cabriolet; 1964 VW Beetle; 1972 VW TL Fastback; 1978 Porsche 911SC Coupe; 1992 Porsche 964 Cabriolet and a 2016 Porsche Cayman GT4.

I have owned 98 cars, eight of which have been Porsches, 11 Audis and 17 Volkswagens, so I think my

preferences for Teutonic excellence and engineering precision is, hopefully, obvious!

Of the VW group we currently also have a 2014 SQ5 and a 2014 VW LWB 2.0 TDI Microbus. The SQ5 was bought in 2015 to replace my wife's beloved Q3 and in the last two years I have owned a 2014 Porsche Macan S (11 months) and a 2015 Audi RS4 Avant (four months). We also own a 2014 Can Am Spyder RSS roadster...you get the fact that 'cartitis' is a terminal condition with me!

I have restored dozens of cars throughout my 51 years and have rich stories of woe, joy and heartbreak to regale you and fellow readers with. Your restoration of 'El Chuchito' had me commiserating and, in equal part, celebrating as I traversed almost identical, and step for step, challenges while restoring my VW Fastback, which I should name 'El Hombre' because this restoration made a man out of me!

Included are a few pics of my current collection

and I hope to meet up at Le Mans Classic, which I will be attending again this year.

Thank you for this excellent magazine and its equally fine sister publications, all of which I subscribe to, and for channelling your passion for these great marques into excellent reading.

My enthusiasm for *Classic Porsche* is such that the 60-day waiting period until the latest hits my iPad is courted by a mix of impatience, irritation and eventually frustration.

All of this instantly dissipates the moment the 'Alert: a new issue is available' window pops up on my screen!

Greg Davids
Cape Town, South Africa

Keith Seume replies: *Thanks for sharing your passion. It looks like South Africa is a great driving country. One day I'd love to visit. And you'll be delighted to know that, from the next issue onwards, you'll be able to buy nine issues of Classic Porsche a year, cutting your waiting time to just six weeks instead of eight or nine!*

EASY MONEY?

The Porsche 911 has become such an icon many companies consider that by tinkering with them they can improve on the original design.

Many of these 'reinvented' cars only copy what have been Porsche factory design features for many years, so there is nothing groundbreaking being carried out.

Certainly, some of these companies have earned their spurs the hard way, spending many years servicing and repairing Porsches of all descriptions, and I do believe that their knowledge and advice is worth a great deal in the remanufacture of a 911.

Some other companies, though, seem to have suddenly come from nowhere and are now proclaiming themselves to be the foremost experts in retro-style Porsches.

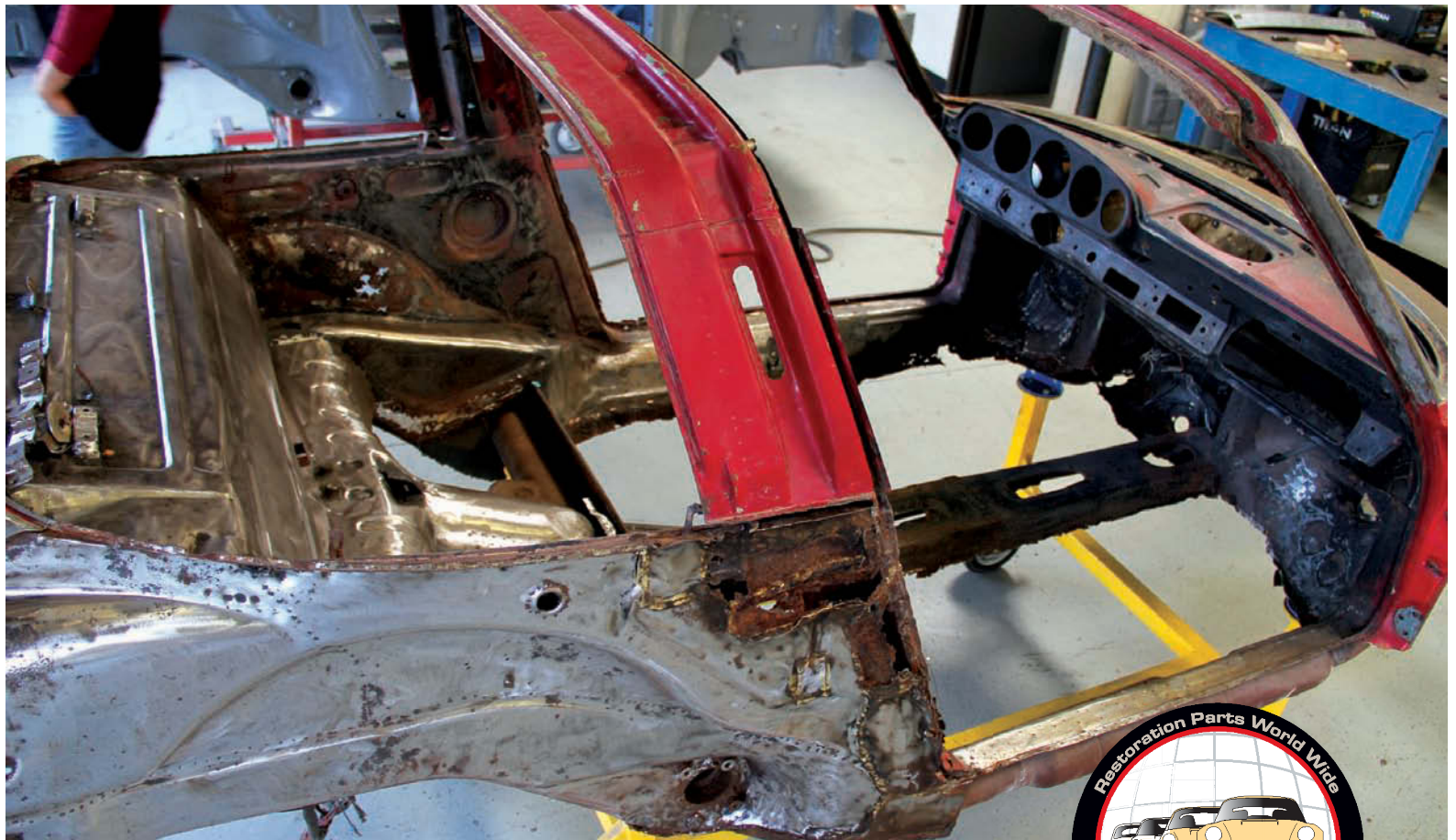
I saw a TV programme last night, 'Posh Pawn', where a company wanted to pawn a 911 they had built to raise funds to make a business of doing so. I would have thought that by selling it they could have raised the funds but by the end of the programme the pawnbroker declared that he had received interest in the car but nobody was prepared to buy it.

Reinventing the classic 911 seems to be the path to get rich quick for some of these companies. I believe the established Porsche specialists are the people to turn to if you want something different. They're probably a safer place to spend your money.

Nicholas Smith
via E-mail

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Far left: Greg Davids owns – and has owned – a string of German marques and enjoys driving them in his native South Africa. Looking at that scenery, we can understand why...



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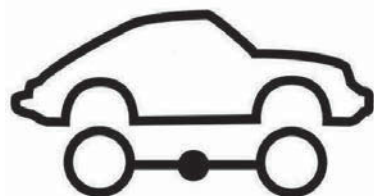


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ANYTHING BUT NORMAL

You'd expect a car built early in 1966 to have been out on the road a month or two later, in the hands of a gleeful new owner. But the Aga Blue 911 you see here sat on the shelf for almost a year, during which time it apparently morphed into a Deluxe, ready for a new life in the UK...

Words: Adam Towler
Photos: Tom Gidden



Normal. It's not a very glamorous name for a sports car, is it? Normal is making sure you leave the house at a set time for a timely arrival at the office; remembering to feed the cat; collecting fish and chips on a Friday evening.

It is not the sort of emotive term that builders of high-performance cars would generally attach to their machinery, and yet, with typical Germanic pragmatism, this is how Porsche referred to the 'basic' 911 once the model range began to expand. Much more inviting, on the other hand, is the word 'Deluxe'...

After a couple of years in production, the Porsche 911 went into the 1967 model year as an expanding family. The original range had been clearly defined around two models: the 901 and the 902, the latter using the 'SC' specification flat-four from the 356 to create a cheaper entry point to the type.

Of course, Peugeot's ownership of the central 'zero' put an end to that naming policy, hence 911 and 912 – and that's how it was until late-1966 and the start of the 1967 model year. At this point the 911S made its debut, marking the arrival of the performance-focused model in the range – a tradition that continues to this day with the Turbos, GT3s and such like.

It was accompanied by two siblings: a basic 911, which

came to be referred to as the 'Normal' (a name which harks back to the days of the 356, where the mildly-tuned 'Normal' was also known as the 'Damerl', or 'lady') and the Deluxe.

All of which brings us to the Aga Blue 911 you see before you on the pages of this magazine. The chassis number 303828 points to a build date of February 1966, but for some strange reason the car wasn't delivered to AFN, the UK importers, until December that year. Although created as a regular 911, during the time period 303828 sat at the factory, the 'S', Deluxe and Normal nomenclature came into being, and it appears this '66 model was 'rebranded' as a Deluxe ahead of being shipped to the UK...

Finally registered on the 16th January 1967 (a whole 11 months after leaving the production line), there is a tale attached to the car that suggests it was the first of its type into the UK, and was used by AFN as a 'press' car. That would make sense of the Deluxe specification, rather than it being demoted to the role of a Normal.

We tried our hardest to verify these claims, including speaking to surviving members of the AFN team from during that period, but frustratingly couldn't quite amass the evidence to prove or disprove the story.

This process was made harder by the car now bearing a different number-plate to the one originally fitted (11 FOO) and the distinct lack of surviving AFN records. We know the





first owner – possibly AFN itself, if the press car story is true – didn't keep the car very long, but after that the trail runs cold. If you're reading this and know more, why not write in and let us know?

Now, when this car was built, as we have said, there was no 'S', no Deluxe and no Normal as such – just the 911, plain and simple. Any variation in specification depended entirely on which options box was ticked by the customer – not that there were many options available at that time. But that all changed the following year.

Introduced for the 1967 model year, the 'S' was a 160bhp firecracker, upgraded in almost every department and quickly the choice of the motorsport amateur. But given that the 'S' marked the top of the range, and the 912 still sat at the bottom, there needed to be some subtle repositioning of the '911' – the original, 130bhp car, that is.

For starters, the Normal (as the lower-range model came to be known) needed to be brought down a peg or two. With the 'S'-specification heat exchangers the power output was set to be more like 140bhp, which moved it perilously close to the new 'S' in marketing terms. Therefore, new milder camshafts that provided less valve overlap brought peak horsepower back down to the original 130bhp, although there was a small gain in the maximum torque produced.

Another significant improvement occurred when the troublesome Solex carburettors were swapped for superior Weber 40IDAs in February 1966, coinciding with the build date of this particular car. Another rumour suggests this particular

car was the first RHD example to receive the Webers, but again, we haven't been able to substantiate that.

This new 901/05-specification engine was combined with a downgraded overall specification, and another impact on the car's performance was the provision of the type 902 gearbox as standard equipment (the four-speed 'sister' box to the 911's designed primarily for use in the 912), with the five-speeder now an extra-cost option. Other items, such as the carpet, for instance, were downgraded, the material in the Normal being Perlon instead of the original and more luxurious velour of the other models.

The Deluxe had similar mechanical specification to the Normal, but with a superior level of equipment, and was essentially the 1966 model rebadged. It was also somewhat more expensive. Prices for the 1967 model year in the UK were listed as follows: 911 (Normal) £2996 including purchase tax; Deluxe £3345 and 911S £3556. In 1966, the singleton 911 model had actually sold for £3438 – or £90 (inc tax) more than its 1967 equivalent, the Deluxe.

In its later life, the subject of our feature fell on harder times, until it became just another MOT failure. It then suffered the fate of many old cars – namely, to be pushed into the corner of a garage and forgotten about, with distant thoughts of 'restoring' one day. For a very long time that day never came, until the car was acquired by a new owner who, with at least one eye on the rapidly rising values of early 911s, believed the car was worth rescuing.

That's the reason I'm standing outside the workshop of



“I almost want to put my arm around it and tell it not to worry...”



Heritage Autowerks near Iwer, Buckinghamshire, alongside Heritage's proprietor Greg Cranmer. Greg took on the project after it had already gone through several phases, and didn't have the easiest of times getting it to the superb condition the car is now in.

'A lot of the original parts had gone missing from the car when it arrived with us: the dashboard, the door cards, the seats and various engine parts weren't there,' recounts Greg. 'Finding the correct year of seats for this car was really difficult, especially a pair that didn't have rusty hinges on the sides.'

'As it was, we just happened to have another car in as a project that had the seats we were looking for, and a deal was struck between the various parties.'

One of Greg's biggest headaches was finding a suitable dashboard, complete with its characteristic wooden insert. 'I reckon it took me 30 hours to find that dashboard in e-mails and phone calls. When you consider the short timespan they made them for, and that it also had to be a right-hand drive one – and not damaged – the chances are very slim. If you recover them they never quite look right.'

'When I did find one I got in my truck the moment I put the phone down to the seller, and I was so happy when I got there and it was OK. It's not perfect, but it looks right; it did cost a lot of money, though. That's the thing: nobody wants to sell any of these parts anymore, they want to use them.'

Greg's challenges continued with a missing air cleaner assembly for the engine, and an incorrect wiring harness.

Once the engine and Weber carbs were assembled and ready to run, fuel simply poured out from everywhere. In fact, Greg was told an engine was already in the car, but on first inspection realised that the rear suspension had been set to make it look as though there was an engine in the car...

'The bodywork repairs had been done really well,' recalls Greg, 'but the panel gaps and paint finish were poor.' Rivera Auto Body sorted that out, including the application of the beautifully lustrous Aga Blue that the car now wears.

Even then, Greg had to sort out a small detail that threatened to become a major problem: 'the fuel filler cap spring had been removed from inside the wing, and then the wing put back in place. Trying to put the spring back in place with the wing now on the car took a few late nights, considerable swearing and, finally, a little 'happy dance' when I succeeded.'

'Our' 911 sits meekly in front of the Heritage workshops, surrounded by modern day Porsche GT cars and hardcore early-'70s 911s. Without so much as a wheelarch flare, let alone the indulgence of alloy wheels, I almost want to put my arm around it and tell it not to worry about the other Porsches that cast a hefty shadow over this little coupé.

One of Greg's very few concessions away from originality has been to lower the ride height, so the car has a sportier stance than the lofty setting it would have had from the factory. Climb inside and the simple design of the seats make few promises as to any lateral support, the giant but thin steering wheel seemingly the only method with which to



brace yourself in the car under cornering forces.

With the simple Irvin – ‘Irvin Air Chutes of Great Britain’ – safety belt clicked in and a twist of the ignition key we’re ready to drive. The immediate impression is of engine noise – the kind that dominates not just the immediate environment but also even your own thoughts. It washes around the cabin as if the flat-six is actually in there with you and its own heartbeat is a constant resonance through a driver’s body.

Although it possesses nothing like the performance of the later 911s, it’s this initial immediacy that dominates my perception of the car: that, and the five-speed dog-leg gearshift, which I can already sense is going to define the driving experience.

The ‘throw’ of the lever is long, and it’s a relief to get it out of the left-most plane and into the second-third-gear row, where I feel I can be much more confident with the shift. More torque this engine may have than the original specification ‘six’, but this is still an energetic powerplant that thrives on revs and enthusiastic use. It helps that the changes around the ‘H’ pattern are predictably quicker, naturally, and as the traffic clears the 911 and I begin to make better progress; begin to get to know each other a little better.

I’d love to be able to heel and toe down the ‘box, but there’s no way my ankle is going to contort back on itself given my right leg has to splay out sideways to clear the large steering wheel. It’s that same spindly wheel that relays so much information about the road’s surface underneath, however, and at higher speeds there’s that typical sense of the car almost floating above the road, although always with a pendulous response to any turn of the steering.

All the time, the little 2.0-litre six-cylinder engine is barking away over my shoulder. It simply never lets up, whether working hard or gnashing and clattering away at idle. It’s been a while since I’ve had a drive in a really early 911 (as opposed to ‘70–’73 cars), and I’d forgotten this facet of their character.

The soft green VDO fonts that stare back at me from the chrome-bezel dials are about as evocative as it gets, but their pin-sharp clarity is a brilliant example of Germanic efficiency, and dominated, of course, by a proud central tachometer. It’s details such as these, and the wheels, and the delicate little quarter lights with their chrome mechanism, that anchor the car steadfastly in the 1960s, even though it is but just a few years from the ‘early’ 911s that we associate with the

following decade.

The lunge for the final gear plane is another stretch, with the lever finally hitting home close to my outstretched knee. A glance in the rear-view mirror and a nod to the single Durant at the base of the A-pillar reveals we’ve left the flotilla of modern hatchbacks and diesel ‘premium’ cars behind, although mindful that the brakes are more 1960s than 2016 I make a mental note not to get too carried away.

As ever, I find it takes time to really get on terms with an early 911: it’s not a car that lets you drive any way you like, it demands you listen to what it has to say as well as expecting a concise, competent hand.

Say what you like about the recent escalation of 911 values, but even the harshest critic of a phenomenon that has put the cars beyond the reach of more ‘normal’ enthusiasts would have to accept that it is that same situation which has led to this car being saved.

Uneconomically viable for years, it’s only the car’s current worth that led to tens of thousands of pounds being poured into it, with the aim of realising a decent return when it was completed. As Porsche enthusiasts we should be glad of that because a small but important part of the company’s heritage has survived.

I have to admit I end up falling comprehensively for the charms of this little car, its smoothed body that hints at surface tension without sharp lines; the delicacy of those little steel wheels. It may have started out in life left sitting ‘on the shelf’, but if it were mine these days I’d want to drive it as much as possible. **CP**

With thanks to:

Greg Cranmer at Heritage Autowerks;
heritageautowerks.com; 033 022 33 911

2.0-LITRE 911



The car would have been assembled with early badging but, during its sojourn at the factory, it gained the new-for-1967 '911' badge, centrally located on the engine lid. 2.0-litre engine produces a lusty 130bhp...



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ALL THE WAY FROM S TO R

Back in the latter half of the 1960s, Porsche unveiled two of its legendary models in quick succession, the 911S and the limited-production 911R. Here is the story of a very early 'S', delivered in France to Sonauto, which immediately morphed into a rally car. A brilliant racing career ensued, followed by a recent rebuild inspired by a very famous 911R...

Words & photos: Stephan Szantai



Although, in relative terms, it only experienced limited success in competition, the 911R has rightfully been held in high esteem, being a fantastic exercise in weight saving techniques in particular. The quoted power output of 210bhp may not seem impressive by today's standards, however, combined with the 911R's featherweight 1810lbs, it proved more than enough to get the job done.

Tricks to achieve the weight loss included glassfibre bumpers, front wings, front and rear lids, Plexiglas windows (the windscreen was made of thin glass), numerous aluminium and magnesium components, lack of window-winder mechanism, and more. Ultimately, the factory built only four prototypes, followed by 20 production vehicles between 1967 and '68.

A genuine 911R looks very much like the coupé you see here, which is owned by David Danglard. In fact, the livery of his 'tribute car' accurately matches one of the most famous 911Rs to ever compete: Gérard Larrousse's entry

that went on to win the Tour de France Automobile and the Tour de Corse (Corsica), both held in 1969 – the year David was born.

He makes no pretence that his 911 is a 'real R', since it is not, yet it still proves historically significant for legitimate reasons: it's a very early 'S', which became a race car as soon as the first owner took delivery, before competing in a variety of highly-regarded European rallies.

