

Classic **PORSCHE**

1973 2.4 911S

A STREETCAR NAMED DESIRE:
THE CARRERA RS's 190BHP SIBLING



www.classicporschemag.com



US\$12.75 Can\$16.50 Aus\$12.95

RUF BTR • 356B • 912 RALLY • JEAN BEHRA • ESSEN



*Made in Germany / www.fvd.net
Porsche® Tuning / Parts / Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany	phone: +49-7665-98990	fax: +49-7665-989920	www.fvd.net
fvd North America	phone: +1-954-571-2050	fax: +1-954-571-2060	www.fvd.net

Classic PORSCHE

Editor: Keith Seume Tel: 01208 871490
classicporsche@chpltd.com

Contributors: Robert Barrie, Johan Denekamp,
Rémi Dargegen, Tom Fawrdry,
Kieron Fennelly, Tom Gidden, Bruce Holder,
Edoardo Baj Macario, Delwyn Mallett,
Alain Sauquet, Matt Stone, Steve Wright

Studio Manager Peter Simpson

Group Advertisement Manager
James Stainer Tel: 01883 731152
james.stainer@chpltd.com

Production
Liz Smith Tel: 01883 731150
ads@chpltd.com

Accounts: Bev Brown
Administration: Sandra Househam
Subscriptions: Debi Stuart
debi.stuart@chpltd.com
Tel: 01883 731150 Fax: 01883 740361

Managing Director: Clive Househam

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

Worldwide retail distribution
For worldwide newsstand
availability queries contact
Danielle Colley, CHP Distribution Manager,
Seymour Distribution Ltd.
Tel: 020 7429 4092
danielle.colley@seymour.co.uk
For UK go to the Store Finder website:
seymourmagzene.com

chp

f Find us on
Facebook

pocketmags

iTunes

twitter

#ClassicPorsche1

Classic Porsche® is published by
CHPublications Ltd,
1 The Alma Building,
Brewerstreet Dairy Business Park,
Brewer Street, Bletchingley
Surrey RH1 4QP
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

While every effort is made to ensure the accuracy of this
publication CHPublications Ltd. cannot accept
liability for any statement or error contained herein.
All rights reserved. Reproduction in whole or part,
without written permission, is prohibited

© CHPublications Ltd, 2016



First of all, welcome to the new look *Classic Porsche*! Hopefully you'll have spotted that we've given the magazine a freshen up in terms of cleaner, less cluttered page layouts and a new typeface (retro all the way with Helvetica, for those with an interest in typography), plus a refreshed logo which, we think, better captures the spirit of our chosen subject. Oh, and a new look to the front cover. It's kept us busy, that's for sure...

This issue features one of the nicest '73 911Ss I've had the pleasure of driving. Over a two-year period, it's been carefully restored to preserve its character yet rid it of its ills, which

"THERE'S PLENTY MORE TO SEE, SO SETTLE BACK AND ENJOY THE ISSUE"

means it should be good for another 43 years, at least. It's always fun driving a 911S, and they don't come much better than a 2.4-litre version like this.

Then there's the RUF BTR – a comparative 'modern' for us, but a real classic in every sense. RUF was the first (only?) company to be given Porsche's blessing to issue its own chassis numbers to new cars. And what a car the BTR is! The closest thing to a road-going Group B Turbo in its day.

Naturally, there's plenty more to see, so settle back and enjoy the issue. And don't forget, if you have any comments, my e-mail address is below. Over to you...

Keith Seume
Editor, *Classic Porsche*
classicporsche@chpltd.com

www.classicporschemag.com

CONTENTS

FEATURES

- SYMPHONY IN BLUE** **08**
Behind the wheel of a freshly-restored
1973 2.4-litre 911S
- RUF & TOUGH** **32**
The story behind RUF's mighty BTR, the
original factory-approved hot-rod
- THE NEARLY MAN** **40**
Arguably the greatest French driver of
the 1950s, Jean Behra
- A CLEAN SLATE** **46**
A beautiful Slate Grey 356B coupé from
la belle France
- EURO VACATION** **54**
Seume and Mallett on their annual trip to
Techno Classica – and beyond...
- LUFTGEKUHLT SHOW** **62**
Matt Stone covers the air-cooled-only
Porsche event in SoCal
- RALLY TO THE CAUSE** **68**
Johan Redekamp on historic rallying in
his Porsche 912
- PHOENIX RISING** **76**
The never-say-die tale of Bruce Holder's
burned and broken 911
- GIVE ME POWER!** **84**
Steve Wright wishes he had a few more
horses under the rear lid...
- NO HALF MEASURES** **88**
Classic Porsche drops in on California-
based 356 guru John Willhoit



SUBSCRIBE TO *Classic* **PORSCHE**

*Don't miss a single
issue of the only
magazine that
exclusively covers
classic Porsches. Why
not subscribe today?*

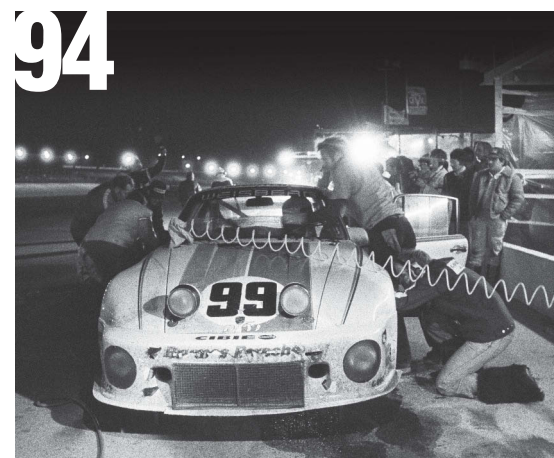
Just turn to page... **92**





REGULARS

- NEWS & PRODUCTS** **18**
News & reviews from the Porsche world
- DELWYN MALLETT** **24**
Mallett's mental meanderings
- ROBERT BARRIE** **26**
Historic racing – and more
- LETTERS** **28**
Why not drop *Classic Porsche* a line?
- ON THIS DAY** **95**
A look back through the archives
- CLASSIFIEDS** **94**
Find the classic Porsche of your dreams







RPM
PORSCHE SPECIALIST

+44 (0)1296 663 824
www.rpmtechnik.co.uk
 Nr. Tring, Hertfordshire

Classic Porsche Restoration & Project Builds





GEARED TO WINNING



- High quality Klingelnberg crown wheel and pinions
- We can produce special ratios
- Crown wheel and pinions for Porsche 356 (7:31), 901 (7:31) and 915 (8:35) available from stock
- More than 65 years experience in the production of high quality gearing for automotive, aerospace, military and industrial applications

Tandler Precision Limited

29 Ross Road Business Centre
 Northampton NN5 5AX

Tel: **01604 588 056** Fax: **01604 588 064**

Email: sales@tandler.co.uk

www.tandler.co.uk



Give your classic Porsche the care it deserves. The new Porsche Classic Car Care Kit.

As the owner of a Classic Porsche you know how important it is to preserve the authenticity of your car. This kit has the perfect combination of products to keep Porsche paintwork in top condition. For more information visit your nearest Porsche Centre or www.porsche.co.uk/classic



PORSCHE

SYMPHONY IN BLUE

We'd been following the progress of the restoration since day one, and couldn't wait to get behind the wheel of what promised to be a very special Porsche: a right-hand drive 1973 2.4 911S. It was definitely an experience worth waiting for...

Words: Keith Seume
Photos: Tom Gidden





At first sight, it looked too good. The more I studied the Metallic Blue 1973 911S sitting in Roger Bray's workshops, the more I kept convincing myself this car was too good to restore. It was, after all, a right-hand drive 2.4-litre 911S, one step away from the ultimate 1970s road-going Porsche, the mighty Carrera RS, and looked stunning...

When Roger undertook the restoration he, too, scratched his head and pondered if this was a car to leave in its unrestored state, to be enjoyed for a few more years and then – only then – to make it the subject of a full resto. But his experience shone through, the little tell-tale signs that all might not be quite what it seems convincing him that things needed closer investigation.

It was when they were pointed out to me that I could see the reasoning behind the decision to go the whole hog: the tiny, almost imperceptible bubbles in the paint, the oh-so slight colour mismatch on a couple of the panels – that wouldn't have happened if there was no history of past work. The engine, too, although far from being high-mileage, looked sad, corrosion eating away at the fan housing, plated brackets turning from a bright gold to a dull silver-grey.

But this car was still something very special – the interior was almost perfect, completely unmessed with, and a great example of the way Porsches really looked back in the 1970s. Sure, there were minor signs of use, but compared to so many other unrestored 911s we've seen, this was pretty special. I was rapidly falling in love and wishing it could have been mine, for it was the perfect starting point for what promised to be a cut above the average restoration.

Of course, as soon as Roger Bray's team began the task of stripping the car to a bare 'shell, you could see the results of repair work that had been carried out to what was a perfectly

“I WAS RAPIDLY FALLING IN LOVE WITH IT...”

acceptable standard many years ago (when nobody would have dreamed of going so far as to strip and bare-metal an old Porsche), and good old rust, about which you can't do much as time passes without a major investment of time and effort.

What was impressive, though, was the fit of the panels – they looked like they hadn't ever been removed from the car during its life, or if they had, they'd been refitted by someone who cared about such things. The panels all appeared to be original to the car – another bonus compared to so many other supposedly original 911s of this vintage.

Once the bodyshell had been stripped of all glass, trim and mechanical components, it was sent away to be blasted to bare metal, a process which when carried out carefully Roger prefers to chemical dipping. It was at this stage that the true nature of the car's past life came to light. It had been repaired in several areas – small repairs, admittedly, but repairs that would need to be done again. And then there was the rust...

Now this was interesting, for the bodyshell was remarkably sound considering its age, but the media-blasting showed up several small perforations – pinholes almost – that would never have been visible without a complete return to bare metal. Other problem areas showed up, too. Inevitably the kidney bowls needed attention, as did the B-pillar. Somebody had evidently made a big effort to repair the latter in the past, letting in a long piece that may have been cut from a repair panel, or even another 'shell.

These are particular problem areas on an older 911, as the factory's attempts at rust-proofing back then amounted to little



more than spraying a rubberised underseal where accessible. If you couldn't see into corners, or get a spray nozzle in there, too bad. As road dirt and, worse still, salt accumulates over the years, then inevitably the panels start to rust from inside out, often with little indication there was a problem until it's too late.

The more Roger dug into the naked 'shell, the more it became obvious the 911S, as beautiful and untouched as it appeared to be, had been the subject of a lot more work than many of us had imagined. For the most part, there was nothing ostensibly 'wrong' with the work but it didn't match the standards demanded today.

The bottoms of the door pillars, for example, looked fine until stripped of their paint, as did the forward corners of the front inner wings. Both had been replaced at some point, what looked like gas welding dating the repairs back to pre-MIG days, but both would need to be fixed again. There was similar evidence of work to the edges of the floorpan and sills. The outer sills had been replaced at some point, the use of later panels necessitating work to cover over

the recesses stamped into the sills to accept the later trim.

The top edges of the rear wing on the left side of the car required plenty of work. Minor bubbling proved to be evidence of more serious corrosion, necessitating cutting out a long strip adjacent to the engine bay. The other side was better, but still needed a small piece let into the surrounding metalwork. In fact, the more you looked, the more repairs were needed – but

then isn't that always the case with a classic car of any kind these days?

Some areas of the car proved to be better than expected. The floors, for instance, were largely sound, as were the rear seat pans. And considering this was a UK-market 911 with a factory sunroof, the roof itself, along with the drain

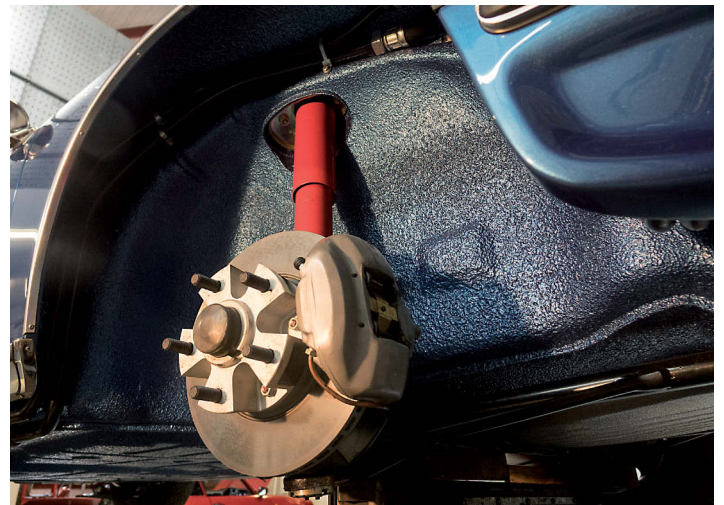
tubes, proved remarkably sound. Not so the bottoms of the doors, though, which needed repairs to the outer skins.

With body repairs completed, the 'shell was hit with etch- followed by high-build primer. Once dry, this was wet-sanded and the body then checked over for any imperfections prior to laying on the coats of Metallic Blue. This really is one of the

Series of photos opposite tell the tale of a car which had more than a few hidden secrets, but thanks to Roger Bray Restoration and Oak Tree Garage, it turned into the beauty you see above

“THIS REALLY IS ONE OF THE MOST STUNNING HUES”

All areas of the car came in for sympathetic restoration – and yes, that coarse underseal is identical in texture to what was there before. This car should now last forever...