Digging further into the subject, the chassis number (305947S) provides some key information. First, the coupé is one of the earliest 911Ss to roll off the assembly line on 19 September 1966, before the manufacturer even presented the car to the public at the Stuttgart Auto Show, held in October that year. Second, it was also produced within a few days, or weeks, of the first 911R prototype – referred to as R1 (305876S) – and before the second prototype. Talk about a desirable vehicle!

Porsche's official French importer, Sonauto, took delivery of 305947S and sold it to a gentleman living in the



eastern part of France. Several races followed in 1967–68, such as the Rallye Monte Carlo and the Rallye des Vosges, with Christian Poirot behind the wheel. Then Jean Egreteaud, a Porsche agent running a dealership in Bordeaux, became the new owner of the car in 1968, sharing racing duties with his friend Raymond Lopez. They entered half a dozen rallies in the GT class in 1968–69, including the renowned Tour de France Automobile.

The 911S changed hands two more times before the end of the decade, still staying in the south-western part of France, being first owned by Pierre Capdevielle, then by Vincent Villanueva, another Porsche agent. As a side note, Capdevielle bought the first prototype 911R in 1970 from Sonauto, while the aforementioned Jean Egreteaud and Raymond Lopez raced a 911T in Le Mans in 1969. You can definitely say these guys had Porsche blood running through their veins.

The vehicle continued evolving, now looking more like a genuine 911R with such components as the louvred quarter windows, distinctive lightweight taillights and small front turn signals. More improvements could be

found under the decklid, thanks to an engine featuring twin-plug ignition, à la 911R, while the gearbox was equipped with short gears and a limited-slip differential.

In this guise, the car participated in several competitions in the hands of 'gentlemen drivers', such as Jean Bonnemaïson (1969) and Marc Etchebers, who raced in Spain in the 1969 Firestone rally, 1970 Vasco Navarro rally and the 1971 Costa Del Sol rally, among others. Incidentally, Etchebers came out victorious in 35 Spanish rallies between 1969 and 1983, often racing Porsches.

Eventually, the well-travelled 911 ended up in the French Alps in 1973, where it changed hands a few times. One of the last owners kept it stored pretty banged up in a hangar for 20 years, until a local shop specialising in body and engine repairs took over the restoration.

Sadly the work never came to fruition due to budget constraints. So in 2007, Jean-Dominique Julia became the next caretaker of the relic and set upon reviving the 911 with help from Bordeaux's Porsche dealership – coincidentally the same one run by Jean Egreteaud in 1968, as mentioned earlier in our story.

David's 911S now looks every inch like a 911R, in this case, right down to the period-correct Tour de France livery of the winning 911R, as driven by Gérard Larrousse in the 1969 event

“ The vehicle continued evolving, now looking more like a genuine 911R... ”





Top: Photos show the car in its original 911S guise, and then as it morphed into a 911R look-alike

Above: Interior features Scheel seats and all the pieces needed for classic rallying. Long-range tank has centre-fill conversion



By then, the non-running vehicle featured several glassfibre components, as well as a roll bar. Another engine had replaced the original unit, while numerous parts were missing, such as the seats and some interior trim. However, the desirable 901-02 five-speed gearbox was still there. When taken apart, it turned out to be fitted with a ZF limited-slip diff, 'Nürburgring' short gears and a Type 904 mainshaft. Other correct parts included the suspension, brakes and Nadella axles for the transmission.

A thorough rebuild of the car followed, thereby creating a faithful copy of the R1 prototype in order to receive a *Passeport Technique Historique* from the FFSA/FIA. A technical commissioner from the FFSA (*Fédération Française du Sport Automobile*) gave plenty of advice along the way.

The R-lookalike sold once more in 2015, finally becoming the property of David Danglard, a French-born motorhead living in southern California. Imported by Vintage Autohaus, which has offices in California and France, it made its way to the west coast in a container shared with a desirable Lancia Fulvia Fanalone, the latter returning from the 2015 Tour de France Automobile.

Classic Porsche recently jumped at the opportunity to photograph David's Porsche and met him during one of his Saturday morning outings, along with a couple of his friends who both drove early 911s as well. The weather was

perfect – and so were the winding roads north-east of San Diego. Thanks to a period-correct 1991cc motor delivering 217bhp at 7250rpm, the lightweight 911S (it tips the scale at 850kg, or 1870lbs) proved difficult to catch. Needless to say, we had a ball!

We made several stops while climbing up Palomar Mountain (6000+ feet), allowing us to admire the car, which wears the same decals as Gérard Larrousse's 1969 Tour de France winner. David's coupé comes with an assortment of glassfibre components, such as the bumpers, front and rear lids, doors and front wings. At the rear, steel wings were widened to accommodate the very desirable 7Jx15 911R rims with an ET of 49mm – a matching pair of six-inch Fuchs wheels are fitted at the front.

The R-theme continues with the side and rear windows made of 2mm-thick Plexiglas, the relocated fuel filler in the middle of the bonnet to feed an 85-litre fuel reservoir, and the requisite oil cap located behind the passenger door.

Stopping the vehicle comes courtesy of four ventilated discs, while handling saw some serious improvement thanks to Koni shocks at all corners, 19mm front torsion bars and 23.5mm in the rear, plus a pair of heavy-duty anti-roll bars (15mm front/16mm rear). In compliance with today's FIA rules, the cockpit features a six-point cage and an automatic fire extinguisher. Check also the Scheel seats, a genuine 911R steering wheel and rebuilt factory

Hood-mounted driving lights and 911R detailing all mean business. The car wears 6J and 7R Fuchs wheels, just like the original



VDO gauges set in an aluminium panel, including a three-way 904 oil gauge and 10,000rpm tachometer. A Halda Tripmaster and Speedmaster, along with a Peltor intercom radio, prove invaluable tools during rally competitions.

Something special resides under that glassfibre rear lid, specifically a Type 901-20 Carrera 6 engine, based around 1966 aluminium cases. It comes equipped with a variety of 906-spec goodies, including cylinders, Mahle pistons (for a compression ratio of 10.3:1), titanium connecting rods, forged rocker arms, lighter flywheel, and more. Fed by Facet/Bendix fuel pumps, a pair of Weber 46IDA carbs bolts to magnesium manifolds; the air/fuel mixture then reaches the twin-plug cylinder heads, fitted with 45mm and 39mm valves, titanium retainers and racing valve springs.

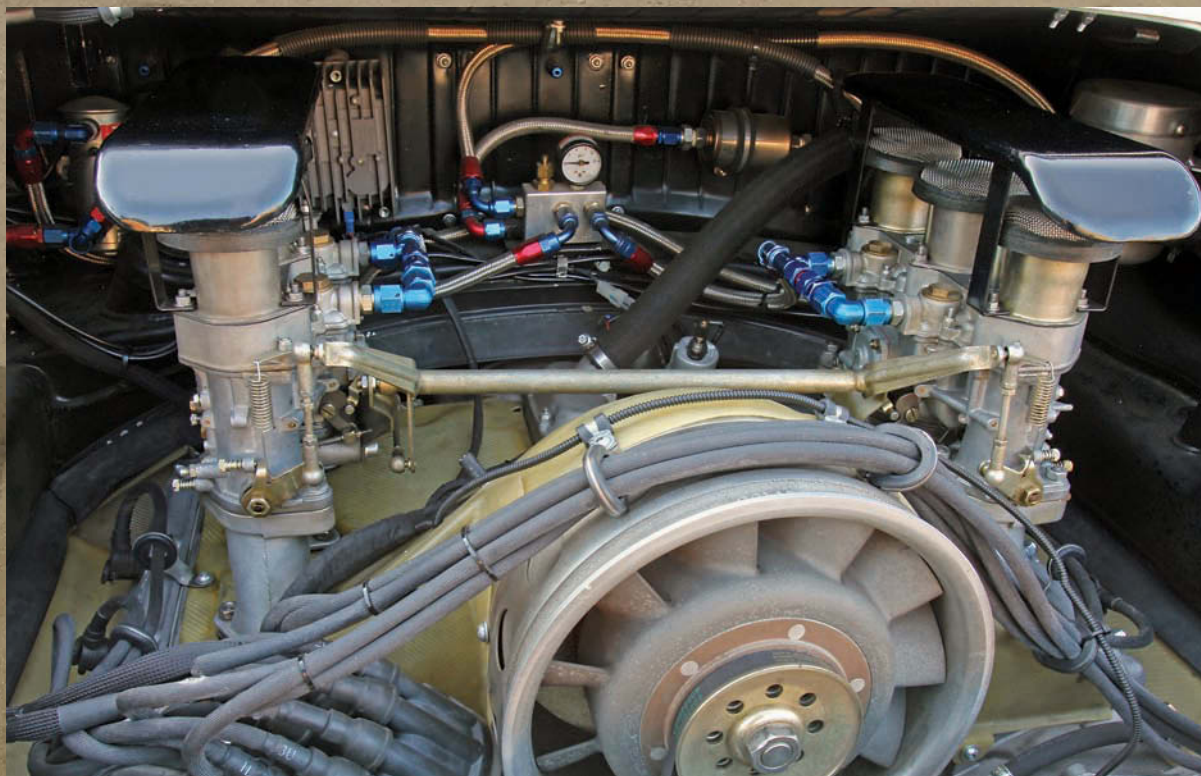
When the car arrived in California, the motor ran 906-spec centre-lube camshafts, which may have been great for track use, but made for very difficult street driving. In their place, David did some extensive research to establish the cam specification used on the 911R, which had competed in the '69 Tour de France Automobile.

Aeroquip supplied its fair share of products, such as the fuel fittings, fuel filter and pressure regulator, along with the oil circuitry. The wiring harness has been completely rebuilt to meet the current requirements of motorsport. Engine incidentals include a cross drilled/balanced crankshaft, aluminium timing gears, a twin-plug Marelli ignition, rain shields above the velocity stacks, and the addition of a pair of oil coolers located in the front. Listening to the vehicle is a real delight, as burnt gases escape via a fantastic sounding Scart 911R-style exhaust system, custom-made by Martin Scart – the car is now ready to race in the 2016 Tour Auto!

As we discovered on the way to our photoshoot, David isn't shy about using his historic race car on the road – and saying he drives it hard is an understatement! With vintage Porsches being often ridiculously priced, some owners become wary of driving them regularly – but not David.

Let's hope his example will inspire a few other enthusiasts to dust off their rides and enjoy them – the way they were meant to be! **CP**

2.0-litre engine is as near to 911R specification as reasonably possible, and produces 217bhp. Based on 1966 aluminium cases, it features dual 46IDA Webers and a Scart exhaust system. David Danglard isn't afraid to use it, either!



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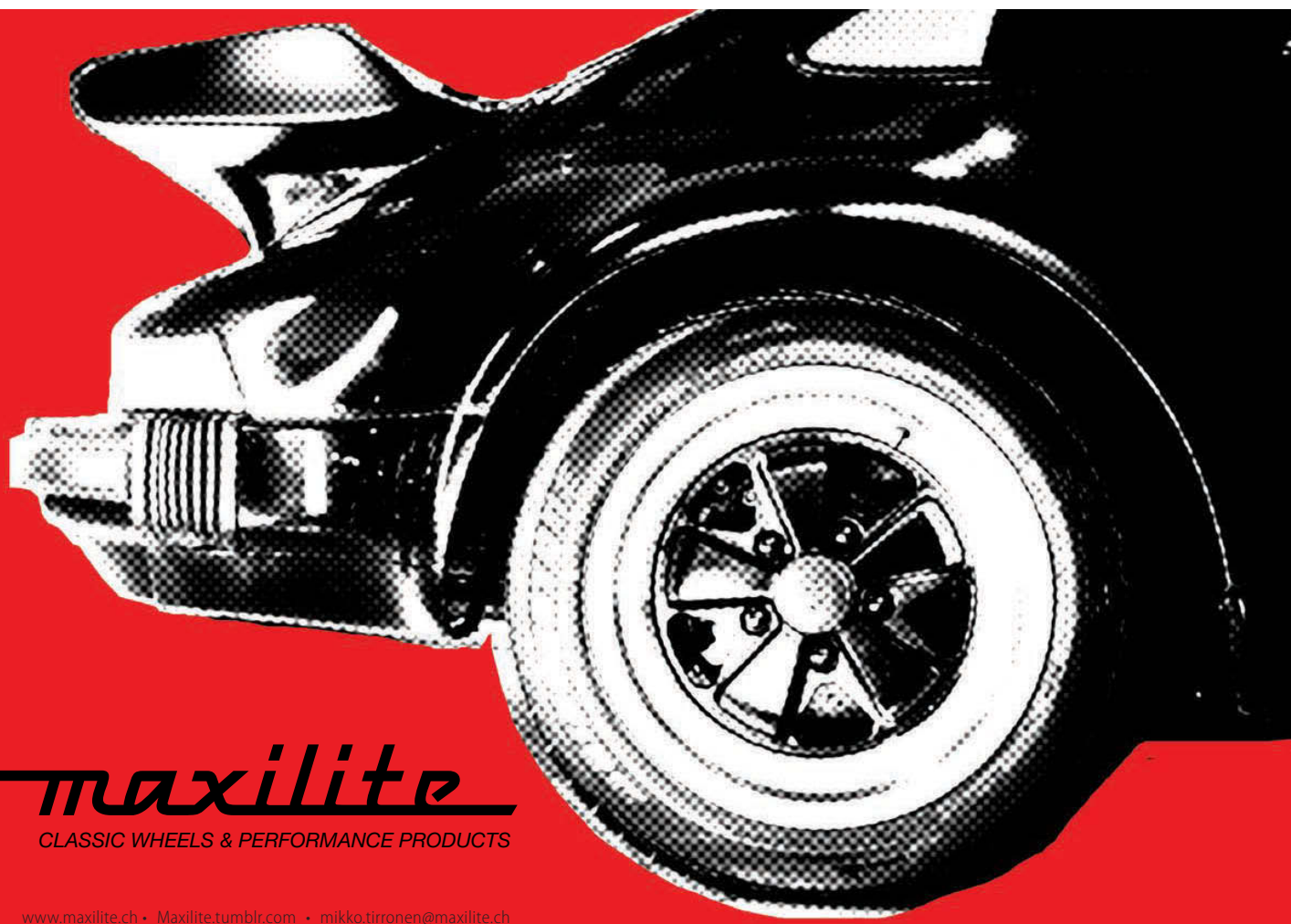
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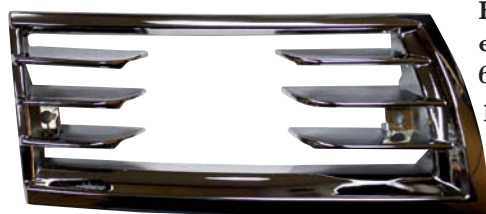


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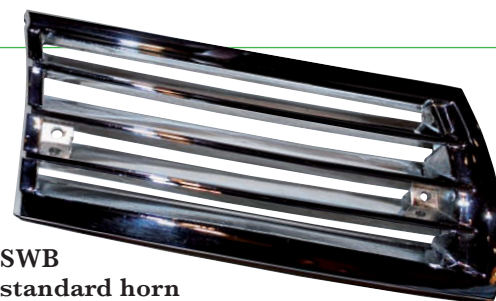
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ORCHESTRAL MANOEUVRES

Herbert von Karajan in his 550A Spyder at Werk 1 in Zuffenhausen in 1959. The car was fitted with a 'road-spec' four-cam engine in place of the full-race unit

Herbert von Karajan, although slight in stature, was in the latter half of the 20th Century a giant in the world of classical music, and what the Germans call a *Kultoridol*. He was also a serial Porsche owner...

Words: Delwyn Mallett
Photos: Porsche Archiv

A controversial personality, Herbert von Karajan has been regarded by many as the greatest conductor of his generation, yet others, while not denying his extraordinary talent, found his quest for musical perfection too lacking in emotion to place him at the very pinnacle of his profession.

Described variously as Machiavellian, manipulative, domineering, divisive, abrasive, vain and flamboyant, he was admired, feared and respected in equal measure by the musicians and singers he conducted, and from whom he demanded total obedience to his will and vision. He once pronounced to an interviewer that, 'I was born to command and I can't change myself...'

Had he pursued a military rather than musical career he would, with his chiselled features and fine mane of wavy hair, have looked every bit the warrior hero, commanding a Tiger tank or leading a *Staffel* of Messerschmitts or, indeed, which he surely would have aspired to, brandishing a Field Marshal's baton rather than that of a conductor.

After struggling to establish himself as a conductor in the 1920s and early '30s he found fame, and ultimately fortune, as the Second World War commenced. Early membership of the Nazi party and admiration for fellow Austrian, Adolf Hitler, tainted his reputation but after clearance by the Allies' denazification board, his career rocketed in the 1950s. Estimates put the sales of albums recorded by him as high as 200,000,000, making him the top-selling classical recording artist of all time – and very rich.

Perhaps surprisingly for someone so steeped in classical music, von Karajan was addicted to speed from an early age, whether it be on skis, horseback, boats, two-wheels or four, on land or in the air. As his wealth increased with his fame, he indulged his passions to the full, keeping at any one time a mouthwatering stable of cars spread between his four homes in Austria, Switzerland and the South of France.

He bought his first Porsche – a Speedster – in 1955 at the age of 47 and would remain faithful to them for the rest of his life, although his allegiance to the brand did not stop him sampling some of the finest – and fastest – machinery of the day.

Von Karajan's great-great-grandfather, Georgios Karajannis, moved west from the Greek Balkans to the German-speaking state of Saxony in 1767, becoming a successful producer of textiles, and was rewarded with the ennoblement 'von' for his services. Herbert was born in Salzburg, then part of the Hapsburg Austro-Hungarian Empire, on 8 April 1908. His given name was actually 'Heribert', a monicker with which he obviously felt uncomfortable and stopped using while still at school.

The young Heribert was a child prodigy at the piano, giving his first public recital at the age of four. He studied music at Salzburg's prestigious *Mozarteum* where his potential as a conductor was recognised and encouraged.

His school-leaving dissertation, which gained a commendation, demonstrated that he already possessed more than a passing interest in the automobile. He chose as a subject the internal combustion engine and it was somewhat dauntingly entitled, *Moderne Verbrennungskraftmaschinen: ihre Warmetechnischen und dynamischen Grundlagen* (Modern internal combustion engine: its thermal and dynamic technical basics).