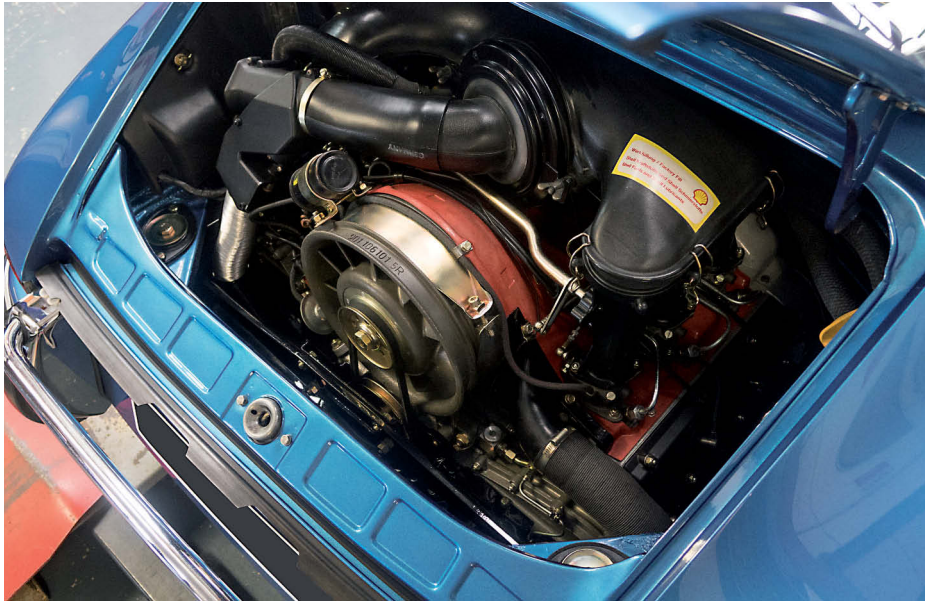


Workshop photos courtesy Roger Bray

STRIP, REPAIR, REBUILD







2.4-litre 190bhp engine was fully refurbished by Crispin Manners of Oak Tree Garage – he's a DOPE. That's short for 'Doctor Of Porsche Engines', by the way. Gearbox remains as original and required no attention

most stunning hues in the Porsche colour pallet and I'm always surprised it was never more popular. It is a colour that simply 'pops' when the sun hits it.

While the bodywork and paint were being attended to, attention was turned to the suspension, brakes and drivetrain. All the original suspension and brake components that could be reused were stripped, blasted and painted, with all fasteners plated as per original.

Brake discs were replaced, along with all bearings and bushes, while the brake calipers were each refurbished.

Attention to detail reigned supreme during the rebuild, with hidden yet complex areas of the car, such as the heater and fresh-air controls

receiving as much love and attention as the refit of the dashboard and interior trim. Talking of which, the gauges were left unrestored, helping to retain the character of the car, pre-rebuild, but headlining, carpets and door cards, etc, were all replaced where necessary. The result is wonderful, having the feel of a car that has never been apart.

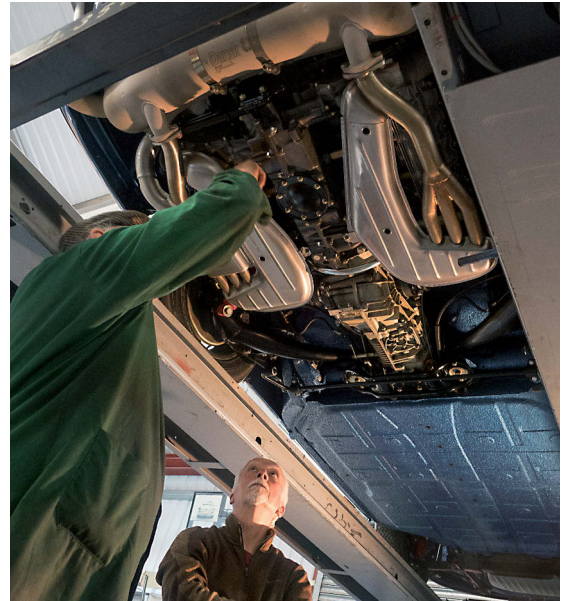
“ATTENTION TO DETAIL REIGNED SUPREME...”

At this point I do have to admit to one thing: from the beginning I'd had my doubts whether the car's character would suffer after such an extensive restoration, but the attention to detail has meant that, while seated behind the wheel, you're not really aware that this car has been to bare metal and back. It still feels like an old Porsche: from the familiar steering wheel, to the gear knob, to the gauges, it feels like one that can tell you stories...

But what about the heart of the beast, the magical 2.4-litre 190bhp mechanically-injected 'six'? As the Porsche had seemingly stood unused for some time, possibly in less than perfect conditions, the engine, frankly, looked a mess. The task of bringing it back to life was given to Crispin Manners of Oak Tree Garage

in Devon. Crispin is one of the most skilled Porsche mechanics in the UK, his quiet nature masking a depth of knowledge that many others could only dream of. The engine could not be in better hands.

It soon became clear, once the process of stripping the engine began, that somebody else had already been inside the



It's the ultimate toy – a car that now deserves to be driven far and fast. Taking to the Devon lanes (left) showed the 911's character as a great all-rounder



Two years in the making, this 1973 911S feels like a new car to drive – it's tight and fuss-free, just as it would have been when it left the factory 43 years ago

crankcases in the past. One of the original Biral cylinders was scored, necessitating replacement with new Nikasil barrels, along with new pistons and wrist pins.

Fortunately, the crankshaft was in perfect 'std/std' condition – the camshafts were both good, too, as were the rods, although the latter were treated to new small-end bushes. The cylinder heads were generally in good order, but were fitted with new valves, guides and springs.

The original magnesium crankcases were equipped with Time-Serts on all major studs and then shuffle-pinned to ensure the two halves didn't 'wander' with extended use. Once all the machining had been carried out, the cases were chromated for protection. A new, more modern oil-pump was installed, with its reduced scavenging and enhanced pressure section, while cam sprockets, chains and ramps were also all renewed.

The mechanical fuel-injection system, which gives the 'S' its character, came in for a complete overhaul, the throttle bodies being rebuilt, as was the linkage, with new ball-joints, etc, fitted as required. The MFI pump was then sent away to Fred Pentecost at Tower Bridge Diesels for refurbishment.

Crispin spent a long time getting the visual details of the engine as factory-correct as possible, the only deviation from

stock in the engine bay now being the installation of a later oil tank, with its revised cap and breather set-up. At the time of photographing the decals still needed to be applied to the rear slam panel, but will be added prior to delivery.

So what's it like to drive? In short, fantastic! Any well set-up 2.4S is a genuinely impressive machine, and this one doesn't disappoint. Many fully-restored Porsches I've driven lack character and that tight feel that the factory somehow built into every car. This one feels like it's as close to how I can imagine

driving a new 911 back in 1973 must have been.

The question I asked myself after the drive was how does a 'new' 2.4 911S compare to its big-brother, the Carrera RS? The major differences boil down to three things: 300cc extra capacity, and revised fuel and ignition settings. Same cams, same heads, same rods, same MFI

and exhaust. But those small changes bestow a greater spread of torque, making an RS feel quicker out on the road.

However, the 2.4 'S' is a fantastic all-rounder, with less of the often-tiring 'rev-happy' nature of the 2.0- and 2.2-litre cars. It now begs to be taken on a long transcontinental trip. And let's hope that's what lies ahead for our feature car – after such a dedicated restoration, it deserves to be driven the way Porsche intended: far and, dare we say it, very fast. **CP**

“WHAT'S IT LIKE TO DRIVE? IN SHORT, FANTASTIC!”

Sports seats, 6500rpm red-line, '911S' badging – all these can only mean one thing: break out the road map of Europe and pick your destination...





2014 Cayman S #101 Black & Red

Chequers.

First introduced in the 1960's, Chequer Mats will complement any Porsche color pallet. Offered in all six original color combination. Each floor mat is Hand Crafted to Order and Made in USA.

Available for all Porsches from 356's to 991's.

www.CocoMats.com[™]

001.803.548.4809

Fürstl
Auto Mats



A CLASSIC PORSCHE PARTS STORY

your partner for: Porsche 356, 911/912, 964, 993



JOMAPARTS.COM

porsche classic parts

Gefusilleerdenlaan 29 - 9600 Ronse, Belgium

T +32 55 21 30 13 - F +32 55 20 70 69

info@jomaparts.be - www.jomaparts.be

Nederlands
 Français
 English
 Deutsch
 Italiano
 Português



Vintage Sports Seats

**PORSCHE
SEATS SPECIALIST**



Our model Sport S-RSL-RR-ST-R-A-300-LOLLIPOP, are identical to the original. We can customize any color and material ensuring the highest quality. We also produce tilting brackets, fixing brackets and set sliders for a quick and easy installation. We ship worldwide.

www.deser.it

Tel/Fax +39.011.2733147 | Strada San Mauro, 206 - 10156 Torino Italy

THE CLASSIC SPECIALIST

With nearly 30 years experience, **PARR** has the knowledge to repair and your Porsche to the finest standard using our highly trained technicians.

For all your cherished Porsche requirements – from minor body rep to a full concours restoration – talk to Parr.

CLASSICS // RESTORATION // SALES // TUNING // SERVICING // REPAIR // KNOWLEDGE // FACILITIES

PARR Specialists In Porsche 5 The Faraday Centre, Faraday Road, Crawley, West Sussex RH10 9PX

+44 (0) 1293 537 911 // PARR-UK.COM



Info@SMCparts.com • www.SMCparts.com • Pasadena, California • +1.626.844.4616



NEWS & PRODUCTS

What's happening in the classic Porsche world...

Got something new? Send details to classicporsche@chpltd.com

NO CLASSICS AT THE CASTLE FOR 2016...



Devised by enthusiasts for enthusiasts and from very small beginnings realised by the organisation's commitment to the philosophy that 'not everyone's idea of a perfect Porsche is a new one', in September 2015 Porsche Classics at the Castle marked ten years as an annual celebration of the classic 'KG-badged' Porsche models.

Throughout the decade the small organising team has remained constant and their enthusiasm has never waned, but like the event the workload has grown considerably year-by-year.

Therefore, after much debate, for this and a number of other relevant reasons, a unanimous decision has been made to present Classics at the Castle, in the future, as a biennial event

The immediate consequence is that there will be no meeting at Hedingham in 2016, so the first of the biennial events will take place in 2017. In the meanwhile 'Keep the KG Faith'.

Fred Hampton – Simon Bowrey – Jamie Richardson

PORSCHE PICNIC

We'll be bringing you full details nearer the time, but for now all you need do is mark Sunday, 25th September in your diaries as the date for this year's Porsche Picnic, hosted by *Classic Porsche* and *911 & Porsche World* magazines.

It's set as is now usual in a beautiful location just north west of Reading, Mapledurham House (see below), an Elizabethan mansion set alongside the River Thames. It's easily accessed off the A4074 Reading to Oxford road and you can check it out at www.mapledurham.co.uk

Watch out for more information in a future issue of *Classic Porsche*, but in the meantime for all enquiries about this year's Porsche Picnic, contact Wildside on 0118 947 5200 or e-mail: wildside@adren-a-line.com



911 & 912 BUTTERFLY HORN PUSHES



Karmann Konnection is pleased to offer this excellent quality and very accurate reproduction of the no-cost option horn button, which will fit all Porsche 911s and 912s with standard steering wheels from 1965-'68. It comes complete and ready to fit! The cost is £450.00 inc VAT and free UK mainland postage.

Order yours by calling 01702 340613 or go online at:

www.karmannkonnection.com

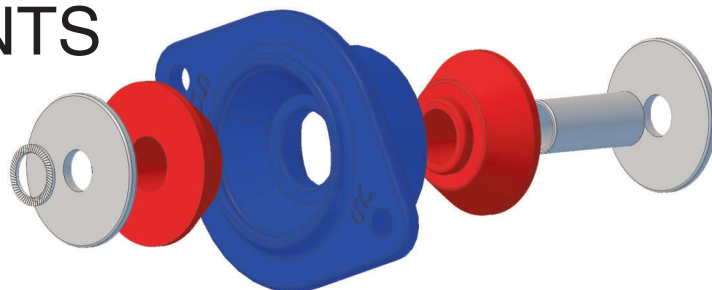
As a special bonus, all orders placed online receive a free Karmann Konnection T-shirt!



STOMSKI ENGINE MOUNTS

Rigid engine and transmission mounts provide for better handling, better acceleration and better performance in general, claims Stomski Racing. Mounts that are too rigid, however, will transmit vibration and harshness into the driver's cabin. Until now, that is.

Stomski has developed the first truly symmetrical 911 Semi-Solid (SS) Engine/Transmission Mount, thus allowing you to run stiffer mounts without sacrificing comfort or ride quality. Thanks to the choice of three different inserts, the SR016 kit allows you to custom tune your ride to your preference at any time. For further details, log onto www.stomskiracing.com



NEW FROM DANSK

Dansk, famous for its replacement Porsche body panels and exhausts has responded to requests for components targeted more specifically at the requirements of today's restorers, and introduced what it calls a 'partial' rear wing for the F-series 911s. Essentially it comes minus both the front pressing, which carries the door-striker plate, and the rear-light housing. As a result the price is reduced to a level where people won't mind cutting them up to make local repairs – many restorers today prefer to retain as much of the original metal as possible, compared to the past when most would simply replace whole panels in one go! The relevant Dansk part numbers are 591049HF and 591050HF for left and right sides.