While still struggling to establish his musical credentials, in 1929 his father bought the younger Karajan a Harley-Davidson motorcycle on which, according to friends, he was



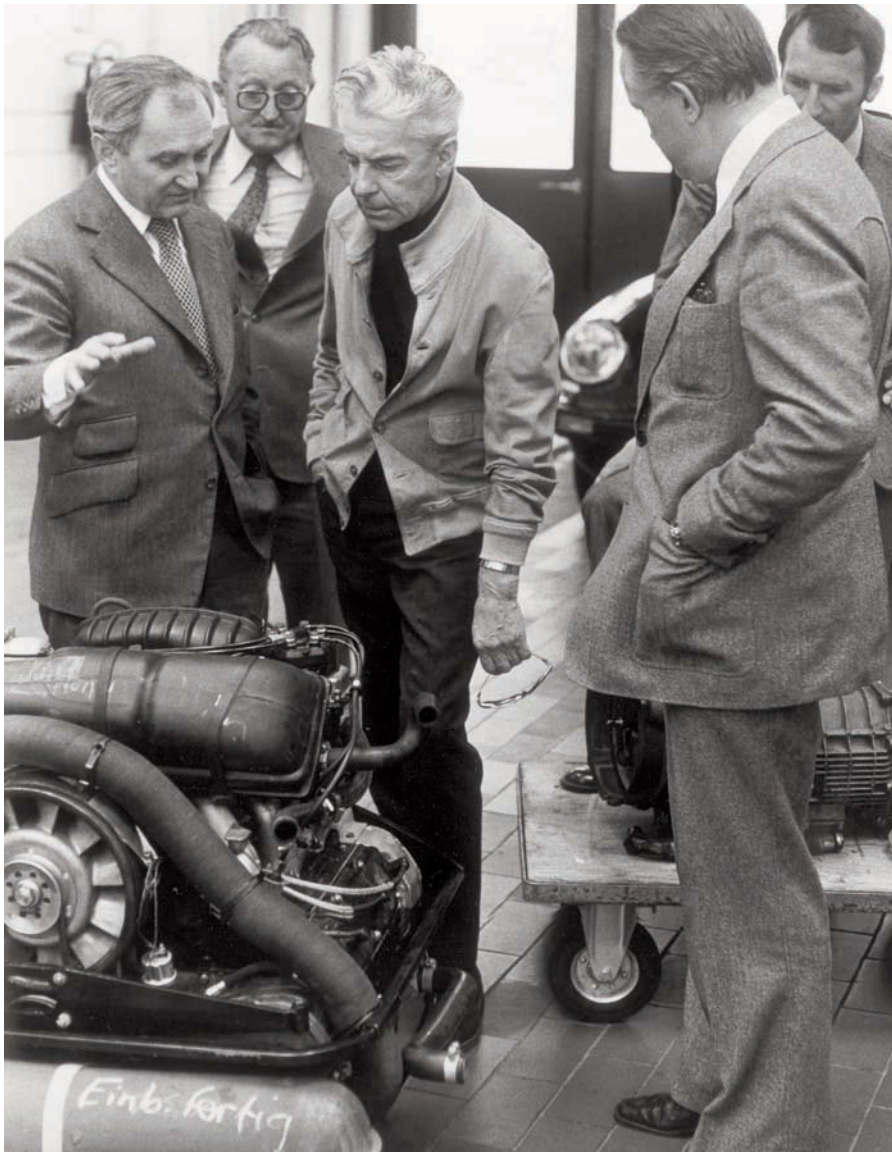
“Perhaps surprisingly for someone so steeped in classical music, von Karajan was addicted to speed...”



Top: Von Karajan in his first Porsche, a 1955 Speedster
Middle: At the wheel of his 550A Spyder – alongside him is Richard von Frankenberg, who gave him some driving tips
Bottom: 1973 – Harald Wagner, Herbert von Karajan, Karl Heinz Schneider, Richard von Frankenberg, Walter Jung, Ernst Fuhrmann



“ Von Karajan was one of the first European customers for the lightweight, no-frills Speedster... ”



soon seen, and heard, on Salzburg's ancient streets 'roaring around like a maniac', dashing to and from rehearsals. Despite several accidents before the war, he never lost his affection for bikes and his wife presented him with a 250cc Yamaha on his 60th birthday.

Two significant events in Karajan's career occurred in 1933. The first was his conducting debut at the prestigious Salzburg Festival, the other being his application to join the National Socialist German Workers' Party, more commonly known by its acronym as the Nazi party, which had just come to power in Germany under the leadership of Adolf Hitler. This was at a time when there was civil strife – the Austrian Nazis were bombing the opposition and had attempted a *Putsch*.

The Nazi party was banned in Austria two months later, before von Karajan had been officially enrolled, but after moving to Germany he was, in 1935, asked to re-enroll and issued with party number 3,430,914. (Professor Porsche, too, was asked to join the party – in his case in 1937 – becoming party member 5,643,287.)

At the age of 27, von Karajan became Germany's youngest music director in 1935 and in 1938 conducted the Berlin Philharmonic for the first time. In the same year, following a series of concerts, a newspaper headline described him as the *'Das Wunder Karajan'*.

He also married for the first time in 1938 (he would be married three times) and honeymooned on the Chiemsee, a beautiful lake in Bavaria. When they were not sailing on his newly acquired yacht, 'Karajniades', Herbert was racing around in his equally new BMW sports car, in the words of his wife, 'like Caracciola'.

The marriage was short-lived and Karajan married for the second time in 1942, to a woman who, under the strict Nazi racial laws, was considered one-quarter Jewish. This did not go down well with the party, with which he felt he was already losing favour.

Indeed, Hitler was not a Karajan fan, finding his habit of conducting without a score in front of him and with eyes shut pretentious. With the end of the war in sight, Karajan and his wife fled to Milan in the spring of 1945.

Returning to Austria, he was eventually cleared by the denazification board but the Soviet occupying forces banned him from conducting, which he continued to do anonymously as and when he could. But as life in Europe gradually returned to normal, so did his career and by the early 1950s he had become a significant player on the world stage.

In 1954 von Karajan splashed out on a Mercedes 300SL 'Gullwing', the supercar of the day. When questioned about owning such a fast car he responded by saying, 'What fascinates me about such things is, am I worthy of it? Am I on the same level as the machine? It gave me a challenge, and if something gives me that...ahhh...'. His intoxication with speed remained undiminished to the end of his life.

1955 was another significant year amongst many for the Maestro. He was appointed music director for life of the Berlin Philharmonic, arguably the most prestigious conducting post of all. But of special interest to our readers, if less so for classical music fans, 1955 was also the year that he bought his first Porsche.

Von Karajan was one of the first European customers for the lightweight, no frills Speedster that had been created for the American market, where it had been launched in late 1954. A fashionably trenchcoat-clad von Karajan was photographed picking up his white Speedster, chassis number 80481, at the factory in April 1955

Top: On a visit to Zuffenhausen, von Karajan tries out a new 2.8 RSR. He was among a few honoured 'friends' to whom Porsche offered special cars for publicity

Left: Weissach in May 1975; Ernst Fuhrmann, Hans Klauser, Herbert von Karajan, Helmuth Bott, Manfred Jantke

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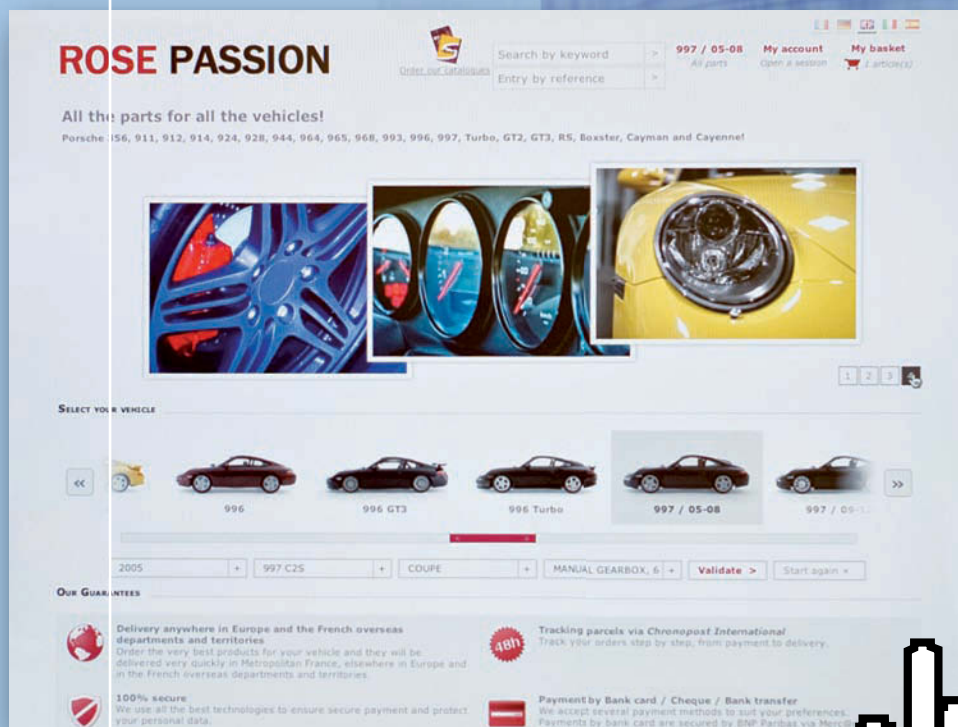
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Above: On the same trip to the factory in May 1975, von Karajan also tried a new Turbo at Weissach, but found it 'too heavy and underpowered'

(a birthday present to himself, perhaps?).

This was to mark the beginning of his long association with Porsche that would see the conductor not only owning a whole succession of their finest but becoming a regular and honoured visitor to the factory, and welcomed on their stands at motor shows. His special relationship with Porsche also meant that he was privileged to privately 'test' some of their latest racing cars, either on the Weissach test track or the Salzburgring. Amongst his many treats were outings at the wheel of a 908 spyder and a 917 (it is said that the factory resisted his entreaties to build him a road-going 917).

Von Karajan clearly enjoyed wind in the face motoring in the Speedster to the extent that in 1957 he went one better – or if you are counting camshafts, two better – when he took delivery of a red 550A Spyder, the racing four-cam engine being slightly de-tuned to 356 Carrera-spec to make it more tractable on the road.

Part of the deal was that the Salzburg Porsche agent

would store and maintain the car so that it was available whenever Karajan fancied an invigorating blast through the Austrian and Swiss Alps – lucky chap!

Needless to say Porsche maximised the publicity to be gained from their headline-making client as, hair swept back in the slipstream and with his glamorous and soon-to-be third wife beside him, he posed for action shots. Perhaps fearful of a repeat of James Dean's short-lived outing in a 550 only a few years earlier, Richard von Frankenberg, Porsche works driver and author of a book (amongst many) on advanced driving technique, gave von Karajan lessons before he was unleashed on the road.

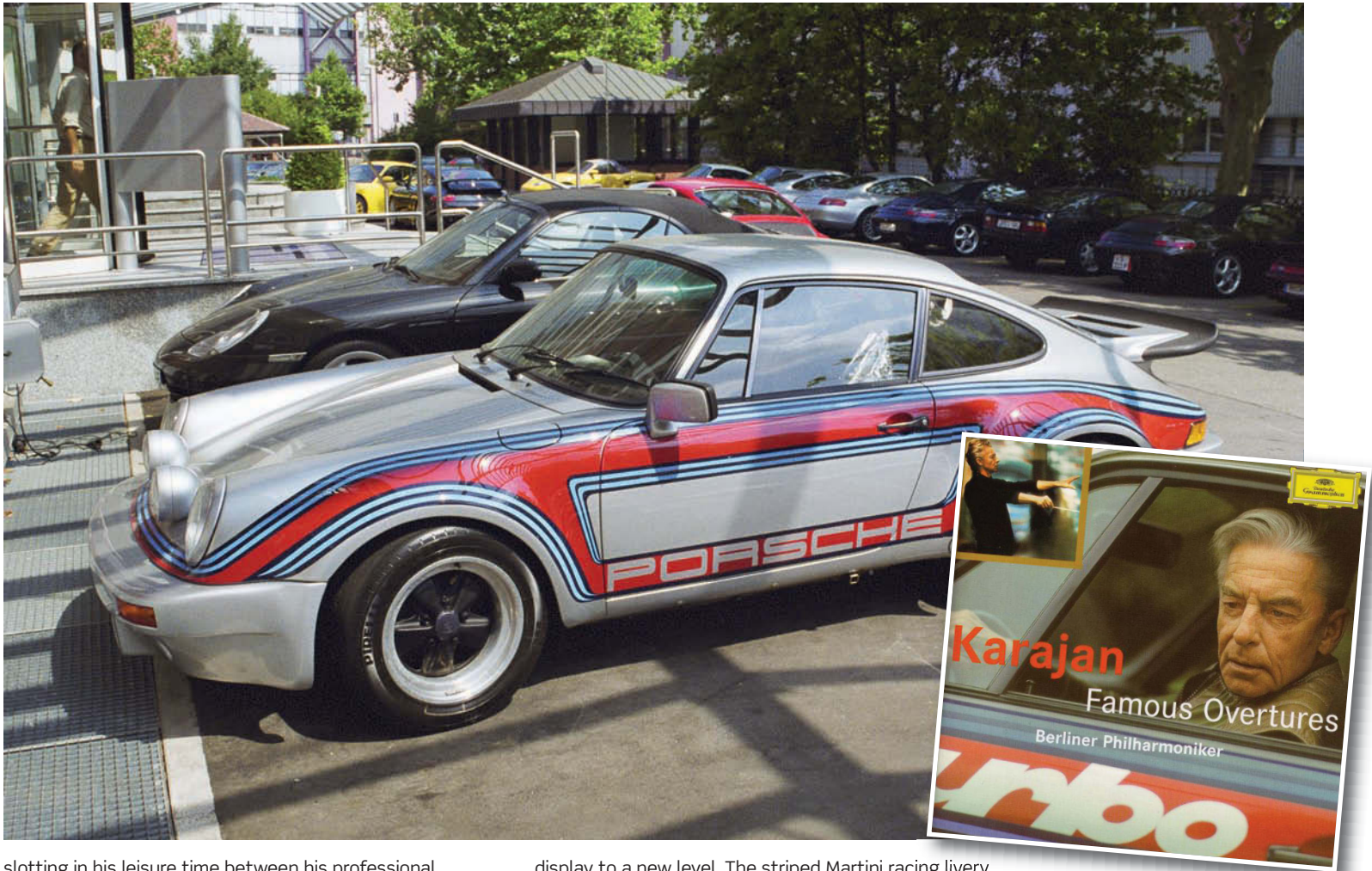
Incidentally, von Karajan's local dealer, Salzburg Porsche, was founded in 1947 by Ferdinand Porsche's son Ferry and daughter Louise. After Ferry returned to Stuttgart in 1949 the Salzburg operation was left in the control of Louise and her husband Anton Piëch, parents of Ferdinand Piëch who would eventually run the entire VW/Audi empire.

Organising von Karajan's life was a complex undertaking,

Right: Von Karajan arrives at the Salzburg Festival in 1987 – in an RSR

Far right: On a factory visit in 1973. From left to right are Ernst Fuhrmann, Herbert von Karajan, Richard von Frankenberg and Harald Wagner





slotting in his leisure time between his professional engagements. His 'own' time seemed to be less leisure, more another learning exercise, perfecting the skills required to fly his aeroplanes, sail his 77ft racing yacht or honing his technique at the wheel of any of his dozen performance motor cars.

The organisational responsibility fell to Lore Salzburger, an indefatigable and unflappable lady who arranged von Karajan's schedule over many decades. She, too, had the Porsche bug and was a serial 911-owner, von Karajan worrying that she drove too fast, but this may simply have been a mixture of male chauvinism and self-interest at the prospect of losing an indispensable aid.

Von Karajan indulged deeply in the 911 series, regularly updating from the 'hot' end of the range. Notable amongst them were a Guards Red 1974 Carrera 3.0 RS that preceded a startling and unique Turbo built by the factory as a special order.

As had become common given his special relationship with the factory, Ernst Fuhrmann invited von Karajan to come and try their latest baby, the 930 Turbo. His verdict was 'nice but a bit too heavy and underpowered'(!). No doubt a little disappointed by his reaction, Fuhrmann offered to build him a 'special' using a lightweight RS bodyshell and a little more boost from the turbo.

Von Karajan was enthusiastic and requested that it be painted in the same Martini livery as the factory RSR race cars. Count Rossi, chairman of sponsor Martini & Rossi and himself a great car enthusiast (in the same year the factory presented him with a road-legal 917) agreed, all publicity being good publicity.

The finished car could not be accused of being understated. In its day the normal 'Carrera RS' side script was generally considered to be flamboyantly flash and exhibitionist, but von Karajan's Turbo raised the 'look at me'

display to a new level. The striped Martini racing livery of the Turbo RSR was adapted for the road car (with the Martini brand name omitted) and, in case there was any doubt as to its origins, the design incorporated a massive Porsche logo running from wheel arch to wheel arch, along with a huge 'Turbo' script at window level.

A tightly-cropped photograph of the car with Karajan at the wheel appeared on the cover of his 'Famous Overtures' album recorded with the *Berliner Philharmoniker* and was criticised by many classical music enthusiasts as being more than a trifle undignified and out of keeping with the seriousness of the music. Karajan clearly felt that there was nothing inappropriate in the image, particularly when he had once stated to an interviewer that, 'The sound of a 911 is only beaten by a good Mozart'.

Given that he could hear a bum note in a 100-piece orchestra performing at full chat, one can only speculate what extra aural treats his finely-tuned hearing could detect in the music made by Porsche's glorious flat-six.

Despite being based around an RS shell, when delivered to Karajan it was fitted with the heavier but more protective standard bumpers (presumably to comply with German law). Von Karajan kept the car for a few years, amassing only 3000 kilometres on the clock. The car then passed through the hands of several owners, one of whom 'racified' it, and certainly improved it visually, by replacing the bumpers with the lightweight 3.0 RS type, with nose-mounted oil cooler opening.

In the hands of yet another owner the car was shot right between the eyes when it left the road and impaled itself on a tree. A comprehensive (and very expensive) rebuild was undertaken at the Porsche factory, where it was decided to retain the RS bumpers but at the owner's request remove the 'Turbo' script from the livery.

The car now resides in a private collection and, with

Von Karajan's one-off Turbo was the subject of a not-too sympathetic restoration at the hand of a later owner, who added 3.0RS-style bumpers. The car in its original livery, with loud 'Turbo' script, was featured on the cover of one of the great conductor's most popular albums (above)

'Turbo' and 'Porsche' reinstated, was loaned to the Porsche Museum for temporary display in 2013. (For those amongst you with time to spare, search Google Images for 'von Karajan Turbo' and see how many iterations of this unique car you can spot. Spoiler: at one point the factory even chose to use a photo of a 'faked' clone as an illustration!)

Amongst von Karajan's non-Porsche automotive indulgences over the years were a flamboyant but more pedestrian Austin Ago Atlantic convertible and several luxury 'limos' from Rolls Royce and Mercedes. Sporting machinery was clearly what he most enjoyed and at various times he owned one of the seven road-going Mk III GT40s built (currently on display in the Petersen Museum, Los Angeles) and which he personally picked up from Ford Advanced Vehicles in Slough.

Other vehicles owned by von Karajan included a Ferrari 275 GTB, Ferrari 330 GT 2+2, Lancia Stratos, Mini Cooper and an Audi Quattro. Ever the boy racer, in his mid-70s he enjoyed frightening passengers blasting up the twisting Alpine roads in a nimble Renault 5GT Turbo. He once proffered his opinion that, 'In summer one judges the quality of a driver by the number of flies he kills with the side windows.'

Flying was another of von Karajan's passions, catching the bug at the age of 41 while on a concert tour in Chile where the great violinist Yehudi Menuhin owned a light aircraft. He gained his pilot's licence in Switzerland in 1952 and would eventually own six aircraft including two jets, a Lear and his favourite, a French Dassault Falcon 10. (It is even rumoured that he took the controls of Concorde more than once during his many flights aboard.) In 1982, at the age of 74, which was close to the age limit for a jet licence, he started to learn to fly helicopters.

Fellow Austrian, ex-Formula One World Champion Niki Lauda, airline owner and occasional driving instructor for Karajan, named one of Lauda Air's jets after him, and in 1999 Salzburg Airport named its terminal for private aircraft 'Herbert von Karajan' in his honour.

When, in 1983, Porsche started development of the 959 'supercar', von Karajan was an obvious customer for what was going to be the fastest, most sophisticated, and most expensive road car that they had produced. Fully aware of the publicity that von Karajan generated, Porsche arranged for the conductor to test the car 'on camera' for a national TV station.

After putting the Guards Red 959 through its paces, he was so impressed that he ordered one (as a Porsche enthusiast of means, how could he not have done so?) in the same colour but, as was his wont, he went off-menu and specified dove grey cloth upholstery rather than the standard triple-colour leather. Ostensibly the cloth was to provide better grip when cornering, but there is also the possibility that after the over-the-top garishness of the Turbo something a little more refined was in order.