In addition to the body panels, two new two-in, two-out sports exhaust silencers have also been added to the already huge Dansk range, one to fit the 1971–73 2.4-litre 911S with MFI (mechanical fuel injection), the other for the carburettor-fed 'T', 'E' and 'S' models built from 1963 to 1973.

More details from www.jpgroup.dk



AUTO-STORM PROTECTION

If you're forced to store your classic Porsche outside, you'll doubtless be familiar with worrying about what's happening to your car's paintwork and interior all year round. Also, of course, comes the matter of prying eyes and security... Good news, then, from JF Stanley & Co, manufacturers of the Auto-Storm Aqua-UV car cover.

These double covers have been specially designed to protect cars against UV radiation and extreme weather conditions. With welded double-folded waterproof seams, Auto-Storm Aqua-UV protects against dirt, tree sap, bird droppings and environmental influences – the perfect combination for all-weather protection of cars parked outside and exposed to sunlight.

Thanks to the special silver coating, the solar radiation is reflected so that the vehicle interior remains pleasantly cool. The inside temperature is up to 30 per cent lower than that of cars protected by common outdoor covers. Sounds good to us!

Find out more by visiting the aptly-named www.autopyjama.com

TUTHILL ON TRACK

Tuthill Porsche's newest 1965 Porsche 911 2-litre racer enjoyed a successful debut at the recent Donington Historic Festival, coming home second in class in the GT & Sports Car Cup race.

The classic Porsche's reliability from its very first lap was a factor in the race result. Unable to match the ultimate pace of lighter rival machines, drivers Ross McEwen and Colin Paton clocked up consistently quick lap times and stayed the course, while several of their lighter but more fragile rivals fell out of contention.

'Pitting these beautiful early 911s against powerful glassfibre-bodied cars – which are permitted to run a lower minimum weight – is always going to be a challenge,' said team boss, Richard Tuthill. 'A race strategy built on the inherent Porsche traits of speed, traction and reliability offers quick drivers a fighting chance. Well done to Ross and Colin for seizing the opportunity and making the most of it.'

Log onto www.tuthillporsche.com for more details...



GAUGE ART!

Introducing a special limited edition poster created by New Zealand artist and Porsche enthusiast Shaun Meredith. There will only be 50 of these published in total – all will be hand-signed and numbered by the artist.

The Porsche 911 air-cooled five dials set shown here celebrates five of the earlier air-cooled series. These have recently been followed by a later 996 and GT3 poster.

The poster is a big AO size (that's 840x1150mm). Artist Shaun has also created numerous individual air-cooled and water-cooled Porsche dial posters, about which you can find more by logging onto theporschaholic.co.nz



CLASSIC PORSCHE AGENTS?

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

We are currently looking throughout the world for people to become specialist stockists – if you think this could be you, please call Bev Brown on +44 (0)1883 731150, or drop her an e-mail at bev.brown@chpltd.com now! She loves a chat and won't bite...

356 INTERNATIONAL

Following winter fettling of their cars, no fewer than 12 British crews attended the 356 International Meeting in Aarhus, Denmark, which ran from 5th–8th May, writes Jeff East.

Day one saw the crews cover over 450 miles travelling via France, Belgium and Holland before overnighting in Bremen, Germany. The next day the remaining 200 or more miles to Aarhus was covered not entirely incident-free when it became obvious the clutch on Marcus Carlton's infamous 'Rat' A coupé was unlikely to last much longer without replacement! That would have to wait, though.

With everyone settled in the Radisson Blu event hotel, it was time to meet the other participants – and for Marcus to arrange for a new clutch to be sent overnight from the UK. This was duly fitted the following day, with the assistance of Jaz's Steve Winter. Under two hours to change the clutch in a hotel car park was pretty impressive.

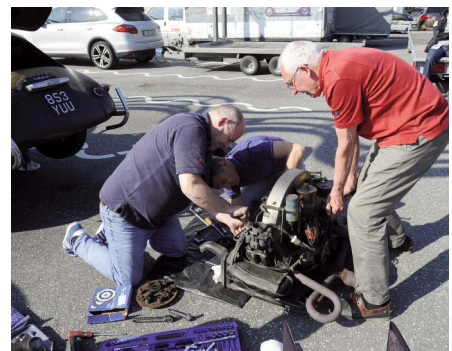
Day three of the trip (the first day of the event proper) started with a choice of events. Some opted for shopping in the pretty town of Aarhus, others made a visit to the AROS Aarhus art museum – the rest of us took on the challenge of a gymkhana at the disused military airbase at Tirstrup!

Day four featured a 'tulip' rally through stunning scenery. The stops included a visit to the JYSK Automobil Museum, and a viewing tower at the second highest point in Denmark. Lunch was taken at the Museum Jørn in the lovely riverside town of Silkeborg, and giving the opportunity to see a huge collection of modern art by Asger Jorn, one of Denmark's most celebrated artists.

Alongside the tulip rally, participants were given a particularly tricky 356-related quiz, and car-based challenges to tackle. It's amazing how difficult it is to judge how close you can reverse to a pole without touching it, and even harder for the passenger to direct the driver to position the car close enough to open the door fully, without hitting another obstacle!

The event finished with a black tie gala dinner back in Aarhus. Winning for the Brits were Hendrik Mould with the award for the Best Pre-A Cabriolet in his much-travelled '53, whilst Michael Eatough won Best C Cabriolet. It was announced that the 2017 Porsche 356 International Meeting will be held by the Spanish club at Roses on the Costa Brava. All in all a great event, held in a lovely part of the world and blessed with fantastic weather – and even better company and camaraderie. Roll on 2018 is all we can say!

Photos courtesy John Hearn

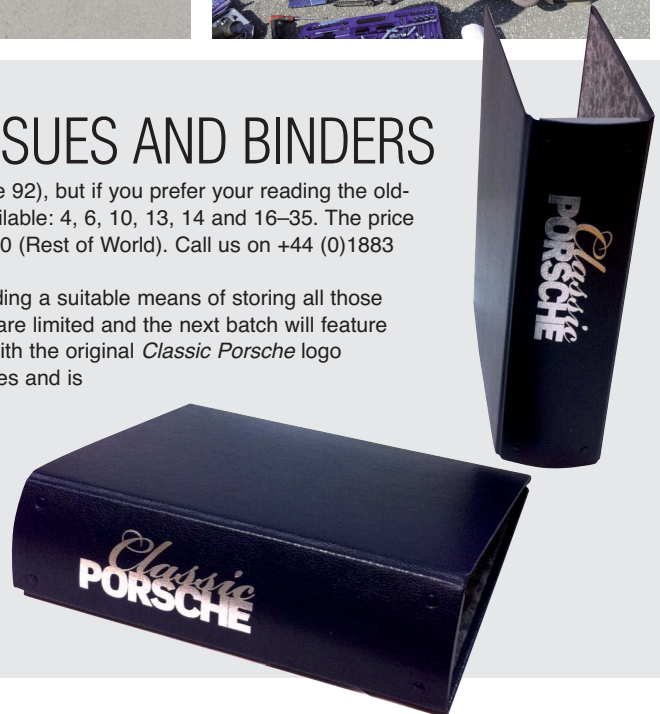


CLASSIC PORSCHE BACK ISSUES AND BINDERS

Every issue of *Classic Porsche* is available as an app (see page 92), 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 16–35. 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

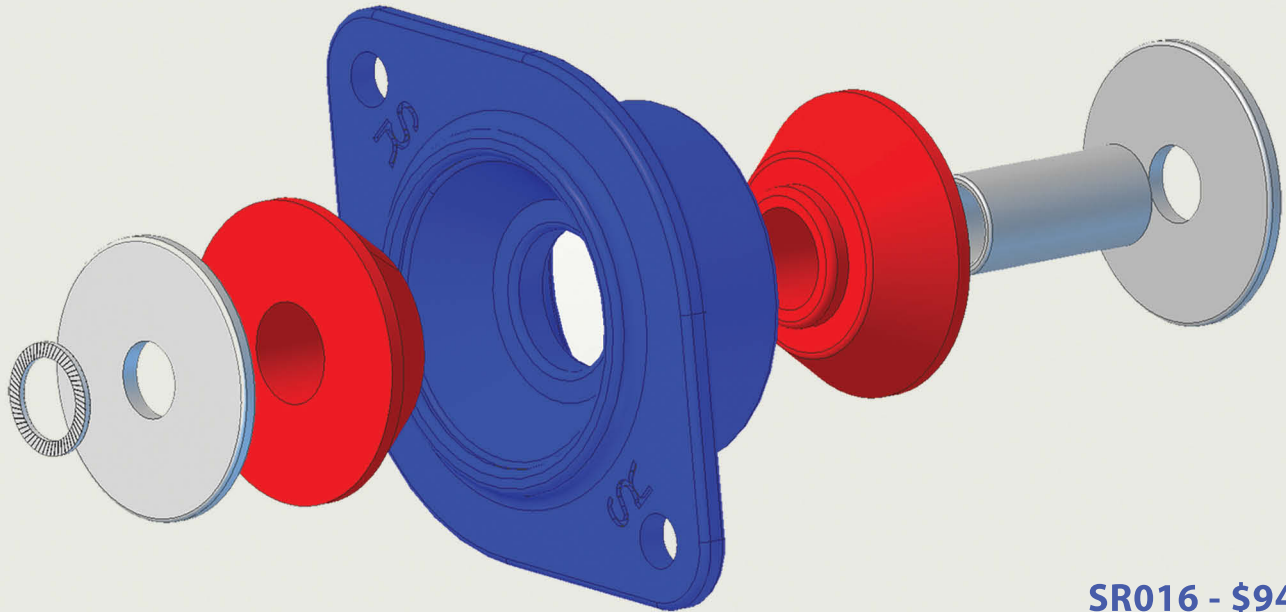
And now that *Classic Porsche* is 36 issues old you'll be needing a suitable means of storing all those back copies, but hurry if you want our original binder as stocks are limited and the next batch will feature the new, refreshed logo. The binders are finished in dark blue with the original *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices in brackets): UK – £9 (£7.65); Europe – £12 (£10.20); Rest of World – £14 (£11.90). To order your binders call us on +44 (0)1883 731150.



YOUR TICKET TO THE WINNER'S CIRCLE

STOMSKI RACING



SR016 - \$94

911 Semi-Solid Engine/Transmission Mounts

Rigid engine and transmission mounts provide for better handling, better acceleration, and better performance in general. Mounts that are too rigid, however, will transmit vibration and harshness into the driver's cabin. Until now.

STOMSKI RACING has developed the **FIRST** truly symmetrical 911 Semi-Solid (SS) Engine/Transmission Mount, thus allowing you to run stiffer mounts without sacrificing comfort or ride quality. Our symmetrical design allows you to custom tune your ride- determining feel, function, and fun. We provide 3 different durometers of inserts that allow you to custom tune your ride, now, and later if your application might change.

911 Precision Shift Coupler



SR010 - \$198

911 Rear Monoballs



SR018 - \$205

911 Bump Steer Kit



SR055 - \$326

911 Brake Caliper Adapter



SR046 - \$195

911 Exhaust Head Stud Repair Kit



SR065 - \$299

911 Spark Plug Hole Repair Kit



SR130 - \$224

911 Cam Timing Fixture



SR098 - \$135

911 Sprocket Alignment Tool



SR008 - \$149

+001(410)571-9779



www.STOMSKIRACING.com



CDI+ UPGRADE

Vintage UK Porsche electronics developer, Classic Retrofit, has updated its Bosch CDI replacement ignition unit.

The latest CDI+ unit features a number of tweaks to the circuitry to add more functions. There is also a modified CDI+ box aimed squarely at historic racers. 'Our standard CDI+ ignition unit incorporates a huge range of functions, including adjustable hard and soft rev limits and shift light adjust,' says Classic Retrofit's Jonny Hart. 'CDI+ also comes with a laptop cable, to allow detailed tweaks and software updates. The race box comes with a longer, waterproof version of that cable attached, for quicker changes during a race meeting.'

For further details, log onto www.classicretrofit.com



FOUR CLASSIC CENTRES

Porsche Cars GB now has four Porsche Classic Partner Centres across the UK, and while all Porsche Centres are qualified to work on classic Porsche vehicles, Porsche Classic Partners undergo additional in-depth training in Stuttgart to ensure technicians are proficient in all elements of service and repair.

The aim of the Porsche Classic programme is to maintain and care for historic Porsches, production of which was generally discontinued at least 10 years ago. This includes traditional classics such as the 356, 914, 959 and 911 (including Types 964 and 993), as well as all four- and eight-cylinder models, such as the 924, 928, 944 and 968.

The four UK-based Porsche Classic Partner Centres are located at Porsche Centres in Glasgow, Leeds, Hatfield and Swindon.

For further details, visit www.porsheglasgow.co.uk; www.porschehatfield.co.uk; www.porscheleeds.co.uk and www.porscheswindon.co.uk



COMING IN THE NEXT ISSUE...



CLASSIC PORSCHE #37 ON SALE JULY 21ST 2016

www.longstone.com

Tel:+44(0)1302 711123

longstone

CLASSIC TYRES



PIRELLI
CINTURATO™

Range of Porsche tyres 165HR15 CA67 pre-1968 Porsches
185/70VR CN36 post 1968 Porsches

COMING SOON!