The 959 was delivered personally to von Karajan at his winter home in St Moritz in February 1988 – perhaps an early present for his 80th birthday, which was only two months away.

The car saw little use in the increasingly frail von Karajan's hands and, shortly before he died in July 1989, he sold it to a long time friend, Prince Sadruddin Aga Kahn. At the time the 959 was the pinnacle of Porsche engineering and the fastest production car available, a fitting final fling for such a dedicated enthusiast of the marque. **CP**

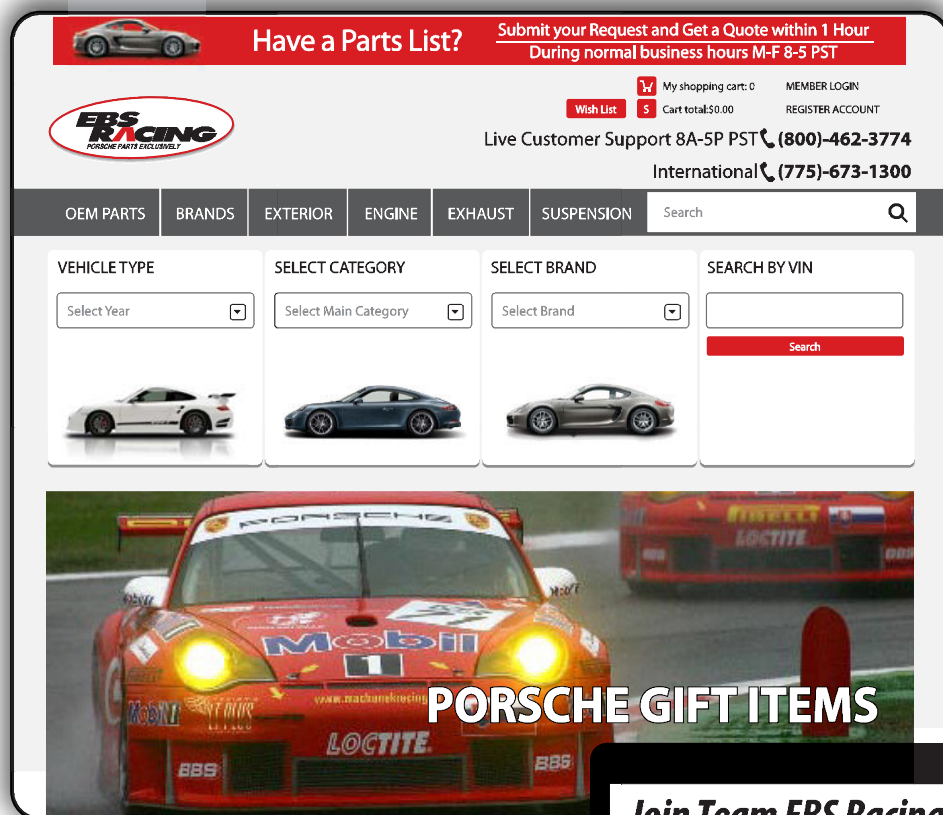
Top: Today, the unique Turbo resides in a private collection, once more wearing the distinctive 'Turbo' and 'Porsche' scripts. RS bumpers have been retained
Above right and right: Following discussions at the 1983 Frankfurt show, Von Karajan's 'final fling' was with a 959 in Guards Red with dove grey cloth interior. Rumour has it that he crashed the car soon after delivery...



“After putting the Guards Red 959 through its paces, he was so impressed he ordered one...”



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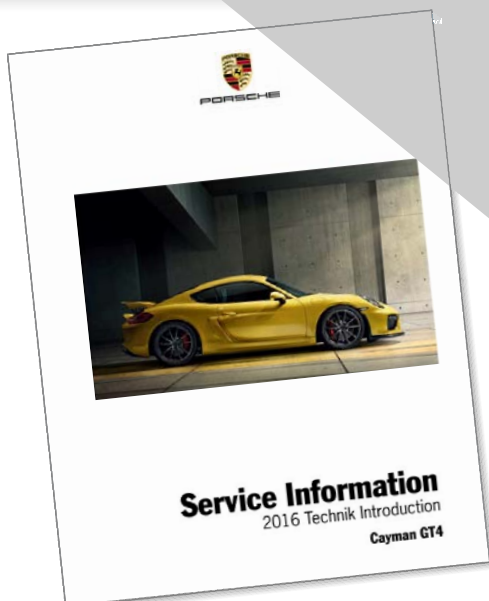
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DOWN UNDER SPEEDSTER

Inspired by the exploits of the great Stirling Moss, Richard Holdsworth bought a right-hand drive Porsche Speedster back in the 1960s and raced it while living in Australia. Here, in his own words, he recounts the tale of Porsche life 'down under'

Words & photos: Richard Holdsworth

Reading the pages of *Classic Porsche* magazine soon makes clear the sizeable following for the iconic Porsche 356A – and I am one of those followers, having enjoyed six years of ownership back in the 1960s, including a stint in club racing.

My period of Porsche ownership happened while I was living in Australia and my own car was a Speedster, a model designed for the American market, yet equally at home down under. My car was right-hand drive and suited the sunny Australian climate and (in those days) virtually unrestricted speed limits on country roads down to a 'T'.

I shouldn't have owned the car in the first place – I couldn't afford it on my journalist's wages – I was still a trainee and out of my £20 weekly pay I had to fork out all of £5 for the hire purchase repayments. But the words of a wonderful elegant gentleman back in England years before had convinced me I should bite the bullet and take such a car off the dealer's forecourt if ever the chance arose.

Yes, the words of George Meredith Hope, retired stockbroker and gentleman farmer, rang in my ears years after he caught me admiring his Mercedes 190 sports car. 'Don't wait until you are my age and not able to enjoy all

Below: At this event at O'Halloran Hill, near Adelaide, Richard's Speedster clocked the best time of the day





Above: Hillclimbing at Collingrove, South Australia. Running in the GT Class, the Speedster took to the hill like a duck to water

Below: Waiting for the off on the gravel track at O'Halloran Hill. The car found grip where others failed on the loose surface

that this car offers...', he advised me

I traded in my faithful VW Beetle against the year-old Speedster, signed on the dotted line, and swung the car out onto the streets of Adelaide. I then headed up the North Road only to be interrupted by the whine of the speed cop siren and my first speeding ticket. Yes, that was going to be life for the next six years: the Porsche was a target no envious copper could resist. I soon learnt that speed limits that could be flaunted in the Beetle were to be obeyed in the sleek white convertible Porsche.

Back in the UK, I was lucky enough to meet Stirling

Moss, surely one of the greatest exponents of the diminutive Porsche cars of the 1950s and '60s. On winding tracks like the Nürburgring and the Targa Florio, in the hands of Moss the Porsche Spyders were a handful for the much bigger and more powerful Ferraris and Maseratis. More than just a handful, in fact, for Moss often crossed the line ahead of them.

My Aussie wife worked for Iliffe Press on London's Southbank, which happened to be just down the road from where – at the time – Stirling Moss ran a business. When Christmas came round, staff from the two companies



shared the same pub for some Christmas cheer and that's where I met Stirling himself – and on fine form he was, too.

Not wishing to miss a trick, I approached the great man and, delight of delights, got involved in lengthy tales of the sport – that's where my knowledge of the vintage years during which the Moss v Hawthorn battle dominated the headlines came into use.

'You should have won, Stirling,' I said. 'And you would have won if you had not intervened when Mike had been disqualified in the last race of the year at the Morocco Grand Prix – your word got him reinstated and cost you the

some success and before I knew it the maestro was asking me what was my secret – how did I do it!

Moss had been a fantastic inspiration in the earlier cars that wore the Porsche badge. The Targa Florio race around the tortuous Sicilian circuit in 1961 was just one example and, although he didn't win, it was only ill fortune that had robbed him of a famous victory. Driving what was by that time the underpowered Porsche Spyder, he had shown the much bigger and more powerful Maseratis and Ferraris a clean pair of heels. He would have scored a wonderful victory when, with just five miles to go, the car's

“ Moss's early exploits had inspired me...I traded in my faithful Volkswagen Beetle for the Speedster... ”

Driver's World Championship.'

Moss looked me in the eye and shrugged. 'You have to be honest with yourself; Mike spun off, somehow got back on the track but the stewards said the manoeuvre was illegal. I saw what happened and said in my view it wasn't – they accepted my word and Mike got the points that demoted me to second.'

I sympathised saying that the motor racing world would always regard him as the greatest driver never to have won the top crown. The conversation soon got round to his drives in the small Porsche sports cars in the days before the Stuttgart manufacturer came of age and dominated the sports car racing scene. I mentioned I had driven my own Porsche on track events and hillclimbs with

differential failed and he was forced to retire.

'It was the perfect car for races like that,' Moss told me. 'I loved driving them – but what about you? How did you make out with the car? We all know they were tail heavy in those days and tended to spin off the track tail-end first...'

Moss's early exploits had inspired me and when I traded-in my faithful Volkswagen Beetle for the year-old Speedster, I had joined the South Australian Sporting Car Club, the foremost club in South Australia. I headed for the newly-acquired former-aerodrome circuit at Mallala and in my first afternoon's practice session departed the Tarmac three times – backwards!

The circuit, with its long straight and another couple of flat-out sections joined by the occasional ninety-degree

Below: Handsome lines of the iconic Porsche Speedster, complete with glassfibre hard-top, which was built by the owner





Above: Right-hand drive Porsche 356A Speedster with its proud owner, Richard Holdsworth

corner, was not what the Speedster was all about.

The pretty girl on the pit wall with a stop-watch in her hand enquired why lap times in the two minute zone were interspersed with others of ten! The reason became clear next time around when I entered the pit straight tail-first having lost it on the last of those sharp right-handers on the two-mile track.

Much more to the Speedster's liking was the circuit at O'Halloran Hill, some 30 miles south of Adelaide, which was owned by a local politician and president of the South Australian MG car club. The surface was hard-baked dirt with a touch of gravel, the long straight not much

owned the hillclimb at Collingrove and regular weekend meetings up in the hills north of Adelaide provided much fun for car enthusiasts – solicitors, doctors and even men of the cloth gathered to let their hair down and try to match the professionals.

Stewards stared down at me with disdain as I sat gripping the steering wheel while on the start line, waiting for the chance to show what we were made of. A German rear-engined car and a Pommie driver – we were interlopers in a world where front-engined British sports cars predominated.

I had stripped the Speedster of non-essentials in the

“Stewards stared down at me in distain as I sat gripping the steering wheel...”

more than a few hundred yards followed by a steep rise, fastish right-hander through a clump of trees and then a gaggle of taxing S-bends as the circuit descended once again before finally turning back towards the finish line.

I had been invited along as a guest together with a couple of TR4s, the occasional Healey 3000 and even a Sunbeam Alpine thrown in for good measure. None could compete with the Speedster and we won hands down, much to the chagrin of our hosts and their MGs. Most country roads in South Australia were gravel in those days and I had perfected the skill of sliding through corners in the staff Ford Zephyr Mk II while searching for stories to fill the pages of *The Adelaide Stock and Station Journal*!

But the best was yet to come. The Sporting Car Club

paddock: out came the spare wheel, tool kit, wheel trims – in fact, everything that wasn't screwed down – even the passenger seat. That same pretty girl on the pit wall stared in disbelief. 'Where am I supposed to sit on the way back?' she asked.

With heart pounding, I had one eye fixed on the red light to my right and the other on the track disappearing into a clear blue sky over the bonnet of the Porsche. Then, with the words 'Ready when you are' ringing in my ears, I let in the clutch with a wallop.

The Collingrove hillclimb can't be a mile in length but what a mile that is. What feels like near vertical from the start, over the brow of the hill and back down into the dip with a bang followed by a challenging little piece of trickery affectionately known as the Wall of Death.



The Porsche stuck to it like glue before flying out onto a couple of short straights, interspersed by a hairpin or two and, with a final flourish, a dash across the finishing line with right foot hard down. The Porsche Super 1600 with twin Webers and all that weight over the back wheels broke the beam at speed and raised more than a few eyebrows in appreciation.

Incidentally, I had made a glassfibre hard-top for the car and, with the top clipped in place, ran in the GT class. Then, with the top sitting on the grass beside the car, I could run in the sports car section.

The competition to beat in those days were Lotus Elites in Stage Two tune, but there were also XK120 Jags

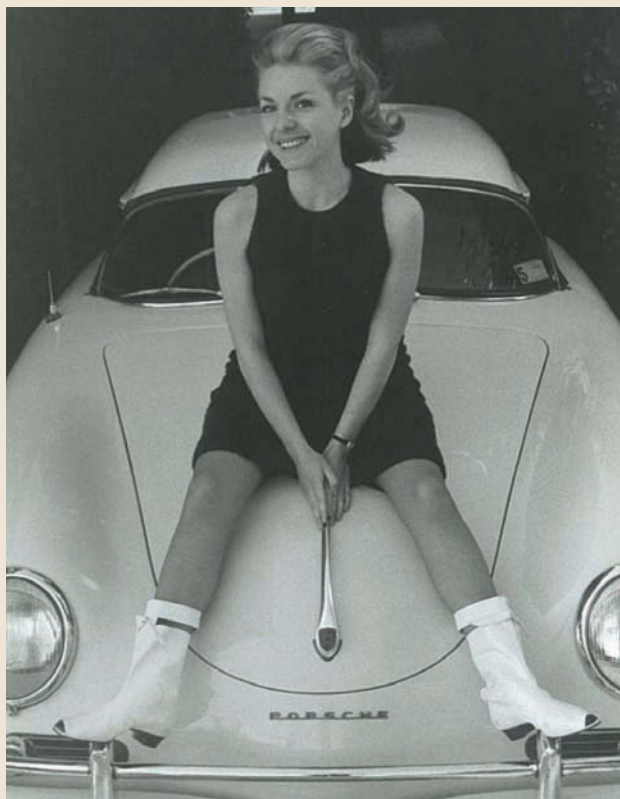
and the mass of front-engined sports cars that dominated the scene in the 1960s and '70s, such as Healeys, TR4s and the ubiquitous MGB. Only a couple of locally-built hillclimb specials with a wheel sticking out at each corner and a windscreen the size of a fly swat topped the Speedster.

Stirling would have been proud of us – the pretty girl with the stop-watch certainly was. Within a year I traded in the Porsche for her at the altar, we sailed for the UK and the meeting with my hero, Stirling Moss, in the pub on that cold Christmassy day on the Southbank. He may have been a legend, but he still wanted to know what my secret was on that day on the Collingrove hillclimb! **CP**

Above: No lesser a figure than Stirling Moss wanted to know what Richard's secret was for getting the most from his Porsche...

Below left: Pretty girl on the pit wall became Richard's wife...

Below: Ready when you are! Porsche posted the fastest time for any sports car on the day at Collingrove





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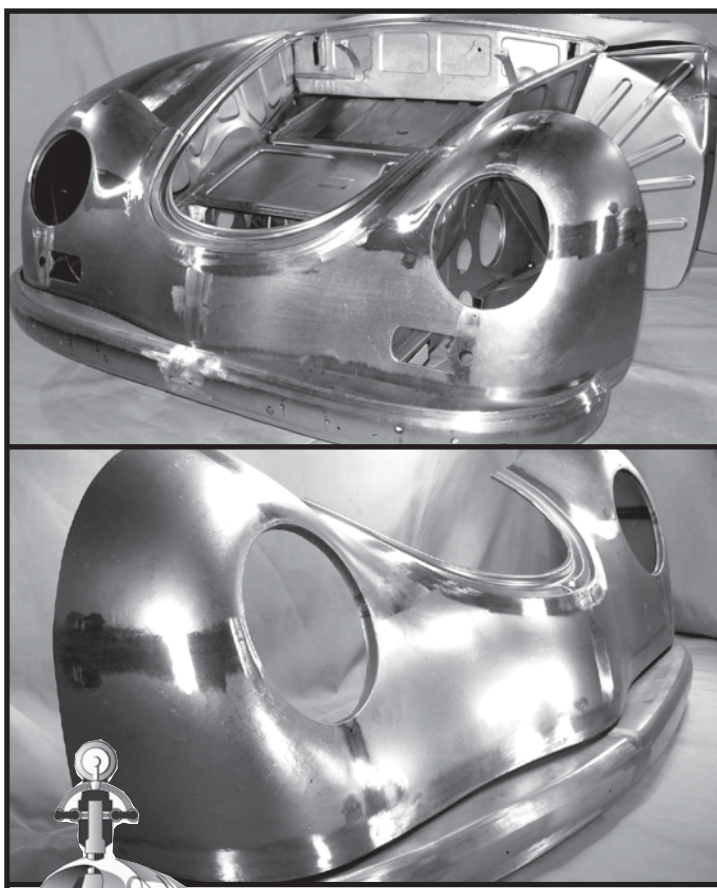

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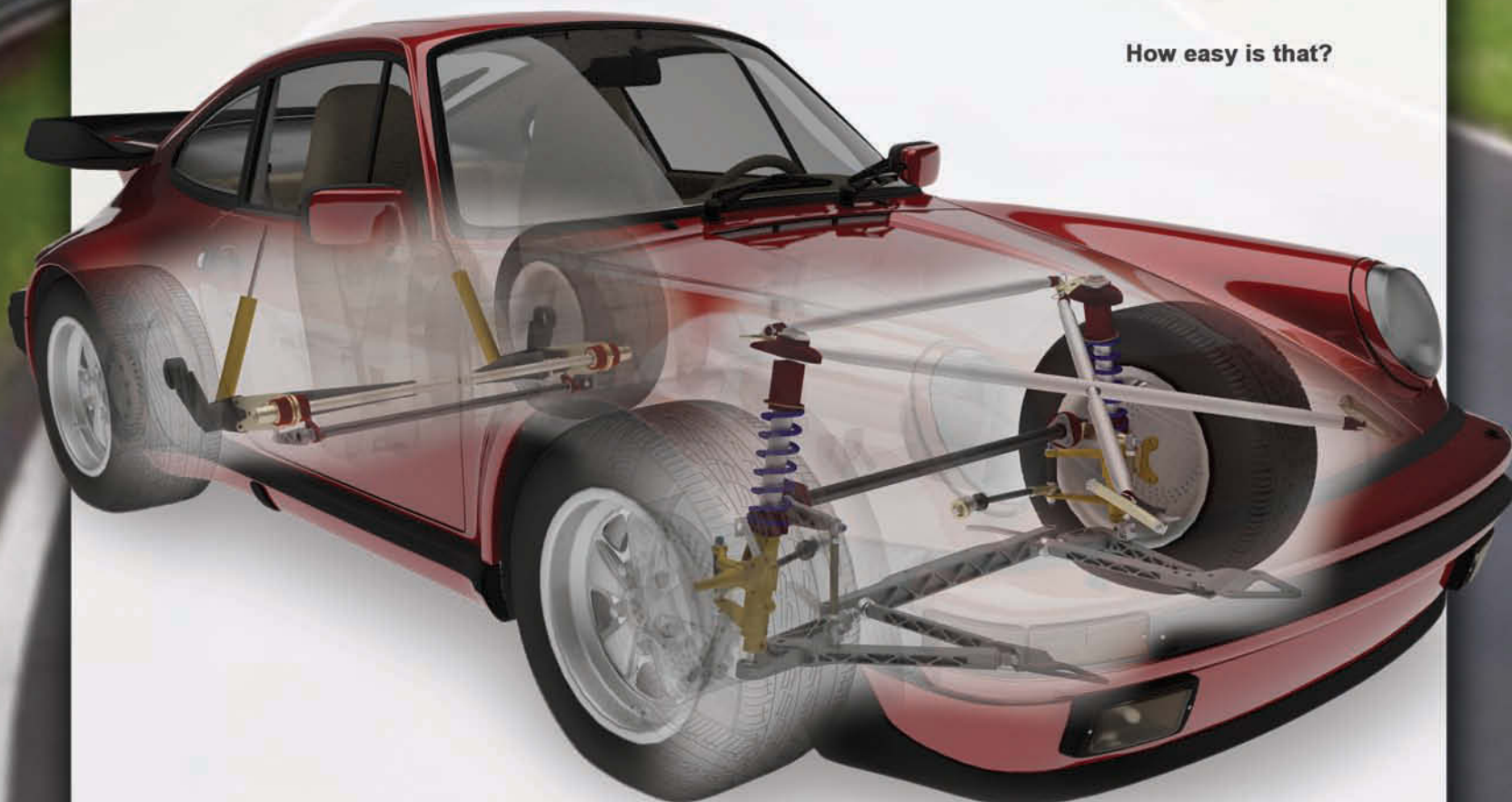
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COASTAL CURVES

Owning a restored Porsche 356B T6 Cabriolet is a dream come true for one Croatian classic lover. Looking at the photos, it's hard to think of a better place to enjoy the delights of such a desirable model...

Words: Robb Pritchard

Photos: Robb Pritchard and Sasa Juric



1963 356B CABRIOLET

Boats bob on the azure blue sea in the harbour of Rovinj, a stunning mediaeval town on Croatia's Istrian coast. Carefully, we park the 356 on a pier so the patchwork of pastel-coloured houses provides a perfect backdrop for the photoshoot. First, though, we have to wait patiently for a crowd of locals and Italian tourists to take their fill of the resplendent 1963 BT6 Super go Cabriolet.

Owner Dubravko Zeljko sits and watches as the hard summer sun gleams off the chrome and silver paintwork. He doesn't get bored of waiting for people enjoying his pride and joy, though – he knows exactly how they feel. It's the only 356 Cabrio in the whole country so the chances are they've never seen anything like it.

Some of the onlookers eventually work up the courage to come and ask him questions, and there's always one they ask: How much is it worth? 'Value has different

meanings,' he shrugs. 'I could give them a number, but I would never sell it, so who cares?'

Many stories of classic car ownership involve tales of years of painstaking rebuilds in the workshop, but not for Dubravko's Porsche. 'Nope, I have no stories of finding it in a barn or it being in the family for years,' he grins.

'I have a 1964 Karmann Ghia which I restored myself and, after 10 years of trying to import parts and having customs either send them back or trying to charge me silly money to let them in the country, I decided that I wouldn't put myself through all that again. I am not so young any more so I decided it would be a better idea to use the money I'd have to put into a rebuild to buy a car I could drive and enjoy straight away.

'And it was always a 356 I wanted,' says Dubravko. 'I like the Karmann Ghia for what it is: a very nice classic car with its own special charm, but in my opinion it's not





With his daughter, Borna, riding along as navigator, Dubravko enjoys driving his beloved Cabriolet in local rally events. With scenery like that, we're not surprised

comparable at all with the Porsche. For me the 356 is more than just a car, it's a legend that brings unique emotions.

'I love everything about it, from the noise of the air-cooled engine, its performance on the road, the smell of the gasoline, the way it looks...and also the way everyone looks at it!' says Dubrevko.

'Finding an example in good enough condition that I didn't need to work on it was the most important thing and, after spending a while searching on the internet, I found a nice-looking one for sale in the UK. I liked what I saw in the photos but wasn't going to go all the way to England just to have a look and then drive it 1500km home...'

Instead, Dubrevko came up with a masterplan: 'I offered to pay the guy for the fuel and his time to drive it to me in Italy, because if the car could be driven all the way through Europe without any problems, it must surely be in perfect mechanical condition! Clever, huh?

'He agreed and I went to meet him with a friend of mine who knew all about classic Porsches. He took a good look and said that the restoration work was top-quality and

everything about the car was just about as good as it could be. So the guy didn't drive back to England, I bought him a flight home instead and the car came home to Croatia with me.

That was in 2007, back before Croatia joined the EU and the import tax for a classic car was very high: 70 per cent of its value! 'It's absolutely rubbish, but that's our government,' exclaims Dubrevko. 'I'm on the board of directors for the Croatian Classic Car club and my profession is a lawyer, so I tried to talk to some people to explain that 70 per cent is far too much, but they wouldn't do anything about it.

'Fortunately, when I drove back with the Porsche, the guy at the border didn't know so much about cars so I told him I'd paid cash for a 45-year-old car that I planned to fix up. I said it cost €2000 and he said I was a fool to pay so much for something so old! The first time I paid for it I paid about the market value but the second time I got it for quite a bargain!' laughs the delighted owner.

We all know a lot of owners of thoroughbreds and

The only modification the owner has made is to lower the rear suspension by 20mm to improve the ride and handling. Colourful Croatian houses make a perfect backdrop





classics who know every detail about the history of their cars, keeping old documents in special folders and actively seeking out previous owners, but all Dubravko knows about his 356 starts from the day he collected the keys.

'I assume it wasn't in a wonderful condition before because why do a full rebuild on a car that doesn't need it?' he asks. 'Don't write this (OK, we won't - KS) but I think maybe owning a classic car is a little bit like having a lover: you know she has a past before she came into your life but do you need to know every detail? No, all that matters

'With the mountains and miles of coast we have some perfect driving roads here in Istria,' says Dubrevko, 'always twisting and turning and there's always somewhere ancient and interesting to stop. My club organises a few scenic drives and time-trials in the summer and I really like that sense of competing, especially as my co-driver is my daughter Borna...although we're not so good yet.

'She is studying to be an architect so is very accurate and precise, but we use a period stopwatch from 1953 while other crews use things like GPS or a Tripmaster, the

Interior is nicely detailed and looks good in black against the silver paintwork. Car was originally painted red, but a colour change was carried out by a past owner

“With the mountains and miles of coast, we have some perfect driving roads here in Istria...”

is how she is with you.

'All I know about the car from before is that originally it was Ruby Red. There is a plate on the door and also the black interior only came with red cars.'

But the real enjoyment of owning a Porsche isn't having it sit in the garage, it's being behind the wheel driving and with the sweat streaking down my back it's the perfect time for a test drive. With the characteristic clattering noise, the air-cooled 1600cc engine comes to life and with people slow to get out of the way because they are staring so much we pull out of town and head into the country.

same system like they use in modern rallies, so we can maybe finish 10th or something. Still it's good fun, though!

The only modification Dubravko has done is to lower the rear suspension by 20mm which helps on the many corners of his local roads in Istria but he points out that this is just to make the ride a little nicer, not really for performance. Also, because the environment of Istria is semi-arid, the roads are lined with stone verges so after a while the chips on the paint start to get annoying.

'Who wants to drive a tatty 356?' he smiles. 'Not me, so I've had her repainted twice.'

As well as the local events in Croatia, Dubravko can



1600cc of pure Porsche power - that's more than enough for Dubravko to enjoy his Cabriolet to the full. Engine has proved to be supremely reliable, with only a faulty generator letting the side down



Wherever the Cabriolet goes, it attracts attention as it's the only one of its type in Croatia. Its modest proportions makes it ideal for those narrow streets

often be found in similar gatherings in Italy and Austria, and doing up to 10,000km a summer in a car that's pushing half a century old there have been a couple of little issues.

'A few years ago the generator shorted out but it's not a big job to get an auto-electrician to re-wire it. One piece that is not original, though, is part of the rear hub. From Porsche that was a €900 piece, so a friend of mine machined up a new one for me in a couple of hours and it works perfectly.

'One time, though, I almost had a huge problem. I ran out of fuel, which I knew was strange because I'd just filled up. I got out to see what the problem was and saw the line

of fluid behind, stretching off back down the road'

The fuel pipe had split, right by the engine, and was spraying petrol all over the ground. At that moment he knew he was very, very lucky that the car didn't go end up in a big ball of fire. But considering how much he drives the Porsche it's proved amazingly reliable!

And what about the future? 'I'm always looking for nice, fun driving events, maybe one in Bavaria later this year, as I don't like doing the same ones over and over, but as for changes or modifications, nothing!' he laughs. 'I've always known that she's the perfect car for me so the only plans are to keep her, look after her...and enjoy her!' **CP**

Dubravko covers up to 10,000km each summer at the wheel of his 356. It's his perfect car, he says, and he plans to keep it for ever



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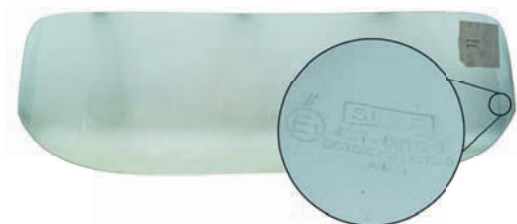
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KLASSE 356

Located in the same building (above) as Hunziker, Klasse 356 specialises in – you guessed it – the restoration and maintenance of 356s, along with the sale of parts they might require. This small shop led by the spirited Ed displayed two 356As, including a beautiful and fully redone 1959 Cabriolet.

AN EPIC WEEKEND

Take three days in the heart of the winter season and cram them with over 15 events related to our shared passion... You needed to travel to Los Angeles to experience the excitement, ending with a major Sunday get-together with a German twist: the All Porsche Swap & Car Display

Words & photos: Stephan Szantai

Seen from a European viewpoint, it can come as a surprise to discover car shows taking place in the LA region often remain limited to a single day – unlike Europe where meetings typically spread over a complete weekend. The 'reduced' American format has its advantages: it allows other events to graft themselves to a major happening.

Take the All Porsche Swap & Car Display, for instance. Organised for the last decade in the heart of winter, this reunion held on a Sunday has morphed over the years into a mega-weekend with a Porsche theme, thanks in part to numerous 'open houses' hosted on Friday and Saturday – no less than 16 of them during the February 2016 festivities!

But to be clear, from the magazine's standpoint, covering the entire list of activities is impossible, considering the distances that separate the shops/companies involved. *Classic Porsche* therefore chose to focus its attention on no fewer than 10 events, which turned out to be a memorable experience.

Spending time with likeminded enthusiasts and admiring tons of desirable vehicles, while enjoying complimentary food/snacks on Friday/Saturday, well, you can't go wrong with such a schedule! **CP**

HUNZIKER

Talented artist Nicolas Hunziker has gained notoriety thanks to his pieces that often depict vintage Porsches. Don't look for a 13mm spanner in his shop (although you can't help but notice his Lotus 51C single-seater), as the place serves as studio, office and art gallery, where visitors can check out his paintings. We should also mention that Nicolas has become recognised for his murals with an automobile theme, some of them reaching close to 50 feet in width. And just in case you feel the price of his artwork might be a little too high for your budget, you can always buy one of his cool T-shirts!





CALLAS RENNSPORT

Based in the city of Torrance (20 miles south of downtown Los Angeles), as are Hunziker and Klasse 356, this company came to be thanks to Tony Callas, who's well-known as a skilled mechanic. His accomplishments include working on a variety of legendary and winning race cars, which competed in Daytona, Le Mans, etc. From the humble 944 to the highly tuned GT1, and everything in between, there is no job too small for him and his crew. Owners of 959s often entrust these guys to wrench on their cars, too. Incredibly, we counted no fewer than four of these rare and desirable supercars during our visit, in the company of a number of 914/6s and several classic 911s.



STEVE HOGUE ENTERPRISES

Classic Porsche always enjoys visiting this Torrance-based shop, run by the amazingly talented Steve Hogue. Steve and his experienced crew bring the body of old cars back to life (not all of which are Porsches), beating, cutting and reshaping steel as well as aluminium. The company even sells its own handmade repair panels specifically crafted for antique Porsches. Among the noticeable cars on site, we spotted an early AC Cobra, several Pre-A 356s, a real 911R and an RS61...or rather its tube frame.



WILLHOIT AUTO RESTORATION

Following our excursion to Torrance, we travelled towards Long Beach (about 30 minutes away), to enjoy Willhoit's open house. This firm was founded in 1976 and offers the ideal setting to repair, maintain or refurbish your Porsche, in a building that covers 14,000 square-feet, including an impressive paint booth. On site, 356s represented the bulk of the vehicles put on exhibit, but the crowd could also admire a few rare 911s, such as a 1989 Speedster for sale at \$137,000. Such is the popularity and reputation of this shop, the waiting list to get a car restored is long – expect a year before work begins.



PETERSEN AUTOMOTIVE MUSEUM

During the All Porsche Weekend, Saturday mornings are typically devoted to the Toy & Literature Show; however, for a change of pace, we decided to swing by the Petersen Automotive Museum. It opened in 1994 and was fully renovated in 2015, changing not only its exterior/interior architecture, but also the selection of vehicles put on display. The second floor will especially appeal to the race car fanatics, as it features a fantastic gallery which includes four Porsches (917, 935, 936, 962), among others, enhanced by various films, old and new, showing automobile competitions, scrolling on a 180-plus degree screen. It's a brilliant place to visit.



EUROPEAN COLLECTIBLES

Travel a mere 100 yards from Jim Liberty's shop (see below) and you will reach European Collectibles, a place with a different vibe as it featured 25-30 Porsches lined up outside, most of them for sale. The nicest examples resided inside the cool brick building, including a 1951 Pre-A, a 356 Carrera T5 GT and a grey 356C Carrera 2. Next to it, the work area has been separated into several sections, including chassis, bodywork, engine room... It's an impressive set-up that never fails to come up trumps with a breathtaking selection of classics.



CARPARC USA

Fans of 356s might be disappointed in this stop, as it focuses solely on classic 911s! By the entrance, a '66 coupé with a nice patina (it will not be repainted) greeted the visitors, who could also drool over six vehicles in the fairly small shop, in addition to a 1970 911E Targa which sat in the office. But Carparc plans on expanding its facility in the near future. We can't wait to see it next year.



JIM LIBERTY

Just a mile away from Carparc USA, Jim Liberty also invited Porsche buffs to discover his small workshop, where he mostly wrenches alone at his own pace. You might be familiar with this gifted man, as we recently unveiled a red 1954 356 that he had restored – see *Classic Porsche #24*. He certainly knows 356s better than most, having been in business for the last 30 years.



ALL PORSCHE SWAP & CAR DISPLAY

The main event of the weekend took place on Saturday in the city of Anaheim, a few miles away from Disneyland. Weathermen predicted some rain, inciting a number of Porsche fans to stay home. Too bad for them, as the sky cleared at 8.00am in the morning! The affair invaded the Phoenix Club, a cultural centre dedicated to the local German folks, which includes a restaurant and an outdoor bar supplying a variety of German beers – the perfect setting for such a show.

Although the event is aimed at the Porsche community

as a whole, classics represented about 95 per cent of the entries, thanks in part to the support of Californian groups such as the 356 Club, 912 Registry and the Early 911S Registry. A large swap meet gave you the chance to find missing parts for a project, rare or not, while pros of the industry set up camp under the large *Festhalle*, an 11,500 square-foot marquee.

Ultimately, the annual Porsche rendezvous turned out to be a huge success, even if participation was somewhat down compared to last year due to the threat of inclement weather.



The majority of Porsches attending traditionally take over the Phoenix Club's football/soccer field



Superb 356A runs a 2.6-litre four-cylinder 'Polo' engine, developed by Dean Polopolus and based on flat-six components



The 912 Registry has been supporting the All Porsche Swap for several years



Every year, CPR makes a point of unveiling a few project cars in the making at this event

Need a cool motorised bicycle to cruise to the next Goodwood event?



Post-1973 models are gaining popularity at the event. In the foreground, a rare 912E

The Festhalle welcomed the professionals of the industry, such as Ohio-based Stoddard



Car collector Bruce Meyer drove one of his many toys: a 1957 356 coupé

Specialising in old carbs (Solex, Zenith...), Carburetor Rescue exhibited a handful of examples, fully restored



Due to the threat of rain, the 356 contingent ended up being relatively small at the Phoenix Club, but the quality was high

Several members from the respected R-Gruppe lined up their highly-tuned 911s



So, how do you prefer your 356? A Karmann Hardtop or an Outlaw coupé?

The number of 912s was surprisingly high - many still retained their original paint/patina



Two black 914s with six-cylinder power parked next to each other: certainly not a common sight

A '73 911T in Gulf Blue... Nice colour, eh?



Little is known about this 1965 911's past. Its chopped roof features an '80s-style T-top!

Among the rarities, you couldn't miss this duo of Turbo Carreras sporting factory 'ghost' decals



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PORSCHE 908-2
5. WALDEGAARD/ATTWOOD
PORSCHE-GULF 908-3
6. Müller/Parkes Ferrari 512 S

PORSCHE

Gulf Firestone/Bosch

Porsche made a poster of every FIA race won by its cars. An original copy of this one hangs in my office

REDMAN ON RACING

In an exclusive extract from his newly-published autobiography, *'Daring drivers, deadly tracks'*, Porsche legend Brian Redman recalls racing in 1969 and '70, and his first experiences on the famous Targa Florio

Words: Brian Redman, with Jim Mullen
Photos supplied by Evro Publishing

Helmut Marko, once a first-rate sports car racer and currently a Red Bull Formula 1 team executive, summed up the Targa Florio with precise economy: 'It's insane!'

Marko was speaking about the circuit on which he and I raced in the late 1960s and early 1970s. What else could you call a 45-mile, 720-corner course that goes through the middle of three villages, skirts 1000-foot drops and brushes against stone houses?

If the rustic terrain wasn't sufficient to keep a driver focused, the improvident Sicilian fans were. Young bravos crowded the most dramatic corners, standing and cheering exactly where an errant car might touch down. Whole families amiably picnicked beside the track as we

passed at racing speeds in marginal control. Roadside verges and gutters were to be avoided because they were depositories of cast-off nails from horseshoes.

Were any sanctioning body or government officials today to suggest a race for 170mph sports prototypes on rural donkey paths they would be locked up. In fact, even the gentlest of the Targa Florio's eccentric features would be enough to disqualify the track from contemporary consideration.

There have been many Targa Florio configurations, some even loonier than the circuit of my era. The original 1906 route was 92 miles long, and a later version set the all-time mark for distance as a 670-mile circumnavigation of the entire island of Sicily. Our *Piccolo* circuit may have

1970: Carefully balancing the left-front wheel on the edge of the road so as not to drop into the gutter and risk a puncture



been a fraction of the size of the *Grande* courses, but it was still unconditionally mad.

It should be noted that, despite Marko's opinion of the Targa's irrationality, he set the fastest race lap in 1972 (33 minutes 41 seconds) at an average speed of 79.69mph and finished second overall. That pretty much sums up the inherent contradictions between how racing drivers think and how they act.

The 1969 Targa Florio

In 1969 I was part of a five-car Porsche onslaught and partnered with Richard Attwood, a fast friend in both senses of the words. 'Tatty Atty' was a superb sports car driver who competed at Le Mans every year between 1963 and 1971, winning it in 1970. He also had many good outings in Formula 1, including second place in a BRM P126 behind Graham Hill's Lotus-Cosworth 49B in the 1968 Monaco Grand Prix.

As close as Richard and I have remained, and as memorable as he is as a driver, it's his wife's observation of racing that always stayed with me. 'During our first years of marriage,' she said, 'I went to more funerals than weddings.'

Fortunately, Richard and I didn't add to her burdens in the 1969 race, but luck wasn't with us. While in third place, with Richard driving, our Porsche 908/02 put a wheel on a grass verge. Unfortunately, under the grass was two feet of ditch, and a broken axle finished our Targa Florio. An unsung hero of the day was Herbie Müller whose Lola T70 MkIIIB was delayed at the start with an electrical problem. He then passed 60 cars on the opening lap, but this splendid effort came to naught when damage from a flat tyre resulted in teammate Jo Bonnier losing the wheel on the straight and retiring the car.