215/60VR15 CN36 new rear for post-'73 cars
205/50YR15 P7 N4 } for later Porsches
225/50YR15 P7 N4 }

DELWYN MALLETT

A TRIP TO ESSEN SEES MALLETT GRUMBLING ABOUT PORSCHE'S SUV AND GETTING IN A TWIST LOOKING AT 356 TAIL LIGHTS

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...



Editor Seume once again winkled me out of my Surrey cocoon and persuaded me to go where annually I promise that 'next year I'll give it a miss' – yes, Techno-Essen. Hoping that, courtesy of Porsche Cars GB, we would be cruising to Germany in a Cayman (by far my Porsche of choice), Seume eventually filled my drive with one of Porsche's latest panzers – a Cayenne GTS, replete in an embarrassingly bilious-green plucked from the 'if you've got it flaunt it' end of the spectrum. Mercifully we were on the inside but more than a few motorists *en route* were seen to develop a similar hue as we passed by.

Whooshing along the autobahn at 161mph (a mere 2mph short of the quoted maximum and the same as the take off speed of a Boeing 757) I was musing, 'In an SUV! Why?' Ingesting ever greater quantities of air and fuel through the V6's twin-turbos in order to overcome the ever-increasing resistance from the air being displaced by a mass of metal progressing at something approaching three-miles per minute, the beast was consuming fuel in the order of a gallon every three minutes. If it had been an aeroplane we would have been anxiously surveying the terrain for a dead-stick landing as our tanks ran dry.

Despite my inability to understand what the Cayenne and modern SUVs in general are all about, I have to concede that the GTS is an astonishing piece of kit. Maybe that's what it's about, a technical *tour de force* – allowing us to marvel that something so large can accelerate so quickly, corner with such alacrity, and decelerate from high speeds so rapidly with such ceramically-assisted precision.

And what of Essen? As big as ever – even bigger this year, in fact, as two tented temporary halls were added to accommodate the dealers clamouring to exhibit at the annual auto-orgy.

The desire to park one's spare cash not in a bank but in a set of exotic wheels seems to continue unabated, with Porsches being the reserve currency of choice for an ever-increasing number. The first hall we hit contained approaching 100 Porsches, with two adjacent dealers showing 40 911s between them. I soon abandoned as futile an attempt to count the total number in the show.

And therein lies the conundrum of Essen: is bigger better? If your sole purpose for visiting is to buy, the answer could be a yes, but if it is simply to look at fascinating cars, the show borders on overkill. After a while Porsches

stopped registering on my retina to the extent that it was not until we were hurtling back to Blighty and Keith happened to ask what I had thought of the unique ex-Walter Wolf Kremer K3 road car that I realised that I had failed to spot it. Which was a shame as it was almost certainly the most interesting Porsche there.

I did spend some 'Porsche-time' doing research on split-screen 356s. My own car recently suffered damage, front and rear, and has been undergoing some remedial surgery. The particular piece of information that I required was when exactly did the raised 'platforms' underneath the secondary lights

disappear? When I first restored my car the nose 'clip' was replaced with a factory-supplied 'attached bumper' panel in which the side turn signal holes had no 'bumps' and were positioned directly below the headlamps.

My badly corroded '52 originally had bumps and inboard-positioned lights and, although the replacement panel was different, it caused me at the time (a quarter-of-a-century ago) little concern as that was 'where Porsche had put 'em', and that was good enough for me.

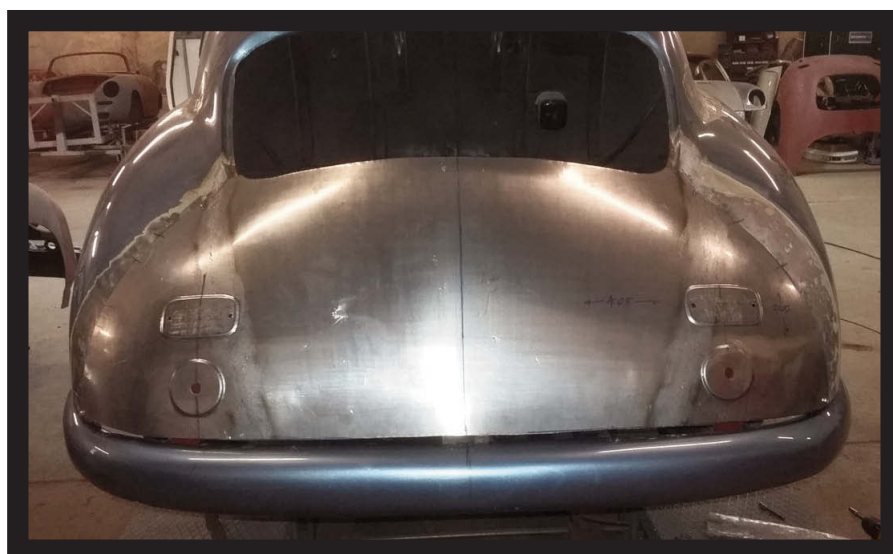
Look at photos of the Porsche Museum's 1951 split-window coupé and it, too, has outboard front lights – actually, we now know, in the wrong place for the year.

In fact the position of the front lights and associated bumps poses far less of a problem than those on the rear. There must have been around half-a-dozen split-window 356s at Essen and it was impossible to state categorically that when it came to the lights any

single car was historically correct as they all varied in some way. Most common was the omission of bumps all together.

Asking price, it seems, is not in itself an absolute guarantee of accuracy. A gorgeous black 1951 coupé, once thought to be the earliest known Stuttgart-built car, with an asking price over a million Euros proved to be completely lacking in bumps at the rear. When queried on this subtle but obvious omission the salesman responded with 'It was an early restoration.' Well, that's all right then! So, still work to do even for a million Euros.

I left Essen, as exhausted as ever, metal fatigue having set in halfway through day two of our visit (I once again entered 'next year I'll give it a miss' mode) and none the wiser on my bump situation. Definitive advice will be gratefully accepted – should my February 1952 split-window coupé have bumps under both sets of rear lights or just one pair, top or bottom? **CP**



As William Shakespeare once said, 'To bump or not to bump, that is the question'. Our man Mallett spent most of Essen looking at the rear end of split-screen 356s for inspiration...

“AND THEREIN LIES THE CONUNDRUM OF ESSEN: IS BIGGER BETTER?”



Supporting Your Porsche Passion Since 1957

Not only does our fully stocked warehouse supply a vast majority of the world's Porsche restoration shops, it also helps keep our employee's projects on the road. We use our own cars for product development, test fitting and reliability testing to make sure your car stays as authentic as possible. No one else can match our warehouse full of parts, our experience or our support for your vintage Porsche passion — since 1957



356B/C Bumpers

Our exclusive production from Factory blueprints, E-coat finish
NLA-505-010-05 front
NLA-505-020-05 rear



New Production Brake Shoes

Made in USA from all-new materials
No Core Charge,
No Waiting
NLA-351-033-00



Floor Pan Parts

For all 356. We have all required panels from the front trunk and battery box back to the rear floor—including all required mounts.



Floor Mat Sets

For all 356
Includes front, rear and tunnel, as original
NLA-551-101-TAN Shown



Door Trim

For all 356 Coupe, Cabriolet and Roadster
NLA-52-803
NLA-531-431-02
NLA-531-431-21



Windshields and Glass

Pre-A through 356C
Clear and Tinted Available
NLA-541-101-11
356C Windshield Shown



Baby Moon Hubcap

Correct for "Normal" 356
1950-1963 Drum Brake Wheels
NLA-361-002-00



Ignition Wire Set

Fits all 356-912
Original style, short black connectors, Made in USA
NLA-109-951-00



Late 356 Fuel Tank

Our production, proper gray finish
NLA-201-001-07



Door and Window Seals

For 356, 911 and 912
Made in USA and Europe with Correct Extrusions.
NLA-542-921-20
Early Cabriolet Side Window Seal shown



New Steel Wheels

Disc or Drum Versions
Chrome or Paint Available
From \$149



SMD H4 Headlights

Modern Illumination
6 or 12 Volt
Low Current Draw
644-631-106-31-LED

The Source - Stoddard NLA-LLC More Authentic parts at: stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119

ROBERT BARRIE

Testing times for Robert as he readies himself for Le Mans Classic. He did find time, though, to join in the recent Historic Sports Car Club celebrations at Castle Combe

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



The historic racing season has started with a bang. All too literally in some cases. As with most things in life, driving old cars is not as easy as it looks and Goodwood can be an unforgiving and public place in which to find that out. The cause of one of the more serious incidents at the Members' Meeting was described to me as a beginner's mistake made by a beginner. We've all done something similar at some point – but not in the middle of a crowded grid at a high-profile race meeting.

The weekend's incidents were a wake-up call and could easily have been worse. I'd suggest fewer novice crosses next time out. Ideally, there would be none at all. I'd suggest anyone who hasn't competed at the circuit should test there. Ideally, it would be in the car they are going to race.

And, much as I love the way Goodwood looks, I'd suggest some well-positioned catch-fencing. I was only a spectator at this year's event and, as I watched the sequence of safety cars and red flags on the second day, I was almost glad of it.

On a happier note, I really enjoyed the HSCC's recreation of the first-ever historic sports car race in the UK at Castle Combe. My 356 pre-A was standing in for the similar car that Geoff Thomas drove in the Griffiths Formula race at the circuit fifty years earlier.

We ran as number 33, just as he did then, and cheekily nipped past a few of the cars in front of us, just as he did then. It was a real pleasure to meet Geoff and to share the car and the occasion. Well done to Grahame White and the HSCC for putting a lovely event together.

The following week, while others were toughing it out on Tour Auto, I was at Silverstone to test a Le Mans-winning 3-litre RS smartly turned out in the livery it wore in period. I was taking part in a shake-down ahead of a season in which the car is set to go back to La Sarthe to celebrate the fortieth anniversary of its victory in the GT class. A lovely and important car.

A few weeks later, having missed some of my mates put in strong performances in an early 911 and a 356 in the GT and sports car race at the Donington Historic meeting, it was off to Spa to share an early 911 in a similar sixties endurance race. There were 75 of us on the entry list, including

ten other short-wheelbase cars, four 356s, two 904s and a 550A. I don't know where all the artics and motorhomes were hiding, but the paddock was mercifully free of them. You could actually see the race cars!

The other races on the card were grouped separately, too, with some newer 911s on a later grid and some exotic Italian stuff enjoying its own company. Our practice and qualifying were on Friday and the two-hour race was late on Saturday afternoon.

The forecast was for typical Spa weather – all four seasons in one day – but our sessions were mostly dry. For reasons I won't bore you with, we took the rolling start from the back of the grid.

I was still at La Source as the lead cars were on Eau Rouge. Anyway, I overtook more than half the field before handing the car over. It was tremendous fun and sounds a bit more heroic than it was – all I did was get us back to where we should have started!

The owner then held position and brought the car home to an encouraging trouble-free finish. Well done to the father and son team in the 356 that finished ahead of us – you know who you are! The race organisation and driving standards were good and the marshaling excellent. A high standard all-round.

The Spa trip meant I missed Monaco. I think you get the idea – there is only so much of this historic racing one can see and do! I'll get back there at some point.

In the meantime, a week after Spa, as others were finding their way from Monaco to another street circuit at Pau, I was at Silverstone to watch the GT and sports car race and to see the 3.0-litre RS we tested a month earlier

make its first start of the season. The former saw a safety car and a red flag – it can happen everywhere from time to time – and the latter ran faultlessly, finishing midway down the order in a fast race with some later sports racers at the front.

There is no let up in the season now. There are meetings on the Grand Prix circuit at Brands Hatch in the coming weeks and then, in mid-July, it's the mighty Le Mans Classic before we come back to the Silverstone Classic at the end of the month. After that, the cars, drivers, preparers and organisers will need some sort of a break, as will everyone's wallet! **CP**



Robert's been testing prior to his trip to Le Mans Classic, where he'll be sharing a drive in this Carrera 3.0RS. It's a car with Le Mans pedigree, including a 12th overall and a GT Class win in 1974. It's recently been restored to FIA spec by Prill Porsche Classics...

“WE CHEEKILY NIPPED PAST A FEW OF THE CARS IN FRONT OF US...”

CANFORD CLASSICS

Porsche Restoration Service and Sales



NOW FOR SALE

1972 LHD 2.4S

Fully restored by Canford Classics

Coffee and Classics Open Morning
Saturday 27th August 2016 - 9am-1pm

www.canfordclassics.co.uk

Tel: 01929 472221

Email: info@canfordclassics.co.uk

ALSO AVAILABLE

1973 911 T Targa Lux

1972 LHD 2.4S

1973 RHD 911S Targa

1968 LHD Porsche SWB

1991 964 Cabriolet (Carrera 2 Manual)

LETTERS

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

WRITE TO THE EDITOR,
CLASSIC PORSCHE,
1 THE ALMA BUILDING,
BREWER STREET DAIRY BUSINESS PARK,
BREWER STREET,
BLETCHINGLEY,
SURREY RH1 4QP.
E-MAIL CLASSICPORSCHE@CHPLTD.COM
PLEASE INCLUDE YOUR NAME AND
FULL POSTAL ADDRESS

DELUXE 911s (1)

First I want to congratulate you for your magazine, which is the best choice for early 911 fans, and I would like to apologise for my bad English, but it is very long ago that I learned English in school! (*Bernd, I can assure you, your English is almost certainly far better than our German!* – KS)

In your last issue (#35) I read an article from Adam Towler which tells the story of a 2.0-litre 911 Deluxe. I collect old cars and own two Deluxe restoration candidates.