John Wyer, Porsche, Seppi and me

I returned to Sicily and the Targa in 1970 as part of one of the most famous and successful sports car efforts in racing history, the Porsche factory team entered by JW Automotive and directed by John Wyer. Porsche built the powerful 12-cylinder 917s for high-speed circuits like Le Mans, Spa, Daytona and Monza, and the nimble eight-cylinder 908/03s for the multi-cornered Nürburgring and the Targa Florio. Wyer's cars were painted in Gulf's iconic blue-and-orange livery and we drivers wore matching

*Above: Richard Attwood looking fast and tidy in our Porsche 908/02 - before he investigated a grass verge
Below: Porsche had four 908/03 entries in the 1970 race... They bask in the Sicilian sun with Jo Siffert, John Wyer, Ferdinand Piëch and Vic Elford*





driving suits. Walking through the paddock, we looked and felt like gods.

At my request, I was paired that season with Jo 'Seppi' Siffert because I was sure that driving with him was the best way for me to win races. My 1968 drives in Wyer's Ford GT40s and with the factory Porsche 908s in 1969 gave both Seppi and John confidence in my abilities. Jo and I were employed directly by Porsche while Pedro Rodriguez and Finnish rally driver Leo Kinnunen were Gulf drivers.

None of us was paid that well. As factory Porsche drivers – the best job in endurance racing at that time – Seppi and I were remunerated at exactly my 1968 John Wyer rate of \$750 per race plus expenses, except for Daytona, Sebring and Le Mans for which we received \$1000 each. My total 10-race income from Porsche that year was \$8250.

Before the Targa Florio, the JW Automotive team entered the fast-developing 917K in the first four races of the 1970 International Championship for Makes with generally excellent results for Porsche. For Seppi and me, they were somewhat less successful. At the Daytona opener, Pedro and Leo took the win with a single-stint assist from me, followed by Jo and me in second place.

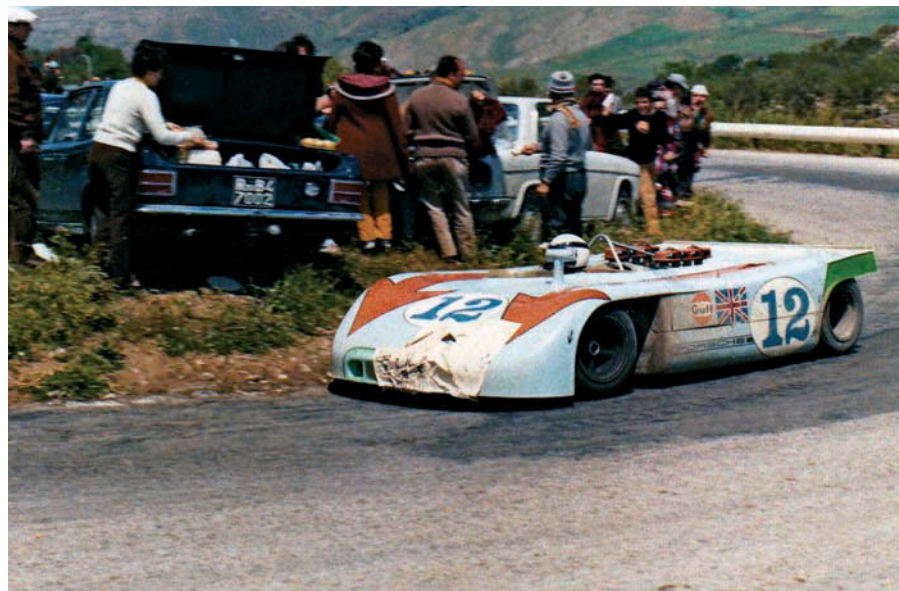
Sebring was next, a race of multiple mechanical problems for both Porsches; the sequence of failures that befell our cars put Seppi and me out of the race after three short hours while the less-compromised Rodriguez/Kinnunen duo soldiered on to fourth place.

The BOAC 1000Kms at Brands Hatch was run in typically wet British weather and Pedro – in a race widely recognised as one of his best drives – splashed to a win with Leo, while we ran a close second until I was punted

off by the Ferrari 512 of an embarrassed Chris Amon; I'm sure it wasn't on purpose as Chris never engaged in dirty racing. At Monza, the Rodriguez/Kinnunen team continued its blistering winning streak, leaving Seppi and me to struggle for 12th place, plagued by mechanical failures.

The Targa Florio was our fifth race of the championship season, and the first where Wyer ran Porsche's new 908/03s. Rodriguez and Kinnunen were in one, Siffert and me in another, and Richard Attwood and Swedish rally driver Björn Waldegård in a third. To John's surprise and

Above: The Porsche management monitors a pit stop: from left to right on the wall, Ferdinand Piëch, John Wyer and Helmut Bott. On the right, I stand ready to do my bit... Below: I thought the oil temperature was getting a bit hot...



dismay, another 908/03 appeared in the paddock entered by Ferdinand Piëch's Porsche Salzburg team, to be driven by Vic Elford and Hans Herrmann.

The agile 908/03s were perfectly suited to the serpentine Targa Florio circuit. While Elford did try a 917 in practice and lapped just a few seconds slower than his time in the 908/03, the big car proved to be a handful and was quickly returned to the Porsche Salzburg transporter.

Ferrari, our major competition, sent one of its mighty 512S prototypes for factory drivers Nino Vaccarella and Ignazio Giunti. Nino was a Sicilian from Palermo, where he was a part-time teacher and accounting school headmaster. As the local pro, he trained year round on his home circuit and was one of very few drivers who knew every one of the Targa's 720 corners.

If the Porsche 917s were ill-suited to the Targa, Nino's beefy Ferrari couldn't have been any better. Nonetheless, after Siffert put our car on pole with a lap of 34 minutes 10 seconds and Elford set a time of 34 minutes 37 seconds, Vaccarella – using his intimate course knowledge

– qualified third just 36 seconds off Jo's pace.

One of the Targa Florio's few concessions to judiciousness was the staggered start in which competitors were released at roughly 30-second intervals. The race, therefore, was against the clock (as opposed to wheel-to-wheel) so only the team timekeepers could be sure who was in the lead.

This start procedure may have prevented first-lap mayhem but it didn't eliminate the hazards of overtaking on Sicily's narrow roads, a necessity given the diversity of entries and their widely differing speeds. Despite the starting intervals, cars bunched up regularly and occasional chaos ensued as multiple drivers attempted to claim the same compact patch of Sicilian Tarmac.

The 1970 race was scheduled for 11 laps (495 miles), one lap longer than the previous year. With fuel stops, it would take just over six hours, and fuel economy was Porsche's secret weapon. The thirsty 12-cylinder Ferrari could go just two laps before stopping while the eight-cylinder Porsche could last three or even four if we took



We flew through Cerdà at well over 100mph, hoping and praying that no errant child or dog chose to cross the street...



advantage of the satellite refuelling station our team had set up in the mountains.

The lead changed numerous times during the race, shifting among Wyer's Porsche 908/03s, the Porsche Salzburg car and the Vaccarella/Giunti Ferrari 512S. Pedro was feeling ill that day, so Kinnunen started the race and jumped into the lead on the opening lap. When Leo handed over the car to Pedro, Vaccarella was able to overtake the ailing Mexican.

I relieved Seppi on lap four and, halfway around the track, I caught Vaccarella. The only logical place to pass the Ferrari was on the long straight beside the Mediterranean but there the 5.0-litre 512S could use its potent horsepower to establish a 20mph supremacy in top speed. I did try to pass elsewhere but the Ferrari had Nino aboard, blocking savagely and nearly pushing me off the road in each of my attempts.

Prudence and the benefit of better fuel consumption made me patient, and I remained a safe distance behind, waiting for the Ferrari to pit. When I saw Nino getting ready, I closed up fast and we made our usual quick pit-stop for fuel, tyres and driver change. The mechanics' coordinated manoeuvres allowed Siffert to exit the pits in the lead.

At the finish, Jo and I were two minutes ahead of Rodriguez and Kinnunen (Leo setting a new lap record of 33 minutes 36 seconds) and two more in front of the Vaccarella/Giunti Ferrari.

Most races ended with appreciative cheering no matter who won, but not in Sicily, and not for a German car driven by a Brit and a Swiss. As our Porsche triumphantly crossed the finish line for the win, thousands of Italian spectators remained eerily silent, communally crushed that the victor

was neither a Ferrari nor an Alfa Romeo, nor any car driven by an Italian.

It mattered not to Seppi and me. After five races together in the JW Automotive team, we finally had our first major victory, and a most satisfying one it was. For nearly 500 miles and nearly 8000 corners neither of us had put a wheel wrong. That night's celebratory dinner tasted of victory, washed down by copious draughts of Sicily's inky Mount Etna wines. **CP**

Brian Redman's new book is available at a special discounted price to readers of Classic Porsche. If you turn to page 9 of this issue (News), you'll find details of how to take advantage of this offer. Well, what's keeping you?

Above: What a relief to win one of the most difficult races on one of the most challenging tracks. Seppi and I share the champagne with John Wyer

Below: This striking mosaic, one of several, is in Collesano, which also has the best of the four museums about the Targa Florio



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GOING PUBLIC

After months – years – of rumours, the all-new Porsche 901 finally broke cover at the 1963 Frankfurt show. It was met with massive interest from both public and press alike

Words: Keith Seume
Photos: Porsche Archiv

The *Motor* magazine began its report of the 1963 International Automobile Show held in Frankfurt in September 1963 with the words 'Big, bigger, biggest are the adjectives that become grossly overworked this year at Frankfurt.' And by all accounts it was big, too, with some 800,000 visitors attending the event, which filled no fewer than 26 individual halls, spreading out over 800,000sqft.

Of the 11 German manufacturers at Frankfurt that year, Mercedes was the biggest – and also had the biggest car on show: the mighty 6.3-litre 600-series limousine. Technically, one could argue the most fascinating was

the tiny NSU Spider, a Wankel-engined sports car that was, as far as many journalists were concerned, the star of the show. Others, though, thought differently...

Across on Stand 27 in Hall 1A, Porsche had chosen to debut its all-new sports car, the 901. There had been much rumour of this long-awaited replacement for the 356, but there had been little concrete news – and no 'spy' photos in the fashion of today's motoring *paparazzi*. Everyone was keen to see what Stuttgart's designers had come up with, and they would not be disappointed.

The Porsche stand was busy from the moment the doors opened. On display were several examples of a



revised 356 range, both coupés and convertibles, which looked as stunning as ever under the glare of the spotlights. The 356 had been the subject of a redesign in August 1961, with the launch of the T-6 body style, and the new 356C, with its four-wheel disc brakes, was undoubtedly an improvement over the older models, but there was no escaping the fact that it was starting to look dated.

One of the major criticisms of the 356 had been its lack of cabin space. Despite the presence of two vestigial rear seats, nobody could pretend it was anything other than a two-seater with extra luggage space behind the front seats. This clearly limited its market appeal. Discussions at Porsche centred on the possibility of building a true four-seater, a development of the 356 and powered by the same rear-mounted four-cylinder engine.

There had already been some experimentation with ways to 'improve' the 356, including the construction of a couple of 'mules' which were built up using the front suspension from a Mercedes in one case, and another with strut-type suspension, which closely resembled the design ultimately used on the 911 some eight years later. Featuring longitudinal torsion bars, the system was similar to that used at the rear of the Type 804 Grand Prix car.

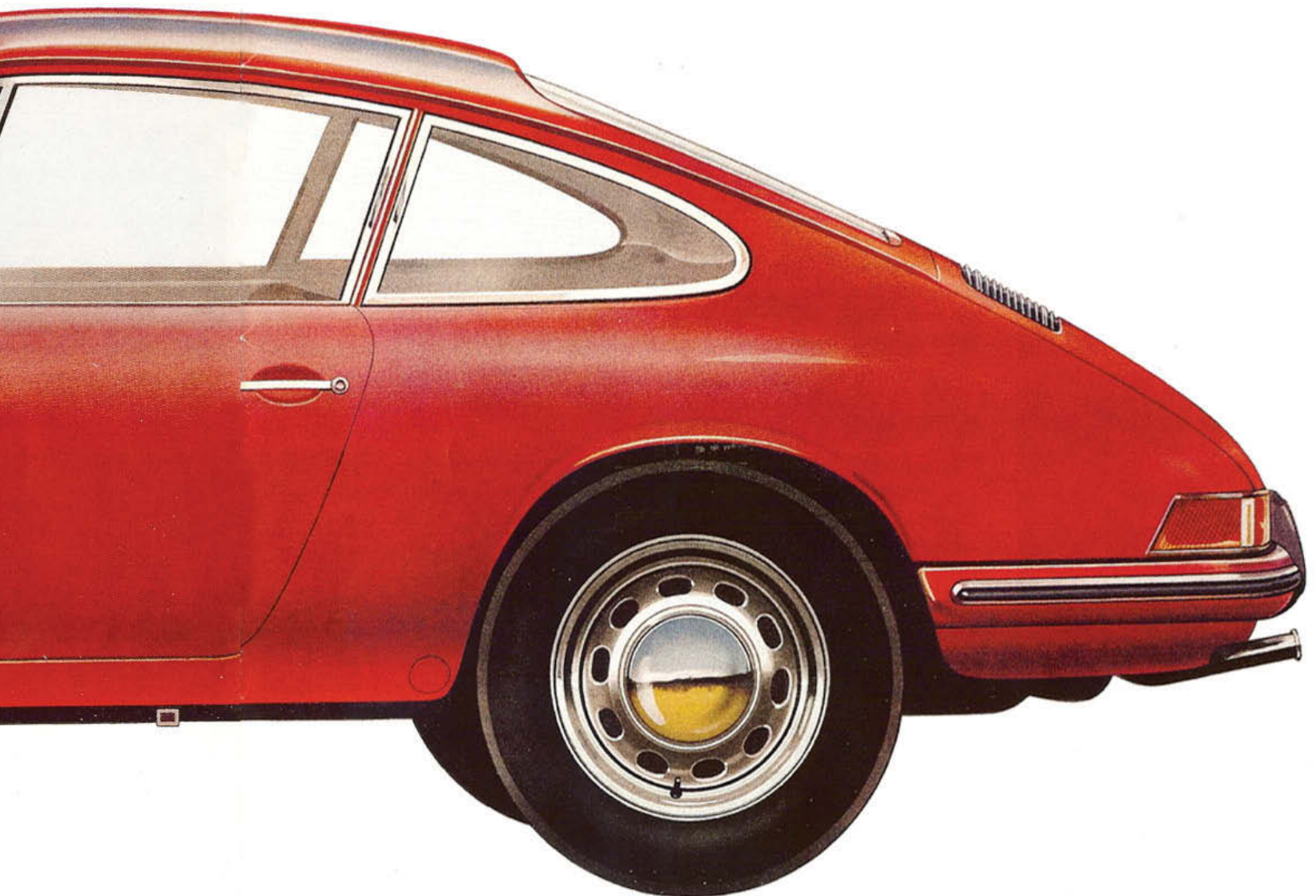
Ferry Porsche gave the go-ahead for the new design program in 1959, with the title 'Type 695'. The technical side of the project fell under the control of Klaus von

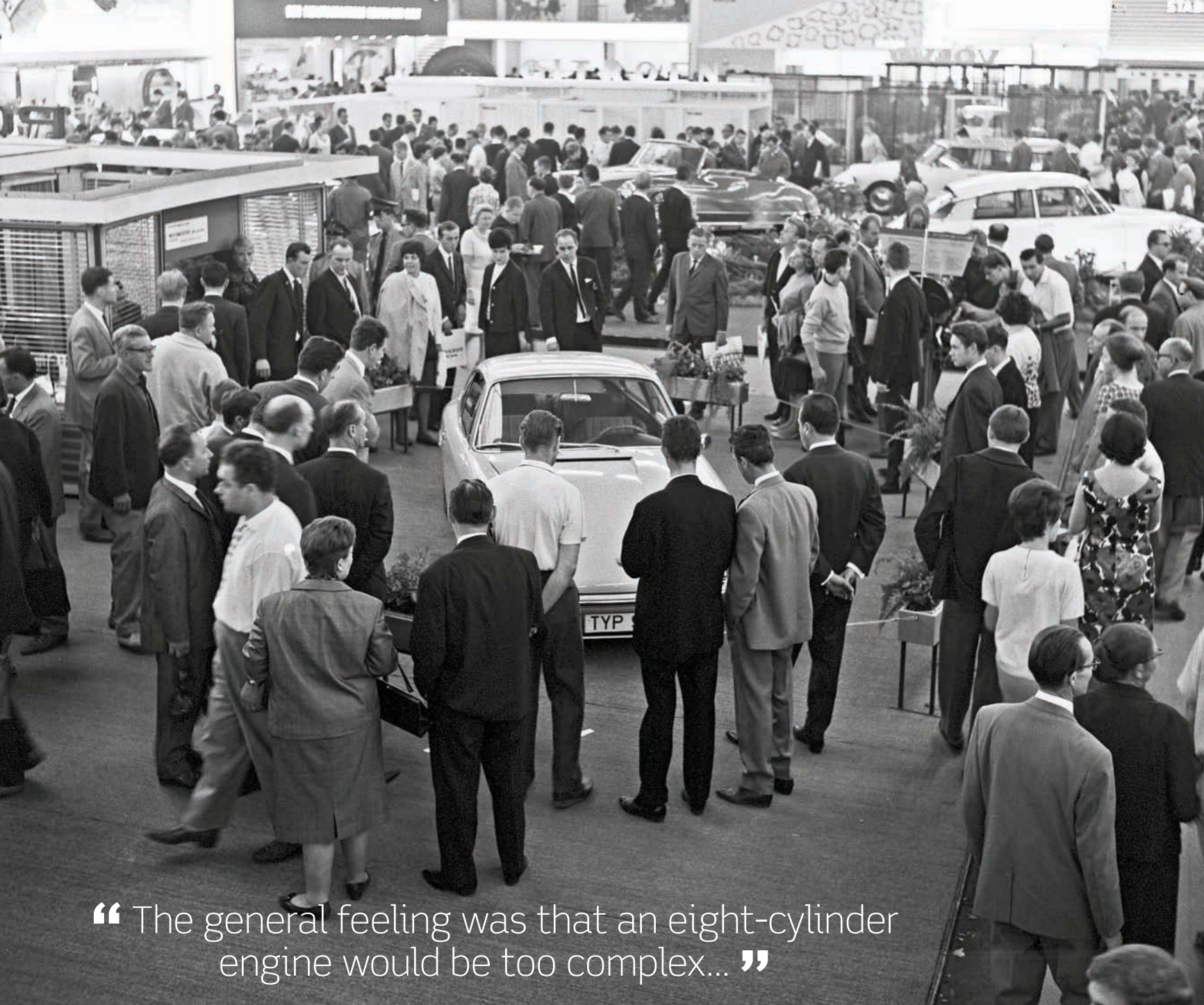
Rücker, with the small matter of styling placed in the hands of Ferdinand Alexander 'Butzi' Porsche. Ideas had already circulated as early as 1957 on how a successor to the 356 might look. Submissions came from a number of outside sources, including Albrecht Goertz in the USA and Pininfarina in Italy, but each was rejected in favour of in-house designs. Butzi Porsche began work on the Type 695 in the latter part of 1959, with early drawings leading to a small wood and Plasticine model in October that year, followed by a full-sized clay mock-up in December.