I knew that the original price in the 1960s was somewhere between that of the basic and the 911S, but I couldn't find the exact definition of the 'deluxe' specifications. Adam Towler mentions some very interesting facts about this model.

Perhaps you can clear up the mystery. If I understood the article correctly, the Deluxe has more or less the same features of the early 130bhp 911 when the range was divided into an S model at the top and a downgraded basic version, with reduced features, at the bottom of the range.

Is it right to summarise the facts in the article like this: price – Normal £3345; Deluxe £3438; S £3556. Carpet – Normal is Perlon; Deluxe and S are Velour.

Gearbox – Normal four-speed; Deluxe and S, five-speed; Five-speed gearbox in a Normal was an extra-cost option

Heat exchangers: the Deluxe had S-specification heat exchangers increasing the power output to nearly 140bhp.

Camshafts: new milder camshafts that provided less valve overlap with a small gain in torque.

I would be thankful if you can tell me if I understood the Deluxe-specifications right and if you can extend the list.

Bernd Zech
Bonn, Germany

Keith Seume replies: Thank you for your kind comments about the article. Your summary is correct, based on the facts Adam unearthed. However, you might find the following letter of interest, which throws new light on the history of the car featured...

DELUXE 911s (2)

With reference the article 'Anything but normal' in your May/June 2016 issue, it is possible that I may be able to add a little to the story of VVX 714E (née 11 FOO).

I can confirm from the Porsche Cars GB log that chassis number 303828 does indeed have a production date of February 1966, was delivered to Porsche Cars in December 1966 and first registered on 17th January 1967, when it was delivered to the owner, a Mr Berriman, via Porsche Cars GB. There was a theory put forward in the article that it may

have been used as a demonstrator but I cannot confirm this. It was further suggested that it may have been the first UK car to be re-badged 'Deluxe' and it is on this which I can throw some light.

First of all it was not the earliest production model to enter the UK badged as 'Deluxe' – that honour goes to chassis number 303817, which has the same production date, February 1966. It was first registered in January 1967, but was delivered to Isleworth in July 1966, a full five months prior to 303828, which suggests that this is perhaps more likely to have been the demonstrator?

In the Porsche Cars GB log, both entries had 'Deluxe' added in a different hand. Four other 911s were similarly marked as 'Deluxe' with a production date of April 1966. Three came to Isleworth in July 1966 and the other in December of that year; all had chassis numbers beginning 304. No other 911 had this amendment, the others being listed as either 911 or 911N.

The article further suggests that the 'S' came

into being in the 1966 MY, but my understanding is that this did not occur until the 1967 MY.

Peter Cook, Porsche Club GB Archivist

Keith Seume replies: Thanks, Peter – it still never ceases to amaze us how 'casual' the record keeping was at AFN! You'd think it would be easy to identify an official demonstrator... As for the MY confusion, that was a typo: the 911S was new for the 1967 model year, not 1966, of course.



Peter Cook, archivist for Porsche Club GB, throws some more light on the history of last issue's cover car. It appears there was a second Deluxe 911 with a chassis number just 11 digits earlier imported at the same time...

“THAT HONOUR GOES TO CHASSIS NUMBER 303817, WHICH HAS THE SAME PRODUCTION DATE...”



TECH9
ENGINEERING EXCELLENCE



FOR SALES & ENQUIRIES

0151 4255 911

sales@tech9.ms www.tech9.ms

Official UK Distributor – Dansk

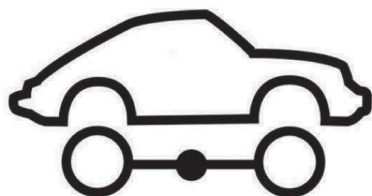
♦ **Dansk**® 

PORSCHE REPLACEMENT PARTS



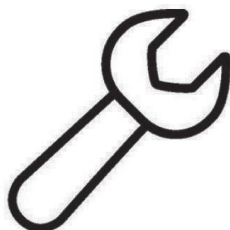
Call us or view our website for Classic parts that you may require

RESTORATION



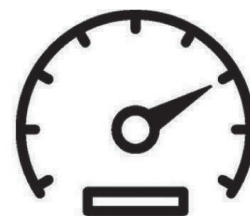
Our Classic Porsche restoration, parts and vehicle sales department cater for all Classic Porsche models...

PRESERVATION



Our factory trained engineers and passion for perfection enable us to service and repair any Porsche with the care and quality you deserve.

MODIFICATION



We are TECHART UK, delivering bespoke options for your Porsche. We build aesthetic modifications as well as enhance the performance of your Porsche.



DUDEL
— MOTORSPORT —



PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing
- Standard With All Packages !

Restoration Experts Since 1989!

602-244-0911 **www.patrickmotorsports.com**
Phoenix, Arizona USA **Daily Worldwide Shipping**

© 2015 All Rights Reserved | JE Patrick Motorsports, LLC - SSN: 9-24 | PORSCHE is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE

kennydunn

SINCE 1969

Tel: 0131 475 9111/07778 800400
Email: ksd@kennydunn.co.uk
www.kennydunn.co.uk

SCOTLAND'S OLDEST PORSCHE SPECIALIST
Is delighted to offer these outstanding hand-picked examples

993 C2 Coupe manual (94)
Finished in Polar Silver metallic, with contrasting Midnight Blue leather trim, and only 91,000 miles in the hands of only 4 owners, with a complete Porsche main dealer History this very fine example benefits from some cosmetic upgrades including the Porsche sport front spoiler (original with car), 18" Porsche sport classic wheels (again original available) and is in superb condition with full Porsche Main Dealer History. Also another similar car due shortly
£49,911

993 C4 Cabriolet manual (96)
This exceptional example with only 46,000 miles by 4 owners, finished in Midnight Blue with Marble Grey leather and a Navy roof, it has a comprehensive Porsche service History and as with all my cars this comes fully prepared to my usual high standard including a service. The bodywork and interior are all in first class condition, must be seen
£49,911

996 Turbo Tip + Aerokit (52)
This immaculate example of these increasingly valuable models was sold by me to the last owner 5 years ago, now with only 28,000 miles and a full Porsche History it must be one of the lowest mileage available, finished in the classic combination of Arctic Silver with Black leather and having just had a major service at Porsche it represents a great long term investment
£49,911

911 Carrera 3.2 Sport Targa G50 (10/87)
Another fine 911, finished in classic Guards Red with Black leather, this car which was sold by me 2 years ago has just been through our workshop and is in very fresh condition, belying its mileage of 135,000, it comes with a file of invoices confirming the work carried out over many years and backing up the mileage. In my opinion this car is outstanding value, please call Kenny for further details

We offer PORSCHE SERVICE & REPAIR facilities carried out by our factory trained technician with 20+ years experience.

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems
- Elephant racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

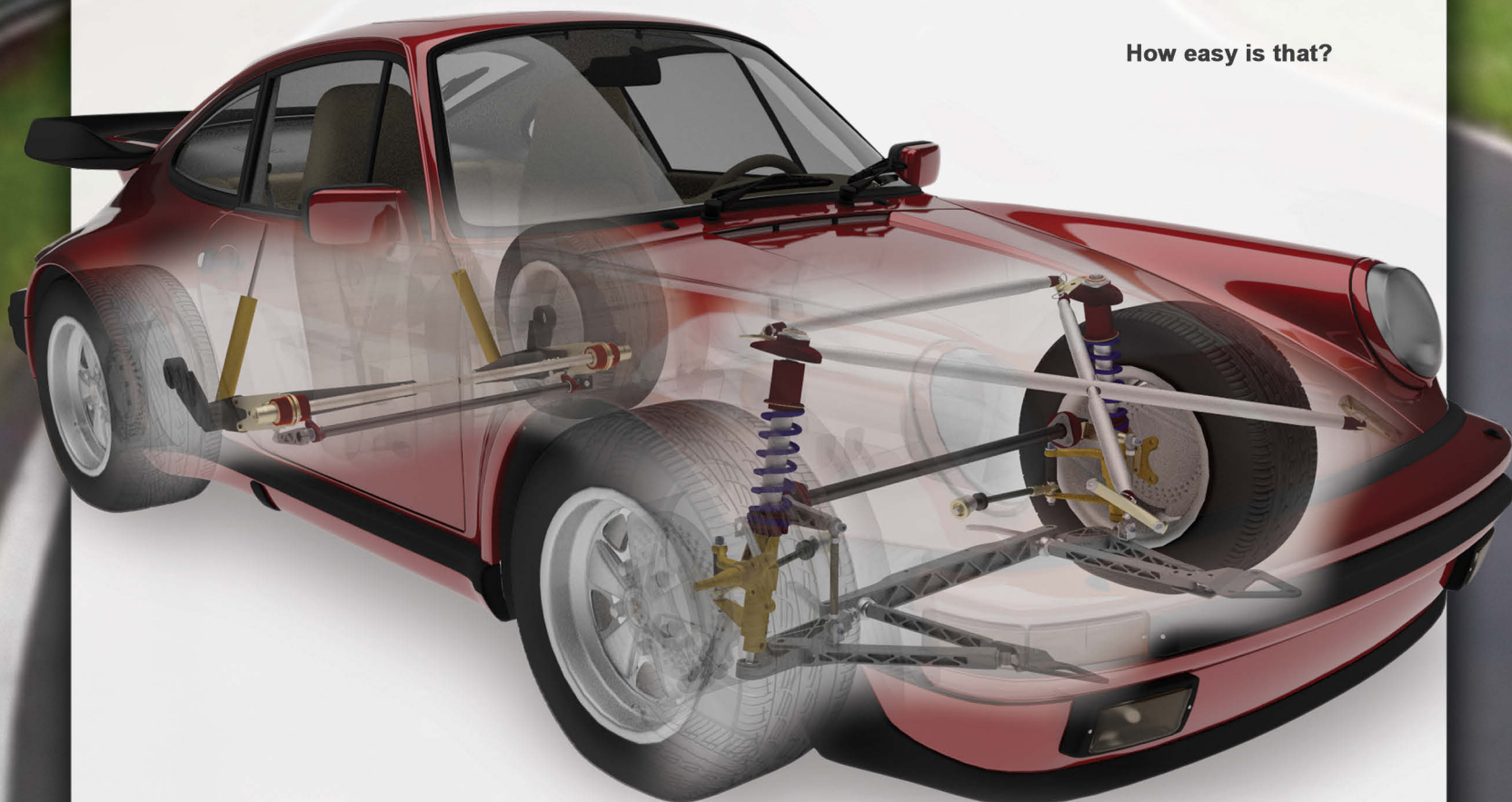
We are performance-obsessed Silicon Valley Engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com Or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.



RUF & TOUGH

At first glance it looks like a slightly modified 930 Turbo, but closer inspection reveals it's one of the first RUF BTRs. Alois Ruf's legendary Group B-inspired Porsches are among the few modified cars to gain factory approval

Words: Edoardo Baj Macario and Mauro Borella

Photos: Edoardo Baj Macario





The turbo's symphony when it draws in the air, the whistle of the wastegate at boost and the deep rumble of the exhaust system when the engine is at full throttle – these sounds are what help to define the magic of RUF.

The RUF story has been told many times, but in short the legend was born in 1939 in Pfaffenhausen, a small German town not far from Munich. Auto RUF was initially simply a garage where Alois Ruf Sr carried out regular car maintenance. Setting his sights further afield, he soon began to design and build prototypes, and so it was that in the 1950s the company underwent a major expansion into the production of panoramic buses. These formed the solid foundations of a successful business, of which the young Alois Jr, then only 24 years old, found himself in charge when his father passed away in 1974.

Alois Jr is a car enthusiast and a talented engineer, with a deep love and appreciation for Porsches. This combination brought him to make the decision to focus work solely on Stuttgart's finest marque, carrying out inspections, servicing and eventually tuning, right up until 1977 when the first true RUF was born, based on a 930 Turbo. Subsequently in 1981 RUF became recognised as a fully-fledged car

privately for a few years, achieving some good successes in the Manufacturer's Championship and races such as the Le Mans 24 Hours.

Porsche unfortunately did not consider offering a production model of the Group B 930 for the road, leaving the door open for Porsche tuners, an opportunity that RUF thought was too good to miss.

According to the 'International RUF Registry', the RUF BTR 3.4 seen here is the second in order of seniority, and it is the first BTR 3.4 to be registered with a RUF chassis number. The name BTR, by the way, derives from 'B' for Group B, 'T' for Turbo and 'R', logically, for RUF.

Thanks to the aforementioned friendship and mutual respect of the Porsche family, RUF was the only tuner to get a licence to build cars bearing its name, and with a specific chassis number, starting from original Porsche bodysells. The RUF BTR 3.4 is historically important because it was the first to be issued with the special RUF chassis number.

The debate about whether an original RUF Porsche can be defined as such only when bearing its specific chassis number, and also when modified at the Pfaffenhausen workshops from a regular standard Porsche, could go on for hours, and is often the spark that ignites fierce

“IT IS THE FIRST BTR 3.4 ISSUED WITH A RUF CHASSIS NUMBER...”

manufacturer with certification from the German Federal Vehicle Offices.

Today, the headquarters can still be found at Pfaffenhausen, under Alois Ruf's leadership and with the support of his wife and son, where you'll find many of his cars, along with restoration projects such as a Carrera RS and a 356 Speedster.

Alois Ruf always has a stand at the Geneva motor show with examples of his cars on display, and many people visit the show specifically to see his creations, among them Wolfgang Porsche; in fact the two families are bound together by many years of friendship, with RUF being neither a tuner, such as Gemballa or DP Motorsport, nor a racing team, such as Kremer, but regarded as a manufacturer in its own right.

But now let's talk specifically about the RUF BTR 3.4 featured here. In the early 1980s Porsche built a small number of Porsche 930 3.3 Turbos to comply with the new Group B regulations that were going to replace the old FIA Groups 1–5. These Group B 930s were built in the Porsche Motorsport Department and were raced

debates on various Porsche and RUF blogs.

Let us just say that compared to a few hundred cars manufactured with the RUF chassis number, there are currently some thousands of Porsches modified by RUF to some degree. There is no doubt that those bearing a dedicated chassis number are much more rare and, hence, desirable. In fact, according to Alois Ruf himself, the total production of original BTR 3.4s amounts to around just 20 cars, and the one in our article is chassis number 9.

Various BTR kits were also sold, or fitted at the factory, of varying specification depending on the customer needs, so there are some other Porsche 930s around with the BTR 3.4 engine installed. Unfortunately, the records of those early RUF conversions were destroyed years ago during a flood, so much of the information can be obtained thanks only to the excellent memory of Alois and his senior associates.

Among them is H P Lieb, father of the works driver Marc Lieb currently employed in the official WEC Porsche team. In a recent interview with its owner, Lieb recalled



the BTR shown here: 'This car was born in 1984, and is one of the first BTR 3.4s we built. It was bought by an engineer who, shortly after taking possession, had a bad accident with it. Luckily he escaped with no injuries, but the chassis was seriously damaged. We bought a new shell from the Porsche Motorsport Department, and completely rebuilt the car from scratch.

'These first BTRs still had the 16-inch Porsche Fuchs wheels, the RUF-Speedline 17in wheels came a few years later. Subsequently, the owner moved to the USA with work, and decided to take the BTR with him, even participating in some track events with the SCCA (Sports Car Club of America).

'Like many BTRs, the original RUF gearbox with its "dog-leg" first gear was replaced by a more efficient Porsche G50 unit, modified to fit in the original 930 Turbo chassis – this special gearbox is known by the name "G50 short-bellhousing", which refers to the modified casing.

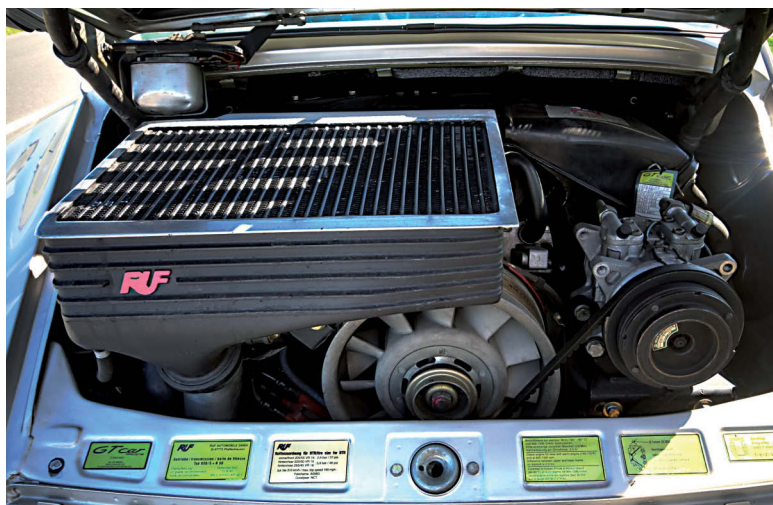
'We must also remember,' Lieb says, summing up, 'that the BTR 3.4 was not only the first real RUF with a dedicated chassis number, but also the direct predecessor of the legendary CTR Yellowbird.'

But what makes the RUF BTR 3.4 different from a 'normal' Porsche 930 Turbo? Well, if you want we can start with the size of the bank account that was required to buy the car new! In 1984, a Porsche 930 Turbo cost about 130,000DM (this was, of course, pre-Euro...), making it one of the most expensive sports cars in the market. According to the RUF price list of the time, the BTR 3.4 cost an extra 50,000DM (taking the price over 180,000DM), projecting it in the higher echelons of the supercar market, not only in terms of performance but also the price!

Starting with a new bodysell delivered direct from Porsche, RUF built these cars from scratch. The chassis was reinforced and equipped with bigger torsion bars and special Bilstein dampers. On these first BTRs, the original

To the casual observer, the RUF BTR could be mistaken for a mildly-modified Turbo, but there's more to the BTR than purely cosmetic changes

RUF-modified engine pushes out 374bhp and 354lb ft of torque. Labelling on fan housing and discreet badge on intercooler are only clues





Porsche 930 Turbo brakes were retained as, at the time, they were considered more than enough. At the front, a huge oil cooler (of the type used on the 934 and 935) was integrated in a spoiler designed by RUF.

The interior was tailored according to the customer's specification, and in the case of 'our' BTR, this meant a pair of Porsche sports seats and other typical RUF details, like the steering wheel with thicker leather rim and central RUF emblem, a

RUF 10,000rpm tachometer, an adjustable boost pressure knob (like on the 935), the turbo boost gauge instead of a clock, and a reduced-throw shifter.

Another RUF speciality were safety harnesses mounted to the rear bulkhead, preventing the use of the two rear 'emergency' seats. In fact, the technical specification says

the BTR has two front seats only, another difference from the 'normal' 911, which was homologated as a 2+2.

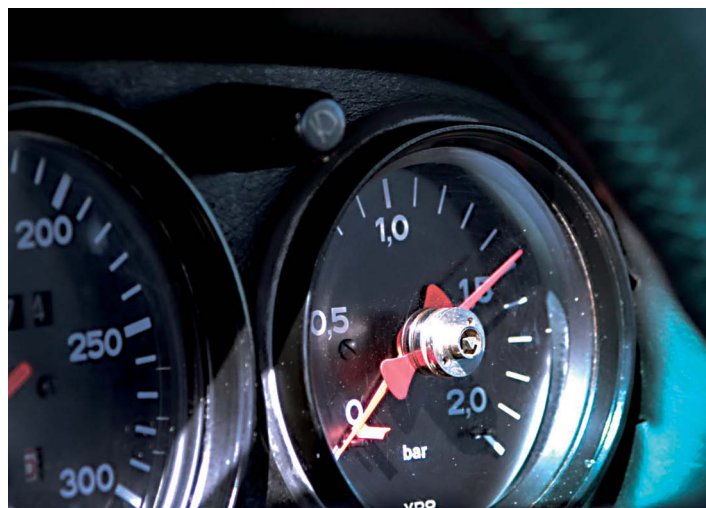
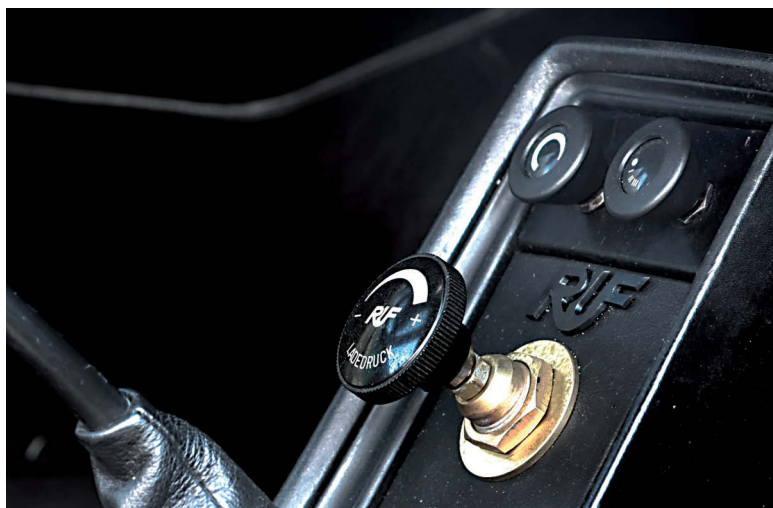
But what about the heart of the beast, the engine? Starting with the basic 3.3-litre 930 Turbo, RUF replaced the cylinders and pistons with a 98mm kit from Mahle, bringing the total displacement to 3366cc. The

compression ratio was 7:1, and thanks to the use of a RUF-built intercooler, a special twin-outlet exhaust, reworked intake and exhaust manifolds and, last but not least, the adoption of

From the rear, the only clue to what you are following (or what has just overtaken you) is the simple RUF badge on the engine lid

“AN ADJUSTABLE BOOST KNOB, LIKE ON A 935...”

Adjustable boost knob allows power output to be increased to 425bhp. Overzealous use is not encouraged. Boost gauge replaces clock





a new turbocharger, the power output was increased by over 20 per cent compared to the standard engine.

RUF claimed, with only 0.8bar of boost, 374bhp at 6000rpm, with a torque of 480Nm (354ft lb) at 4800rpm. The performance was incredible, with 0–62mph in just 4.4 seconds, 0–124mph in 15 seconds. The top speed was over 175mph with the Turbo wide body (with the Carrera 3.2 narrow body style, the speed was in excess of 180mph...).

The gearbox was a special five-speed with a dog-leg first gear (as on the first 911s) developed by RUF from the four-speed 930 transmission, and fitted with a 60 per cent limited-slip differential. Interestingly, RUF had developed the five-speed gearbox for the 930 Turbo some five years ahead of Porsche, which offered this only in the last year of production (1989). However, not all customers liked the dog-leg transmission so when the new G50 type with the more conventional shift pattern became available a few years later, many BTR owners chose to follow that route.

Out of interest, here are some sample prices from the

contemporary RUF price list. Engine modified to full BTR 3.4 specification with 374bhp, complete with RUF special intercooler, 3.4-litre piston and cylinder kit, RUF special twin exhaust, etc: 24,115DM; front-mounted oil cooler kit: 1425DM; adjustable boost knob, complete with gauge: 2052DM; special RUF five-speed gearbox: 12,500DM... As mentioned above, each RUF could be significantly different, depending on the wishes (and wallets!) of the customers, so it is very difficult to see two RUF BTRs that are the same. After the first BTR 3.4 model, the RUF BTR II was also produced, but that's another story.

Basically the RUF BTR 3.4 could be considered as little more than a 930 Turbo with a much better performance, retaining in the process all the Porsche characteristics of usability and reliability. Thanks to the larger engine displacement and the twin exhaust, the sound is deeper than that of a standard 930 Turbo.

Externally, the BTR is notable especially for the front spoiler, while the interior is simple and elegant in the most

Deep front spoiler is similar to that of a 934, and houses a large oil-cooler. Ducts on either side feed cool air to the stock front brakes

Deep exhaust note, whistle of the turbocharger and the 'whoosh' of the wastegate are the most obvious clues that all is not standard...





Alois Ruf Jr (above) outside the offices of his eponymous company. Peter Porsche (above right) is a regular visitor to RUF's show stand



typical period Porsche style, and on the road it could be mistaken for a slightly-modified 930 Turbo. The current owner uses it as often as he can, even for long distance trips, and thanks to the presence of the air-conditioning originally ordered by the first owner, the BTR has proved ideal for use during the summer months.

Two years ago, he drove all the way to Classics at the Castle, driving over 3000km from Italy, and back, and then on to Zell-am-See in Austria for another Porsche rally, the International Porsche Day, hosted by the Porsche family. Problems? Zero, apart from a rather large fuel bill – and one you can make even larger if you insist on playing with the throttle and that adjustable boost control!

You can increase boost pressure (for short distances – best not to overdo it...) to 1.3 or 1.4bar, which increases the power output to around 420bhp. In fact, the car is as reliable as any other Porsche, and perhaps the only weak points are

the brakes, which are a little undersized by today's standards. The suspension is also set quite stiff to cope with the car's performance.

For road use the owner's opted for a 'compromise set-up', as he describes it, for the ride height – he can't afford to lower it too much because the huge front spoiler grounds out easily on bumpy roads. Damaging the oil cooler would have potentially devastating consequences on the engine, so it's better to be safe than sorry.

Is there a down side to owning a RUF BTR? Not really. The only trick is to avoid sitting in traffic for too long, for two reasons: first, the effort required to operate the clutch, which is fitted with a racing pressure plate, can be quite

challenging, and when sitting for too long the engine oil temperature tends to rise. However, they are small prices to pay for owning and driving a car as amazing as Alois Ruf's legendary RUF BTR 3.4. **CP**

“PROBLEMS? ZERO, APART FROM A LARGE FUEL BILL...”



Thicker RUF steering wheel and retrimmed sports seats are complemented by the Schroth full harnesses. No rear seats are fitted due to harness mounting points

HARRISON

SERVICING - RESTORATION - CAR SALES

2016 Under Restoration - 911's

1967 - LHD - Coupe - 307875, **£92K - £142K.**

Tangerine - Ex Porsche Factory Car - M/Numbers.

1967 - LHD - Soft Targa - 500605, **£78K - £118K.**

Polo Red - West Coast USA - M/Numbers.

1967 - LHD - Coupe - 909866, **£57K - £112K.**

Sand - Some 'S' Extras - USA, Hawaii - M/Numbers.

1968 - LHD - Coupe - 11830119, **£82.5K - £112K.**

Sand - 69 'S', Porsche Warranty Case - NY USA Car.