The result was quite unlike all that had gone before at Stuttgart. Based on a wheelbase of 94.5in – identical to two four-seat Type 530 prototypes of 1952 – the clay mock-up had a slightly futuristic air about it, especially when compared with the classic lines of the 356. The beauty of working in clay is that it was possible to investigate several different body designs, often two at a time, with one side of the model being finished one way, the other side another.

Front-end treatments varied widely, ranging from Goertz's American-looking twin headlights to streamlined units that blended seamlessly into the front wings. An integrated front bumper was part of most early designs, both with and without over-riders. At the rear, possibilities included both 'fastback' and 'notchback' designs, and with one, two or even three tail lights on each side. It is fair to say that none of these early ideas

The first brochure available from your friendly local Porsche dealer featured this artwork, and the legend '901' – needless to say, it wasn't long before that got changed to '911'...





“The general feeling was that an eight-cylinder engine would be too complex...”

looked particularly pleasing to the eye.

‘He has taste, but he’s not a stylist...’ were the words used by Butzi Porsche to describe his father’s input into the Type 695. But it was Ferry Porsche who would finally put his foot down and determine that the new car should be a 2+2, not a full four-seater. The body design, which was now referred to as the T-7 (all Porsche body styles were referred to by their ‘T’ number, the 356 then on sale being the T-5, soon to be replaced by the T-6), began to mature under Butzi’s guidance.

A non-running mock-up was built in 1960, with full glazing, and with all the appearance of a finished car. It sat on 356 wheels, but they were about the only reference to the past. Even at this stage, several detail modifications were carried out, with changes made to the front bumper and turn signals, and to the contours of the car’s flanks. On the whole, though, the Type 695 bore a striking resemblance to the final design in several areas.

By 1961, the Type 695 had matured into a fully-functional prototype that retained the T-7 styling, called Type 754 (now in the Porsche Museum). At this time no decision had been made on the powertrain, so various engines were envisaged, including the current pushrod and four-cam engines used in the contemporary 356.

Before the new model could be considered anything like ready for production, the thorny problem of the engine had to be resolved, leading technical director Klaus von Rücker and his fellow engineers to examine other more radical possibilities. To achieve the level of refinement required, there were two options: a six-cylinder engine or an ‘eight’. Porsche was already looking into the latter as part of its racing program, with the Type 753, and later Type 771, flat-eight units under development.

But the general feeling was that an eight-cylinder engine would be too complex for volume production, so those ideas were dropped in favour of a less complicated flat-six. To meet the desired 130bhp benchmark, a two-litre unit was deemed necessary, and would probably lend itself to future development through increasing the capacity and, therefore, power output.

The new engine was referred to internally as the Type 745 and was designed from the outset with a capacity of 1991cc, achieved with a bore and stroke of 80mm x 66mm (these figures are identical to those of the production two-litre engines, which remained in use until 1969). At least two different layouts were investigated before a final decision was made on the engine’s configuration.

After the T-7 came the T-8, which is instantly

*Frankfurt, September 1963:
No sooner had the wraps
been taken off the new
Porsche than journalists
and visitors alike flocked to
take a closer look at the
pale yellow coupé*



Work on designing a new Porsche which would ultimately replace the 356 began as far back as 1957, under the internal reference Type 695. Several different styles were investigated using full-sized clay mock-ups

recognisable today as the forerunner of the 901/911 as we know it, but there were still several details that needed to be finalised, such as the air intake grilles for the engine's cooling system. The general consensus was that the T-8 design 'worked', both aesthetically and practically. What now remained was to finalise the engine...

The Type 745 design, with its pushrod-operated valve gear, had been rejected. With the departure of von Rucker, there appeared a new name on the team list: Hans Mezger who, up until now, had been working in the race department. He began work on Type 821, another air-cooled flat-six, this time with overhead camshafts driven by chain from the nose of the crankshaft. Other systems had been considered, such as rubber belts (common today but considered 'unpredictable' in 1962) and both gear- and shaft-drives. The latter were both rejected on grounds of cost and noise.

Although responsible for the overall design of the new engine, Mezger was aided by a certain Ferdinand Piëch, nephew of Ferdinand Porsche and an experienced engineer, with an eye for detail. Between them, they saw the Type 821 through to a running prototype unit, which was very similar to the design of the final production engine, with one major exception: it featured a 'wet-sump' lubrication system. Cooling was now taken care of by a single belt-driven fan, which on the first test engines had 17 blades, later reduced to 11.

Engine development continued, though, and the Type 821 design was further refined by the addition of extra main bearings (there were now seven within the crankcase, plus an extra support bearing at the nose of the crankshaft), along with the use of a dry-sump oiling system with a remote oil tank.

There were a number of advantages to this, among them being a reduction in overall height of the engine and an increase in the oil capacity – useful when the circulating oil helps cool the engine almost as much as

the passage of air over the cylinders. A dry-sump lubrication system also solved any problems caused by oil surge under hard cornering.

The final production-ready version of the engine produced 130bhp from its 1991cc displacement and was considered a technological triumph in every respect.

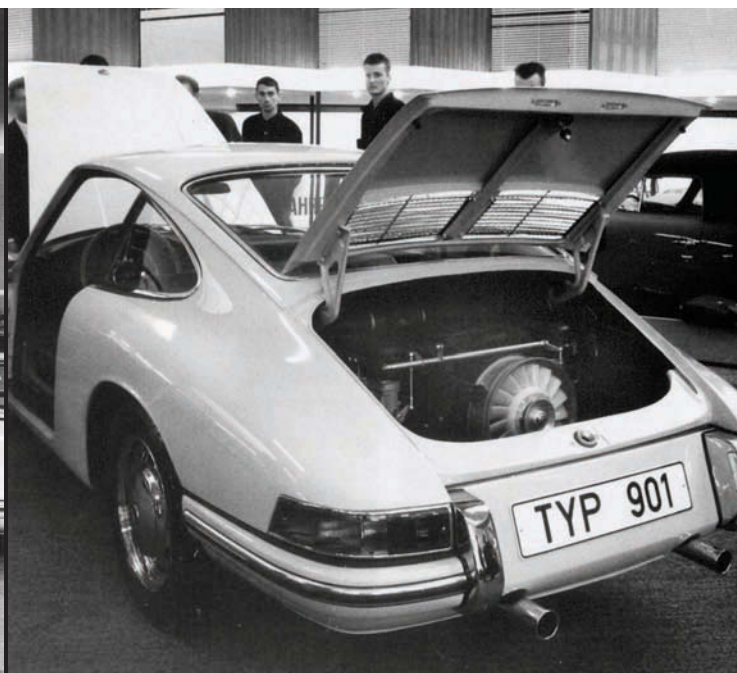
At Frankfurt, the new Porsche, which sat roped off and surrounded by containers overflowing with plants, was the car everyone wanted to see. Compared to the 'old' Porsches alongside, it was low, slim and aerodynamic – and it caught the attention of the journalists. Here's *The Motor* again, in a one-page special feature on the 901: 'For the enthusiast, perhaps the most notable car at the Frankfurt show is the new Type 901 Porsche – with a six-cylinder 2-litre engine. In the Porsche tradition, this is an air-cooled, horizontally-opposed unit mounted at the rear and is astonishingly compact...'

The Motor continued: 'The body follows typical Porsche line but the wheelbase has been increased by 4 $\frac{3}{4}$ in to give better passenger space, although the rear seats are still definitely of the occasional type' – and ended by saying 'Production of this Type 901, which is planned to give a 120mph-plus performance with much greater refinement, cannot begin "for some time".'

Porsche was not in a position to take orders for the new car quite yet. Not only was the factory concentrating on completing a series of the new 904 sports car, but the 901 was, despite appearances to the contrary, a long way from being production-ready. In fact, the sole example on show was little more than a mock-up, with a non-running engine and still requiring a lot of work under the skin. Indeed, the rear suspension was still of the old swing-axle layout, the decision to change to the improved 'four-joint' design not being made until the new year, just months ahead of production.

Even the interior was not yet finalised, with a pre-production dashboard layout and specially trimmed seats

The new 901 shared stand space with the 'old' Porsche 356C. It seems incredible today that many of the 901's critics accused it of being too big and heavy. The example on display was a non-runner, with a mocked-up engine



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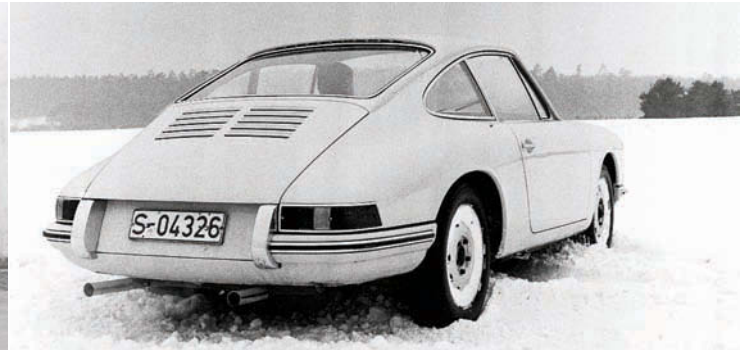


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The Type 754 concept was investigated in great detail – its ‘notchback’ styling allowing plenty of headroom for rear-seat passengers. However, following the input of Ferry Porsche, it was abandoned in favour of the Type 901 T8 design, shown (above right) testing at Weissach in the hands of Herbert Linge early in 1963

in black vinyl with ‘Prince of Wales’ fine check inserts. And when a journalist from the British *Motorsport* magazine enquired about the availability of the 901, he was told that it was ‘The only one we’ve got’.

So, knowing how much interest it would attract, why did Porsche choose to show the new car at Frankfurt in 1963, when there was little chance it would go into production for at least another year? There are a number of reasons, a major one probably being that it stood to show the world that not only was the company not standing still, but also it was still capable of producing a technological masterpiece.

It would be easy to assume that showing the 901 early might have an adverse effect on sales of the existing 356C range, but this was thought not to be the case, as the proposed price of the new car was far in excess of the old model – in truth, the 901 was viewed as a successor to the exotic four-cam Carrera 2, itself far more costly than the basic 356.

In an interview in March 1963, publicity chief Huschke von Hanstein is reported as saying ‘We are planning to show another car at Frankfurt. That doesn’t mean that it will come into production right away, but it might do so by the end of next year. This would be a considerably bigger and more expensive car. It wouldn’t interfere with today’s models.’ And, somewhat cryptically, he added, ‘Whether we show something at Frankfurt, and what we show at Frankfurt, can only be decided by Dr Porsche.’

As a publicity stunt it was hard to beat, for when the doors opened on 12th September, the 901 stole the show. Basically, Porsche had nothing to lose by showing off the new coupé early – but everything to gain.

Reinhard Seiffert, who attended Frankfurt on behalf of the German *Auto Motor und Sport* weekly, recalls that all the big guns were on hand to talk about the car: ‘Certainly Ferdinand Alexander (Butzi) Porsche was present, as was Ferry Porsche himself. And taking care of the press was Huschke von Hanstein, while answering questions on technical matters were Helmuth Bott and Peter Falk, as well as Ferdinand Piëch, who was involved in the engine development.’

While period photographs suggest the car on the Porsche stand was white, Seiffert recalls the car being painted pale yellow. This is confirmed by a tale recounted

years later in an interview by Huschke von Hanstein for Porsche’s in-house magazine, *Christophorus*. The story centres round the first publicity photos taken of the new car in 1963, ahead of the Frankfurt show.

As head of the press department, von Hanstein needed to arrange some photographs of the 901, for which he turned to Ole-Kirk Jensen. ‘We’re getting a 901 for photography,’ said von Hanstein, ‘so do something good for the show, with plenty of mood and atmosphere. It’s important that people love the car at first sight!’

Jensen was keen to take the car to some exotic location, such as Lake Maggiore or Lake Garda, but his boss would hear of no such thing. ‘Any fool can shoot at Lake Maggiore,’ said von Hanstein. ‘I want mood and atmosphere – here in the courtyard of the factory!’ In retrospect von Hanstein’s thinking wasn’t so strange – he had no real budget to work to, and the new car was still shrouded in secrecy.

The photographer, quite naturally, wanted to use a model, but that idea was quashed by von Hanstein, who suggested he ‘borrow’ one of the press department’s secretaries and use her instead. The ‘model’ in question, Thora Hornung, had already featured in some publicity photos of the 356, so she was at least used to von Hanstein’s penny-pinching ways...

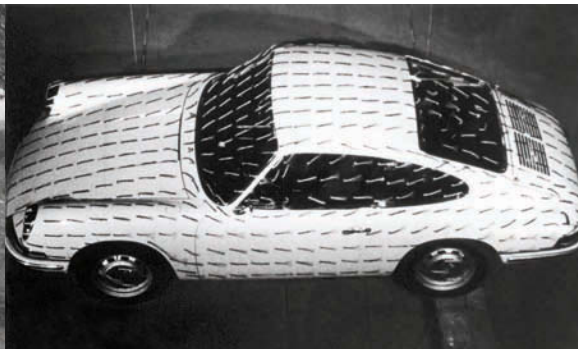
Wearing a dress made by her mother, the young secretary posed next to the one available 901, which happened to be painted white – every photographer’s worst nightmare. To brighten up the image, the sales department arranged for a number of brightly-coloured 356s to be arranged in the background. The photos, of course, turned out just fine but von Hanstein did take on board the photographer’s comments – the car on show at Frankfurt had to be pale yellow, not white...

After the debut at Frankfurt, the 901 was next exhibited at the Paris *Salon d’Automobile* in October 1963, followed soon after by its first appearance in the UK at the Earls Court motor show in London. As was the case at Frankfurt, the majority of the stand was given over to four 356Cs, including a Carrera 2 coupé, with the one solitary 901. Yet again, the new prototype was roped off, preventing close inspection by inquisitive members of the public – this was probably as much about stopping people looking too closely at the fit and finish of a prototype as it

Below: July 1963 and just two months before its public unveiling, 901-02 is seen out on the road wearing heavy disguise

Centre: Wind tunnel test showed just how efficient the new design was

Below right: Hans Mezger was responsible for the engine design, aided by a certain Ferdinand Piëch...





“The 901 has a functional character which will satisfy the most demanding buyer...”

was about protecting the paintwork. There were no further public showings until March 1964, when the 901 was displayed at Geneva, where it was shown alongside a pair of 356s and a 904 GTS.

Reinhard Seiffert was among the first outsiders to get the opportunity to look closely at a pre-production version of the new car, and reported on his findings in a detailed technical piece in an edition of *Auto Motor und Sport* published on 18th April 1964.

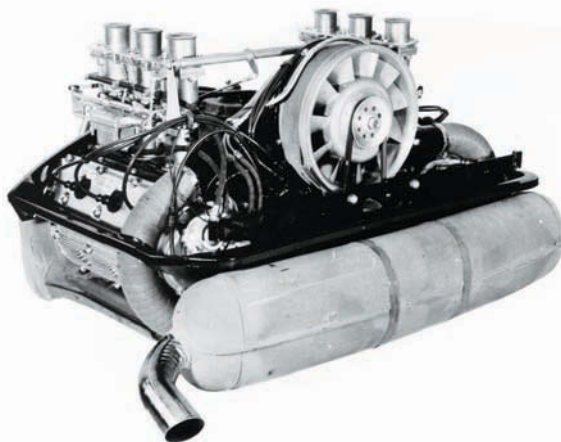
Seiffert made comparisons to the contemporary Mercedes 230SL, coming to the fascinating conclusion that, 'Without question, the new sports car from Zuffenhausen, which will be produced from the end of August, is one of the most interesting cars in the world. It is intended primarily as a tourer, not as a full GT sports car.'

'Porsche has consistently separated these two tasks and the Type 904, as the sporting model, will certainly benefit from the same six-cylinder motor at a later date.'

'However, whatever its intended role, the 901 has a functional character which will satisfy the most demanding buyer. In this one area it clearly differs from the (Mercedes) 230SL, and even more so from four-seater sports cars, like the Fiat 2300 or the Alfa Romeo 2600 Sprint, both of which fall in the same price range.'

'In both price and performance, the 901 outperforms the Carrera 2 which it replaces, and sits clearly above the four-cylinder models. But we do expect (the 901) to sell in higher quantities than the Carrera, and also that many Porsche buyers will not be put off by the higher price they will need to pay for this beautiful car. Presumably, they (Porsche) have got their sums right...'

The new car made its early public appearances



Above: The launch of an entirely new Porsche was big news – very big news, indeed. Of particular interest was the all-new six-cylinder engine

Left: Although the motor show display car was a non-runner, Hans Mezger's new engine was all but ready to go. Early engines had 17-blade cooling fans, but this was reduced to 11 for production



Above: Magazines fell over themselves to get details of the new car into print as soon as the show opened. The weekly *Auto Motor und Sport* was first, closely followed by the British title, *The Motor*



badged as a '901' but, as is well documented, French manufacturer Peugeot had other ideas. As it had been building cars since the 1930s that were known by three-digit numbers, each with a 'zero' in the middle, Peugeot claimed this as a form of trademark. Seeing the new Porsche on show in Paris bearing the 901 identity provoked Peugeot into making a formal objection to the German manufacturer. As the French market was an important one, Porsche conceded the point and changed the middle digit to 'one' – hence the 911 was born. But what of the 904, though? As that had been on sale for almost a year without any

been loaned to the press. They found fault with the heating system ('only smells'), the fact you needed three separate keys to open the door, turn on the ignition and open the glove box, and the awkward nature of the front bonnet release. They also complained of various rattles – and excessive engine noise. *Auto Motor und Sport* concluded with the words 'hopes for the future of the Porsche company are invested in the 911. But it is probably just the point of departure for a range of possible variants, a new beginning towards which much creative effort will still be directed by Zuffenhausen

“Whether 356 owners took well to having their mental state questioned isn't recorded...”

complaint from Peugeot, Porsche argued that there was no reason to change the name now. Also, as Huschke von Hanstein pointed out, the 904 could hardly be deemed a volume production car, offering a threat to Peugeot.

When Reinhold Seiffert, along with the rest of the motoring press, finally got his hands on a production 911 for road testing later in 1964, he was impressed by the performance – especially the acceleration from rest, compared to the old 356s: 'Such accelerative pleasures are offered by only a few cars, most of them much more expensive, with large-displacement engines!' he exclaimed.

But the *Auto Motor und Sport* team was less impressed by the fit and finish of the 911, which is perhaps a little surprising considering that these were models that had

for "It is easier to gain fame than to keep it". Quite.

Car & Driver in the USA loved the car. 'Race breeding and engineering,' it said, 'ooze from the 911's every pore. Although the 911 costs more than the Carrera – and a lot more than the current C and SC – it's worth the price of all the old Porsches put together. Most importantly, the 911's appeal should be considerably wider than the earlier models which, in truth, you had to be something of a nut to own.'

Whether 356 owners took well to having their mental state questioned isn't recorded. What we do know is that, in the all-new 911, Porsche had discovered a winning formula... **CP**

German journalist Reinhold Seiffert was almost certainly the first journalist to get behind the wheel for an extended road test, his first impressions appearing in print early in 1964



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You'd think repairing or restoring a Porsche would be a wallet-draining exercise, and to many it can be. However, thanks to Canada-based Restoration Design, it doesn't have to be that way. But do favourable prices mean lower quality? Not at all. Welcome to a master class in Porsche panels

Words & photos: Bruce Holder

The only thing that gives away the location of Restoration Design, located on a quiet side street in Guelph, Ontario, Canada, is the side of a 914 that's been nailed to the building. It seems like more of a token gesture than a hard attempt at advertising.

The reality is that the deJonge family – Alex and his brother, Peter, along with their father, Mike – don't really need to promote their company too much because they are far too busy with the day-to-day business of making panels for classic Porsches. And, as we quickly discovered, there's no shortage of demand for what they produce.