Other Restoration Stock Available

Pre 73' - Supplied or Restored:-

8x 911 'S' spec: 4 RHD, 4 LHD, Coupes & Targas. 4x 911 'E' spec: 2 RHD,

2 LHD, Coupes & Targas. 4x 911 'T' spec: all LHD Targas, 2 Euro spec with

some 'S' extras.

At Harrison's we specialise in restoration and servicing and always hold a large stock of restoration cars, mostly matching numbers, early 'S' and 'E'. All cars are offered with a Porsche 'letter of Origin' and a 'T1', with delivery from us in Guernsey to Southampton, UK or St Malo, France ports - Local taxes will be due on registration.

JUST IN

1969, 911E RHD, Targa. Left the Porsche factory to RHD Australian spec. RHD Targas did not enter full production until 1972 - This car is very, very rare. 119210XXX - Call for details.

www.harrisonautomotive.co.uk



Contact David or Justin on 0044 (0)1481 240770
or email info@harrisonautomotive.co.uk for more details

CarBone

NEED A COOL WINDOW STICKER?

WE CAN HELP YOU!



2015.
Porsche has reached for the top of the podium at the 24h Le Mans for the 17th time. To celebrate this, we have made the 2015 Weltmeister window sticker inspired by 70s vintage World Champion stickers. It is perfect if you want to celebrate but your car is a bit more classic than the 919 hybrid.

WWW.CAR-BONE.PL



GMUND CARS

SPECIALISTS IN SOURCING PORSCHE'S WORLDWIDE

WWW.GMUNDCARS.COM

TEL: 01423 797989 E-MAIL: ANDREW@GMUNDCARS.COM

TEL: ANDREW MEARN'S: 07887 948983

Nidd Valley Trading Estate
Market Flat Lane
Knaresborough
North Yorks, HG5 9JA

SIMILAR CARS WANTED



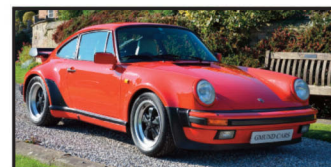
1958 Porsche 356 A Speedster, fully restored, matching numbers, Silver/Black, £395,000



1989 Porsche 911 3.2 Turbo Look Speedster, White/Red, only 6k miles, as new, £189,995



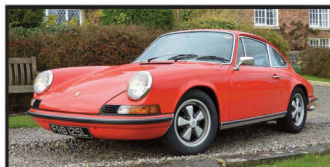
1999 Porsche 996 Cup, raced in the SuperCup with Johnny Mowlem, £55,000



1987 Porsche 930 Turbo, Guards Red with Linen, full and detailed history, recent work, £64,995



1973 Porsche 914 1.7, Green / Black, very original £19,995



1973 Porsche 911 2.4 T/E, lhd, red, history from new, great all round, £59,995



1972 Porsche 911 T 2.4 Targa, lhd, Silver / Black, good condition, £69,995



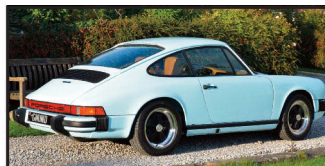
1995 Porsche 993 RS, 1 of the 40 UK cars, black with black, 2 owners, original car, £275,000



1969 Porsche 912, lhd, Rally spec car, completed many tours, £39,995



1973 Porsche 911 2.7 Carrera RS, 3 cars available, please call to discuss.....



1997 Porsche 911 S 2.7 Coupe, Cappa Florio Blue, fully restored, £57,495



1991 Porsche 928 S4, Grey with Linen, full history and recent work, £15,995

- **LIGHTING & RUBBER SEALS**
- **SERVICE PARTS**
- **AIR COOLED ENGINE PARTS**
- **WHEEL & TYRES**
- **REPAIR & RESTORATION PARTS**
- **GEARBOX & DRIVE TRAIN PARTS**
- **SUSPENSION & EXHAUST**
- **PARTS DEPARTMENT**
- **WORLDWIDE SHIPPING**

E-mail us on
sales@design911.com



5% OFF

use online code
CLASSICP9
at checkout

Porsche 911 Carrera 3.0L
1977, LSD 5 speed Manual
Gearbox, LHD, Continental Orange
with Black Interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

51 TALLON ROAD ■ BRENTWOOD ■ ESSEX ■ CM13 1TG

THE NEARLY MAN

After a frustrating period racing in Grand Prix with Ferrari and Maserati, Jean Behra found success behind the wheel of a series of Porsche sports cars. Sadly his life was to be cut short by a tragic accident before he had the chance to drive for Porsche in F1

Words: Kieron Fennelly
Photos: Porsche Archiv





Jean Behra, who was killed at the German Grand Prix on 1st August 1959, was France's best driver of the 1950s. But in an eight-year Grand Prix career he never fulfilled his potential, dogged by uncompetitive cars and frustrated by team managers who seemingly paid him no heed.

A six-time national motorcycle champion, who had built and prepared his own machines, Behra never entirely adapted to the Formula 1 establishment and, apart from a couple of seasons with Maserati (and a fourth, only eight points behind Fangio in the 1956 drivers' championship), his GP career brought only disappointment.

He had more success in sports cars, particularly with Maserati again, and it was when the Modena-based firm withdrew from competition during 1957 that Behra turned to Porsche for sports car events.

Behra was no stranger to Porsches: he bought a 356A Carrera as a road car and, with his younger half brother and former bike mechanic José riding shotgun, finished second in

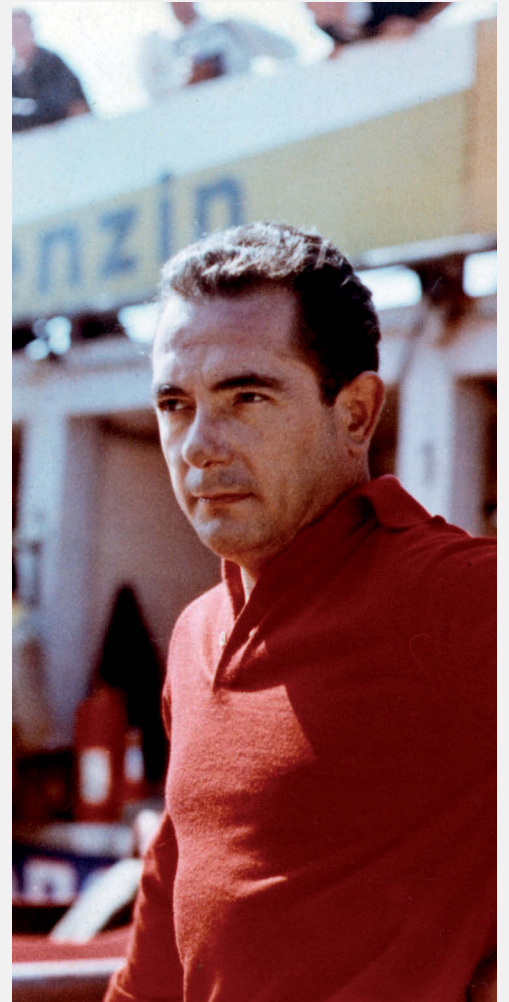
“JEAN BEHRA WAS FRANCE'S BEST DRIVER OF THE 1950s”

the 1956 Tour de France Auto. This was also the year in which the Porsche 550 Spyder came of age, emerging from being habitual 1500cc class winner to overall winner, Magnioli scoring the first of Porsche's eleven outright victories in the Targa Florio.

By now the 550A had 14mm anti-roll bars at the front and independent suspension at the rear at a time when competitors were persevering with live rear axles. Its successor, the 718, which appeared in late 1957, was faster and more competitive still.

After the Argentine Grand Prix in January, where he finished third in his last outing with the Maserati 250F, it was Behra's wont to stay on and race in the 1000km sports car event the following weekend. That year, 1958, he shared a 550A with Moss and finished third. It was the beginning of an illustrious and all too brief run of good fortune.

His Grand Prix activity was depressing: he was now with BRM and the '58 Bourne-built car was not just uncompetitive, it also had unreliable brakes, which cost Behra the lead at Monaco and caused him to hit the wall of the Goodwood chicane very hard (happily without serious injury). But in



contrast, the experience with Porsche proved refreshing.

In March, the new RSK gave notice at Sebring when Behra held third place until the gearbox failed. But then a second place at the Targa Florio, followed by third overall and first in the efficiency index at Le Mans confirmed that the Porsche RSK was now capable of competing with the 3.0- and 4.0-litre cars.

Then began Behra's five month purple patch with the 718, which brought him a win in the Coupe du Rhin, second at

Above left, Behra at speed on the Mont Ventoux hillclimb. This branch of motor sport was incredibly popular in mainland Europe in the 1950s and '60s. Behra (above) felt right at home

“1958 MARKED THE HIGH POINT OF HIS CAREER”

Zeltweg, fourth with Edgar Barth in the Tourist Trophy and then two more wins at Avus and in November at Riverside. For good measure, while in the Americas he travelled south to Venezuela to win the Grand Prix for Ferrari.

1958 marked the high point of his career. At 37, Jean Behra was the French and German sports car champion and, following the retirement of Hawthorn, the Commendatore had invited him to join the Scuderia for the 1959 F1 season.

The experience with Porsche suited the independent Behra. It was a more arm's-length relationship than with his previous teams. Porsche also built race cars for private clients and its cars were designed to be relatively easy to modify. Behra could race his own 718 or turn out for the

In deep discussion with Huschke von Hanstein, Behra raced as an independent but was one of Porsche's favoured drivers, being asked to drive team cars on several occasions

factory team if Porsche asked him.

When Huschke von Hanstein, Porsche's publicity and racing manager, invited Behra to drive the latest works 718 at Reims in the 1958 Formula 2 race, the Frenchman duly obliged by winning in front of his home crowd. The previous year, Formula 2 had returned after a three season absence, its rules permitting naturally-aspirated engines up to 1500cc and also closed-wheel cars like the 718.

Porsche used the 1958 race on the fast Reims circuit to try out revised aerodynamics and, as F2 races were short, a more highly-tuned version of its four-cam engine. The next year, F2 assumed much more importance as the FIA announced that from 1961 F1 would be limited to 1500cc – effectively a beefed up F2 and clearly favouring rear engine manufacturers like Porsche. With F2, Behra also saw the opportunity of developing his own car and of finally being able to implement his own design ideas.

He bought a 718 from Ferry Porsche at what was described as a very advantageous price, and with assistance from his friend Alessandro de Tomaso, had the car rebodied by Valerio Colotti (later of gearbox fame) in Modena. There was a lot of modular construction about the 718. Porsche had already designed the seat and pedals so that they could quickly be shifted from left-hand drive to a central position, which was the configuration that Behra drove successfully at Reims.

For the '59 season Porsche decided to make its own open-wheeled version, the 718/2. This was a very significant if low profile project within Porsche and both Helmuth Bott and Hans Mezger, mainstays of Porsche engineering over the coming decades, were involved. The 718/2 kept the wheelbase of the 718, but got a more highly-tuned version of the four-cam type 547 engine (producing up to 155bhp), more heavily-finned drum brakes, a hydraulic clutch and a six-speed gearbox.

Its public debut was the Monaco Grand Prix where, after a promising start, it crashed in the kind of multiple pile-up typical of that tight street circuit. By coincidence, or perhaps design, Jean Behra's F2 car, the Behra Porsche as it became known, also made its appearance. It failed to qualify, but the work of Colotti's ex-Maserati artisans was apparent in the Behra Porsche's striking slimness compared with the factory entry.

The Behra Porsche was more than a simple reskinning of the 718: Behra had reduced the front and rear track, kept



the rear suspension of the original RSK set-up, but stiffened it with Watt linkages. In contrast, Porsche's new 718/2 sported rear wishbones.

As Ferrari's principal driver for F1, Behra was in an awkward position contractually, so at grands prix he engaged Hans Herrmann to drive the Behra Porsche. Behra himself drove it a couple of weeks after Monaco at Pau, but he spun and finished only fifth. He then passed it to Herrmann who came a fine second after a long battle with Moss's Cooper Borgwood at Reims, the biggest F2 race of the year, and a week later Herrmann retired at Rouen after setting the fastest lap. Behra then drove his creation at Charade, the Grand Prix d'Auvergne, retiring while in second place.

His sports car commitments that year were largely taken up by Ferrari, where second at Sebring was his best result. There was no doubt, though, that Enzo Ferrari was irritated by his number one driver's extra-mural activities, and the fact that the F2 Behra Porsche outclassed the Dino added insult

Not only did Behra race a Porsche, he also chose to drive one as his road car. Here he is, cigarette between lips, with his 356A Carrera



Jean Behra, sans helmet, driving on what appears to be a 'recce' on the Mont Ventoux hillclimb course in 1958. Note the road surface!



to injury. So it was not entirely a surprise when Behra received his marching orders from Maranello following his retirement from third place in the French Grand Prix and the subsequent row with Ferrari team boss Romulo Tavoni.

By that time, Ferrari had also hired Tony Brooks, who had proved so effective the previous season driving for Vanwall, and Phil Hill. This development left Behra free to campaign his 718 again and at the end of July he left for Berlin and Avus with both his F2 car and the 718 with the intention of racing the F2 in the German GP and driving his 718 in the sports car race the day before.

The infrequently used Avus track consisted of a motorway straight connected by a 30mph hairpin and the notorious 110mph banked Nordkurve and was, by 1959, already dangerously obsolete. In 1956, von Frankenberg's Porsche had cartwheeled off the banking, the founder and editor of Porsche's magazine *Christophorus* lucky to escape with cuts and bruises.