The journey for the family and for Restoration Design began in 2009 when they bought a small, then Michigan-based, company that had gained a favourable reputation as a

maker of quality and, more importantly, hard to find replacement panels for the much-loved German marque.

The company as it was bought had 78 panels on offer. Since 2009 that figure has grown to 357, though given the pace these guys work at, it's probably increased further since our visit. These range from structural intricacies through to easily-identifiable panels like bonnets and wings. Restoration Design is waging an all-encompassing attack on the Porsche restoration market, and they are determined to keep going until you could literally build a new Porsche with their panels.

Mike, Alex and Peter all have a strong passion for cars, in particular the Porsche range. It's from that passion that they came to understand just how difficult certain parts



Above: Restoration Design concentrates on making panels which are no longer available from Porsche, and every panel is checked for accuracy on a jig

Above right: 'Half' a 914 welcomes you from on high



are to find. If you are able to find them, all too often they fall into three categories: new from Porsche, which is the ideal route, but often too expensive for some, that's if they are actually still available.

Then there's second hand 'original' parts that are often in need of restoration themselves. Or, thirdly, reproduction parts that can sometimes be poorly made and, as such, need a lot of work to get them to fit a Porsche nicely.

To boast 357 panels is great, but it's a meaningless number if the quality is absent. That's where this small, family-run business sets itself apart – quality is paramount.

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'Most of our other machines are pretty new, with the exception of a few hand tools and smaller machines. Our Eckold shrinker and stretcher is an old machine that we picked up locally – it's very rare, and is typically found

“You are confronted at every turn by huge machines that make light work of sheet metal...”

You simply don't have a good market if your panels take a lot of tweaking to fit, and the best way to achieve a reputation for great fit and finish is to dedicate everything to making sure you are getting it right for the end user.

You've probably guessed by now that the creation of these parts and panels isn't simply the result of taking a few measurements and 'having a go' with a hammer. It's an art and it requires a level of engineering that many other companies would be scared to embrace.

Walking through Restoration Design's premises you are

at shops that used to do hand work for NASA, which is opretty interesting!

For the most part, these presses and the custom-made dies are the core of the panel making. Each die has been the subject of many, sometimes hundreds, of man-hours of design, machining, shaping and polishing. There's nothing generic about what's being produced here, no dies have been ordered from elsewhere – they've all been made and, consequently, honed to perfection by Restoration Design. It's quite the thing to see.



Right: First pressings are measured for accuracy and tooling adjusted until everything's spot-on for a perfect fit



Far left: Sheet metal comes in on a roll and is turned into resto panels on site

Left: Original panels are an invaluable resource, regardless of their condition. They hold vital clues to the shape and dimensions required to produce quality pressings

Of course, while the dies and presses are works of art, they're only as good as the designs they've been built to. That's of little concern here though because, as you'd imagine, the designs and information for the pressings come from the highest source – OE parts.

This brings us to what could be, at first glance and to many, the most depressing aspect of my time at the factory: the 'original panel and template storage facility' as Peter calls it. It sounds very official on face value, but on opening the

guys a digital version to work with. This information can then be fed into the machines which can, in turn, cut and shape dies and presses that will eventually make panels faithful to Porsche's offerings, not just some rough facsimile created from guesswork.

Of course, that's only one part of the process. Getting the machines to operate correctly, ensuring the blank metal is cut to the right shape and being certain that the resultant part won't be stretched too thin, or become creased, in the

“The hardest part that we've had to make would definitely be the 356A bonnet...”

door to this outside space it's a heart-wrenching sight. Icons of Porsche's back catalogue sit seemingly unloved, rusty and, in most cases, sliced apart. Racking holds masses of panels, while other parts are propped up in the bushes that thickly envelop the outer perimeter.

It's a necessary evil, though. These cars have given their lives so that literally hundreds more can live on. Nothing has been wasted here, each removed part, each cut-out panel, have all been taken and then measured by laser to give the

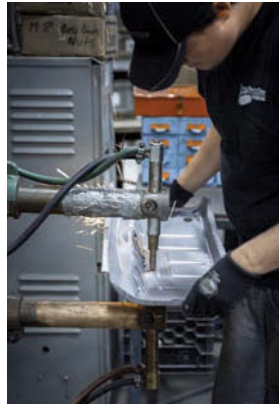
process are all other factors that result in much trial and error before a new product-line is signed off.

Sometimes that can be a painstaking process, as Alex elaborates: 'The hardest part that we've had to make would definitely be the 356A bonnet. It was a challenge to make sure everything went together smoothly. The tooling for this part was so large that it required a lot of extra work. The bonnet was also a challenge because we needed to ensure that the outer skin was flawless. Merging the outer skin to

Below and opposite: Restoration Design doesn't only cater for the 911 market – both 356s and 914s form vital parts of the company's strategy



Right, from left to right: Huge presses stamp out the panels from virgin steel sheet. Quality of the panels reflects accuracy of the tooling; some panels require spot-welding; a pile of B-pillars await trimming to size; completed panels sit on shelf awaiting delivery to customers



the inner structure also took up a lot of time to develop and make sure it was to our expectations.'

As you can see, there's a level of care and detail here that often isn't present in many other businesses. It's what sets Restoration Design apart and, in 2013, it increased its audience to an even wider market. A partnership with Marcel Tromp in the Netherlands now sees the Canadian-made parts being brought into Europe on a relatively large scale.

Alex tells us, 'We knew there was a lot more growth that could happen in Europe and we were looking for someone that could fully commit to the job of servicing Europe. We were approached by Marcel, and found him to be very enthusiastic about the job opportunity. We put him on a trial basis, and the rest is history. We now look forward to developing a great relationship, and ultimately growing a successful business.'

That's the other thing about Restoration Design. It's the people there and their collective passion for looking forward and finding new things to do. There are new parts being researched on a daily basis. The website keenly encourages customers to call no matter what the parts query because they might just have it, and even if they don't, they can add it into their extensive research that constantly uncovers what people need and want.

As we sit in Alex's office, surrounded by Porsche memorabilia, parts and one very sleepy dog, we ask him about the future of Restoration Design. It's a question that puts a lot of people on the back foot, as they don't like to commit to it. Not Alex – he excitedly reels off where he sees his blossoming business in the coming decades: 'There are a lot of plans for Restoration Design in the next 10–15 years. We will continue to manufacture parts for 911/356/914 until there are no more parts to re-make.'

'Then we will move on to 924, 944, 928, Boxster, etc. There is also talk of doing BMW, Datsun and Volkswagen parts, but there is a lot on our plate at the moment so the discussion of these cars is minimal. We also plan to get more into the car side of things again. Right now we work on one or two cars at a time, but we'd like to expand on this in the future as well.'

That future is bright for this company, really bright. The quality of what's on offer truly is second only to Porsche itself, despite being a fraction of the cost. The work ethic of the staff is refreshing and invigorating – these guys all take so much pride in what they do.

They're not just making car parts, they're saving classics and bringing joy to each and every owner in the process. You get the impression everyone knows this and takes it to heart, and that Porsche is a passion here, not just a job. **CP**

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WINTER TASKS

It's been a long, damp winter in the UK, but that hasn't stopped us having some fun with *El Chucho* out on the road and in the workshop. Roll on summer!

Words & Photos: Keith Seume

Despite the wet weather over the winter, I've been able to put some miles on *El Chucho*, and have now covered something approaching 3000 miles since first hitting the road last September. At this rate, I'm going to need to readjust my limited-mileage insurance policy by a factor of about two!

The first longer journey was back just before Christmas to Porsche Club Great Britain's open day at the headquarters in Gloucestershire. On the way, I met up with Darren Tomkin in his hot-rod 911, which he's affectionately named 'The Mongrel' (*El Chucho* can also be translated as 'The Mongrel', too!), and together we had a blast driving across the Cotswolds on a cold, damp Sunday morning. Sorry to the locals if we woke you up, by the way...

The second long trip (about 550 miles in a day) was to attend the funeral of Bob Watson, the Porsche guru who built my engine. Bob's passing is a massive loss to the scene and it only seemed right that as many of us as possible showed up in our Porsches to pay our respects.

The car behaved faultlessly, although I was frozen stiff – no heater and near-zero temperatures meant scarves and gloves were the order of the day. Quite why some of my 'friends' thought it amusing, I have no idea...

Sadly, the roads were pretty salty, so the first job on my return was to take the Porsche down to the local jet-wash and spend half an hour pressure-washing all the salt from the underside. I'm a firm believer in using my car whenever the opportunity arises, but maybe I'd feel different if there was salt around and I owned a 356 Carrera GT, or similar!

Although I say the car ran 'faultlessly', that isn't 100 per cent true, for there is still a mild, random misfire (a stumble, really) at 2500–3000rpm. I wondered if it was plug



and/or coil-pack related, so tried a new set of plugs (NGK BPR7EIX Iridium) as the original BPR7ES had been in there since day one. At the same time, I bought a new coil pack (also NGK) as the secondhand one (Ford Motorcraft) had a small crack in it. Was it any better?

Well, the engine seems to fire better from cold and it pulls smoothly throughout the rev range...until it reaches full working temperature when it still has that stumble! To me this points to a weak mixture at a light throttle opening – when the engine is cold it's fine, as the fuel enrichment settings are supplying more fuel. As soon as the engine temperature rises, the mixture leans out – too much, or so it seems. Back to the laptop, then...

I've also installed the Hargett Precision billet aluminium gear shifter which I bought about a year ago. It's a very impressive-looking piece, which moves the gear lever up and back to a far more convenient position – no more straining to reach second and fourth gears. However, the lever is designed to bolt over the top of the handbrake, which still functions but requires some digital dexterity to operate. It's not ideal and I'm sure I'll need to reinstate the original gear lever for the MOT to allow better access.

I love the precise nature of the Hargett shifter – the reduced throw is a great benefit, as is the reverse lock-out, which prevents that embarrassing graunch as you inadvertently 'kiss' reverse when shifting from first to second on the dog-leg 'box (come on, admit it – you've done it at least once, haven't you?). It looks killer, too.

So what's next? Replacing one of the bushes on the front anti-roll bar, which is knocking, and getting the heated windscreen to work (there's no power getting through). Of course, I'll really appreciate that feature when summer's here... **CP**

Above: New NGK coil pack and a new set of BPR7EIX plugs have helped but there's still a stumble at 2500–3000rpm on a light throttle. Looks like it's time to plug in the laptop and adjust the fuelling



Left and far left: Hargett Precision shifter bolts in place over the top of the handbrake, restricting access. But the repositioning of the lever, along with the reduced throw, makes up for the inconvenience



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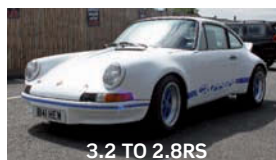
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911



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1983 911SC Coupe, in totally mint rust free condition, leather interior like brand new, air conditioning, 85K miles with full history, fresh engine rebuild, gearbox 100%, year's MOT, new tyres, drives like a dream and not one single fault, stunning throughout, matching numbers, worldwide delivery no problem, call me, £39,500, www.woods911.com. Tel: Ciaran Woods, +44(0)7908 588962. Email: ciaran98@aol.com (T). C35/014



911L short wheel base (SWB) 1968, F-reg, registered by AFN Porsche Centre in Isleworth on 20 March 1968, amazing in red + black leatherette colour combination, though it started life initially in Light Ivory, it has the coveted Porsche Certificate of Authenticity, optional equipment (Sportomatic, right hand drive, loudspeaker), VIN, transmission and engine numbers, this is a matching numbers car! Detailed folder mapping out the extensive provenance, old MOTs, bills and original owner's manual. Provenance includes a detailed £10,000 engine rebuild at a famous restorer of Porsche engines in 2008 detailing all components and extent of work carried out, plus a £20,000 body restoration in 2010, comes with an extensive history file, owner manual and service records, £124,995. Tel: 01772 663777. Email: ali@amari supercars.com (Lancs) (T). C35/005



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1974 RS 3.0, based on a 1974 911S, declared manufactured 1973, confirmed with official Porsche letter of authenticity and log book, bodywork was done by RS Autos in 1989 with steel wheel arches, lightweight front/rear bumpers, ducktail and lightweight interior with full roll cage at a cost of £10,000, mild restoration then performed by local Porsche specialist, Cartec in 2015, a testament to the original work the only bodywork needed was in the usual places ie sills, jacking points and kidney bowls, also new outer sill sections, sunroof was cut out and new roof section fitted, bodywork was then stripped, prepped and resprayed in Blood Orange at a total cost of £15,000. Additional work then carried out: 9x15 Fuchs with TB15 racing tyres, Plexiglas side windows, rollcage, Turbo track control arms, new lightweight carpets fitted, refurbished calipers, new Turbo discs and brake hoses. Opportunity to purchase car with or without engine, box and clutch (price includes them all), complete 911 3.2 engine (unfitted), fully rebuilt 915 gearbox with receipts (rebuilt 2015), new clutch (unfitted). Car is complete with a folder full of receipts, bills, history and letter of authenticity from Porsche, with prices only going up, this is a great investment opportunity, selling due to property investment, if the car doesn't sell it will be put in to storage and finished in the near future, £36,995, no time wasters or silly offers. Tel: 07941 017815. Email: mark1@hotmail.co.uk (Wales). C35/012

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1989 944 2.7, with a cherished plate and approx 74,690 miles on the clock, the registration is 'LCG 944' (the original reg, etched on all the windows, is available). Black, leatherette seats with contrasting yet subtle Porsche name upholstery with black piping, both front and rear seats are original and look and feel as good as the day they left the factory, the headlining is in perfect, unmarked condition, new front and rear prestige overmats (900g twist pile) with black leatherette trim to complement the surrounding materials, a rear 5mm thick rubber boot mat protects the carpet. Cigarette lighter is new and unused, working clock, unused and complete tool kit roll, unused 12 volt compressor, unused space saving tyre, unused jack, electric windows, electric mirrors, electric factory sunroof, electric front seats, Kenwood stereo/CD player with superb sound, immobiliser with two fobs, two original Porsche crested keys with working lights. The car has a full service history of main and specialist Porsche dealers, HPI clear. Certificate included, all MOT certificates from 2000 onwards are supplied including 6 months' MOT with the vehicle with no advisories, a recent specialist full service at 69,962 miles with the addition of a new cambelt, balance shaft belt, alloy wheels, £19,000. Tel: 07980 006272. Email: lukespencer10@hotmail.com. C35/028

Parts

Silencer 3.2 Carrera, rear silencer for 3.2 Carrera, vgc, £80. Tel: 01248 410752. Email: brynawelonbb@hotmail.co.uk (N.Wales). C35/008

Roll cage for Porsche Carrera 3.2

1984, in white, £150. Tel: 01248 410752. Email:

brynawelonbb@hotmail.co.uk (N.Wales). C35/006

Black Porsche seats, rear seats 1984 Porsche Carrera, black leather, in very good condition, £40. Tel: 01248 410752. Email:

brynawelonbb@hotmail.co.uk (N.Wales). C35/007

Porsche 911 engine lid, 911 engine lid off my own 1984 911, very good condition, comes with engine air vent installed, has chips around lips of lid so respray needed, also has two holes either side top of lid as had brake light spoiler fitted and now removed hence photos, £500, please email me for photos. Email: sagitint@yahoo.co.uk (Horley/Gatwick). C35/029

Porsche 911 996 1999 front wings black, wing front Porsche 986/996 (ref. 99650303101GRV/ 99650303204GRV), wing front left and right, RRP £700, fits: Porsche 986 Boxster 1997-04, Porsche 996 1996-01, fuel cap has been removed, £100. Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow). C35/030

Early Porsche 911 parts, 1967 front wings and bonnet, need welding; 4 14x5.5 Fuchs wheels in good condition; crankcase number 901101101 3R, in good condition, sensible offers please. Tel: 07771 666993. Email: davidr9751@outlook.com (Rickmansworth, Herts). C35/019

1974 Carrera parts, two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet white, £100; SSI exhaust system small patch in heat shield required, £100; washer bottle, £30; RSR l/weight engine mount cross member, £75; starter motor used, £25; torsion bar end caps new, £30; steering wheel original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon). C35/018

Early 911 parts, 911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derby). C35/022

Early 911 parts, 911 exhaust silencer, 2 in 1 out, 1965-74, Dansk, steel, part number: 92.210 1513, approx 3000 miles use, very good condition, £200; 2 new mounting clamps for 911 exhaust, 1965-74, £25 the pair; pair of 911 polished stainless steel heat exchangers, 1965-74, for carbs, approx 3000 miles use, very good condition, £600. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C35/031

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911 SC Porsche rear reflector panel, 1977-83, used condition, £95. Tel: 01903 694550. Email: gary911sussex@btinternet.com (West Sussex). C35/017

Blaupunkt Berlin 8000 gooseneck radio cassette player, new old stock, these were the original optional equipment between 1979-1983 for 911s and 928s, it's brand new, boxed and complete with all components and instructions, for more information and photos, £500, please send me an email or contact me by phone. Tel: 0034 630 045990. Email: frankleon88@gmail.com (Spain). C35/032

Miscellaneous

For sale Classic Porsche magazines, issues 1-6, 8, 10-22 and 24-33, all in excellent condition, £40, collection only, will not split. Tel: 07790 748814 (North Worcestershire). C35/002

Cherished number '911 2 KO' for sale, available for immediate transfer on a DVLA retention certificate valid until Mar 2025, a highly desirable 911-themed personal registration number (potentially one especially for the boxing fan?), '911 2 KO', £2000. Tel: 01332 865818 or 07565 614337. Email: jrobinson@irolli.com. C35/020

'KBO 911' cherished number on retention, number plate currently on retention, perfect for a Porsche 911, was on a Turbo 997, any questions please ask, £2200 ono. Tel: 07432 188698. Email: njabloomfield@gmail.com. C35/021

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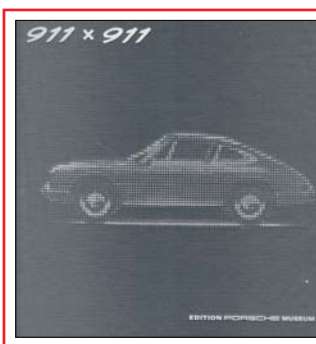
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Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C35/023



911 x 911 The Official Anniversary Book Celebrating 50 years of the Porsche 911, new, excellent condition, Porsche museum edition, celebrating 50 years of the 911, book still factory sealed, 950 pages in hardback, over 3kg in weight, box opened to take photo of book, becoming rare! £130. Tel: 07940 130854. Email: ashwade220@aol.co.uk (Essex). C35/024

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 (Wilts). C35/033

g11 TBO

Porsche 911 '911 TBO', the best number for your 911 at realistic money!! On retention and ready to transfer, make me an offer - it has to go!! £3000. Tel: 07881 952338. Email: axleculas@gmail.com. C35/016



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'911 EX' registration plate for sale, on retention certificate until Oct 2025, assignment fee already paid, £7800, no commercial sellers please. Email: stephen@percivaldrake.co.uk. C35/034

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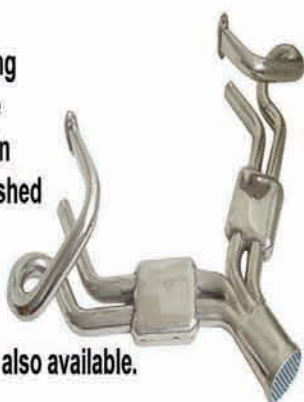
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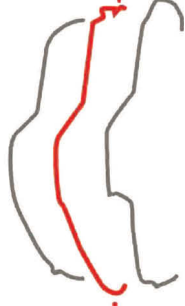
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