In 1959 the track was wet and, early in the race, the 718 of Porsche loyalist and Dutch aristocrat Carel de Beaufort shot right over the Nordkurve's rim, miraculously staying on its wheels as it crashed through the undergrowth. De Beaufort was even able to drive back on to the track, though he was soon black flagged.

Behra was not as lucky. Perhaps he was trying too hard to catch up with the works cars which, in typical Porsche fashion, usually had some technical advantage over the Porsche privateers, but whatever the reason, he too lost control on the red brick surface of the Nordkurve.

The Porsche hit a concrete plinth and its unfortunate pilote was killed instantly when he was flung from his car against a flagpole.

It was not quite the end of the venture. Though withdrawn from the German Grand Prix the next day, the Behra Porsche

did compete in a handful of GPs in the 1960-61 seasons, in one or two cases driven by Masten Gregory until being sold to a US enthusiast who campaigned it in Formula Libre.

Happily, the Behra Porsche 718 seems to have survived the ravages of time for it was restored some years ago and, until recently, could be seen competing in historic meetings in the USA.

As for poor Jean Behra, the original 'nearly man' of motor sport, his turbulent career seemed at last to have found an equilibrium with Porsche. He had talked of hanging up his helmet to run his own team in 1960, but you wonder if Ferry would have offered to

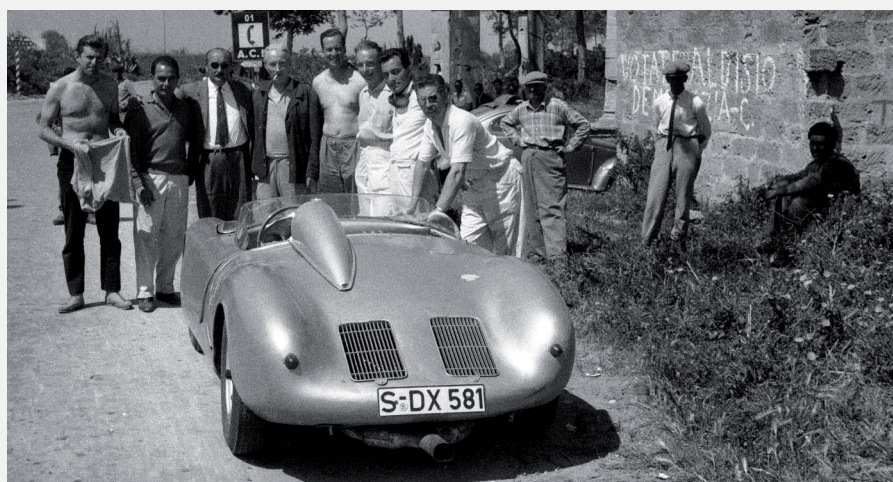
involve the veteran *Niçois* in Porsche's F1 team.

And whether, indeed, it might have been Behra who crossed the line first at Rouen in 1962, finally scoring the championship GP win that had always eluded him. **CP**

Le Mans 1958 and Behra's 718 passes the Lotus XI of Innes Ireland and Trevor Taylor, and a DB; sharing with Hans Herrmann, Behra finished third

“PERHAPS HE WAS TRYING TOO HARD TO CATCH UP...”

The 1958 Targa Florio: Von Trips is on the left, next to Jean Behra. On the right is team manager Huschke von Hanstein. Partnered by Scarlatti, Behra finished second overall



New parts for your Porsche.
Only for your Porsche.

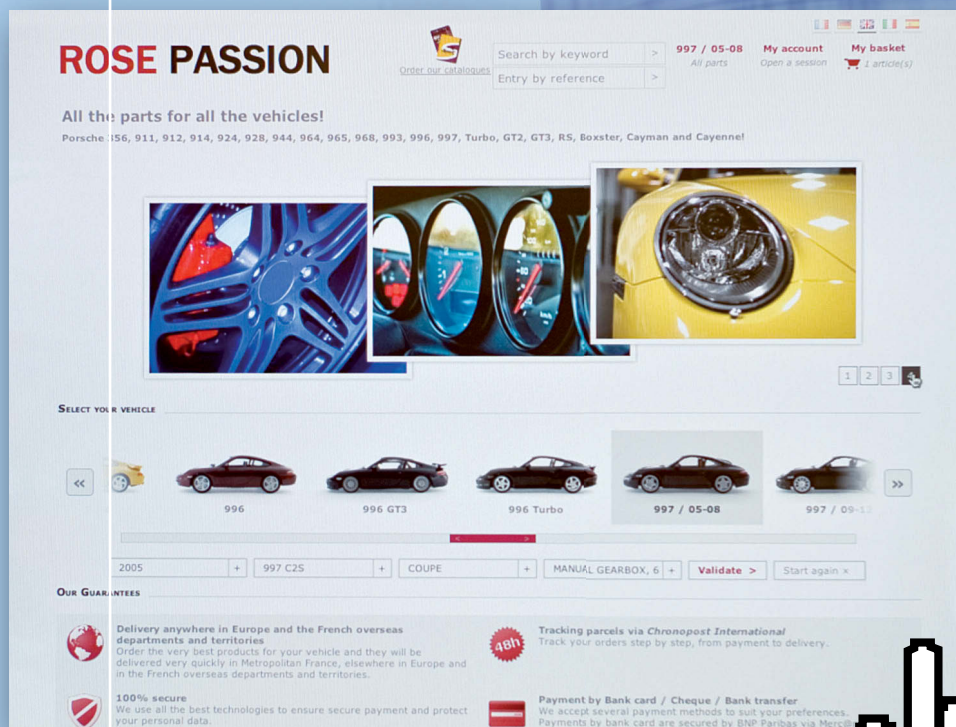
ROSEPASSION.com

**Even
more parts...**

for your 356 911 912
914 924 928 930 944
964 965 968 986 987
993 996 997 boxster
cayman or cayenne

Order our catalog on the website :
PIÈCES 911 et PIÈCES SPORT

**NEW
WEBSITE**



ROSE PASSION offers new parts for any Porsche models
from 1950 via mailorder. For a simple and fast order, select it
directly on our website: **www.rosepassion.com**



Phone : **00.333.82.468.911** - Fax 00.333.82.468.930

Mail : contact@rosepassion.fr

ROSE PASSION - BP 70095 - 54803 JARNY CEDEX - FRANCE



A CLEAN SLATE

Christophe Morin's Slate Grey 356B restoration project started out as a stripped bodyshell surrounded by boxes of parts. Two years later, it's now a prize-winner – but it's no trailer queen, being driven to events far and wide from its home in Burgundy

Words: Keith Seume
Photos: Alain Sauquet





Like so many other owners of classic Porsches these days, Christophe Payen started out in his automobile-owning life at the wheel of a Volkswagen Beetle. It's a natural progression, after all, to go from Beetle to 356: they share the same family roots, both are rear-engined, air-cooled and have swing-axle rear suspension. Some would argue they even sound the same... The major difference, especially these days, is one of value!

Christophe bought his first VW over 25 years ago, and currently owns a 1956 Oval-window Beetle, which he completely restored back in 1991, and a 1966 1300 model, which has covered just 38,000km from new.

Many people would, understandably, be perfectly happy with simply owning these two cars, but Christophe, who hails from Sens, south-east of Paris, always had his sights set on a Porsche.

The opportunity to fulfil his dreams finally arose back in 2011, when he was made an offer he couldn't refuse by his friend Jerome Morin. Jerome is a professional body man (cars, not weight-lifting!) and runs a business by the name of Carrosserie MPS, in Sens. He had acquired the Porsche in 2010 following a long period in storage.

The car in question – a 1962 356 B T6 – had originally been sold by French importer Sonauto, located in Paris. For reasons unknown – most likely due to rust or a mechanical breakdown – the little Porsche was taken off the road in 1990 and remained in storage for the next 20 years. We still find it amazing how often we hear stories like this – and then wonder why we aren't the lucky ones who discover these hidden gems!

When Jerome found the car it had been stripped, with the body surrounded by boxes full of parts. He tucked the

“THE CAR IN QUESTION HAD ORIGINALLY BEEN SOLD BY SONAUTO”

Porsche away in his workshop and concentrated on other projects, eventually coming to realise that he was probably never going to find the time to rebuild the dismantled 356. And this is where Christophe stepped in.

In 2010, Jerome asked him if he'd be interested in taking on the project and, with an answer in the affirmative, the Porsche changed hands. Work on the rebuild took place in Jerome's Carrosserie MPS workshops (located at 14 Avenue Georges Pompidou, Sens), a company which carries out a wide range of body, paint and restoration services, but with a particular leaning towards Porsche. Among recent projects is a tough 911R-inspired outlaw, which you can see a few photographs if you head to the company website at www.carrosserie-mps.fr.

It took a year's work to restore the bodyshell before it was in good enough shape to lay on some Slate Grey (code 6001) – and then the reassembly process could begin in earnest. It had taken Christophe all this time to check through all the parts and work out what was useable, what needed to be replaced – and what was missing. The latter included the bumpers, which were not the cheapest parts to replace – and then they needed to be rechromed. But there



were no corners to be cut here, Christophe decided.

When purchased, the Porsche had been fitted with a 95bhp 1600 SC engine, replacing the original Super 90 unit.

As there was no way of knowing what the condition was like, Christophe tore the engine apart and carried out a total rebuild. He kept the original pistons but installed new Nikasil cylinders, at the same time taking the opportunity to port and polish the cylinder heads to help the engine breathe a little more freely.

He kept the Solex 40-P11 carburettors, with their matching Knecht air filters, but rather than install a stock exhaust, chose to fit an aftermarket stainless-steel Sebring-style tuned system. It may not be

the quietest choice, but it sure is the coolest!

The engine has been nicely detailed, the pale silver-grey fan-housing and matching Fram oil filter contrasting with chrome-plated pulleys and generator strap.

Other performance improvements included a new braking set-up. Christophe chose to upgrade the master cylinder and lines to a dual-circuit system, at the same time replacing the front aluminium drum brakes with a more efficient disc-brake conversion from CSP in Germany.

The great thing about the CSP brake conversion is that it accepts the original 'wide-five' bolt-pattern wheels, and once the hubcaps have been fitted there's nothing to

Christophe's car had been stored away for years as a stripped bodyshell surrounded by boxes of parts. Two years of hard work saw it back on the road

“IT HAD BEEN FITTED WITH A 95BHP SC ENGINE”

Current engine is a 95bhp 1600 SC unit, but a Super 90 motor is currently being rebuilt ready for installation. Engine bay is nicely detailed, with some extra chrome adding a touch of 'bling'





Perfect reproduction of the factory optional roof rack. All correct pieces and fully chromed.

NEW PRODUCTION OF THE 1969 TO 1972 CHROME HORN GRILL.

All new tooling for an exact fit, concurs chrome, all done in the USA. No more trying to fit the gap between the hood and the grill or the grill and the turn signal lens. \$85 each side



New "128" fog lamps. Perfect chrome, correct raised lettering, 12v bulb included. Limited supply at \$150 each.



1968 to 1977 wiper arms and blades for both RHD and LHD. Finally someone has paid attention to the RHD market! Arms and blades available in pairs.



1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct.

New production of the hard to find spark plug wrench for 65-68. Correct finish and lettering. \$135 each.

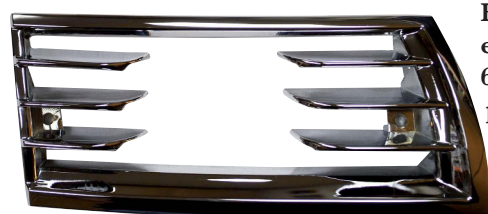


New production of the original headlight trim ring for all '65 to '67 headlights, and also correct for the H4 lights as well. Ours is correctly made from brass and then triple chrome plated.



Includes all the hardware shown to get your lights back in shape!

'65 to '68 rear bumper end caps, correct for both 912 and 911, correctly finished stainless steel, includes rivets and molding.



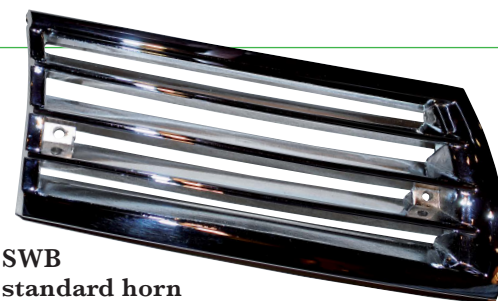
Horn grills for fog lights! Our exact reproductions for both SWB 65-68, and LWB 69-73. (SWB pictured) Exactly manufactured as original in zinc but with better four-layer chrome.

Correct SWB chrome window winders, flawless reproduction. Window winder caps available separately as well! Winder with cap.

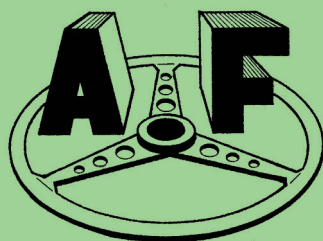


Exact new re-production of the original SWF wipers for 1965 to 1967, painted in correct silver finish. Wiper blades and arms available as a package or separately.

Black SWF style wiper blades for 68 to 73 also newly available. Silver arms and blades.



SWB standard horn grills for the 1965 to 1968 cars. Cast from Zinc alloy, quad chrome plated, and perfect fit. Absolutely exactly like the original.



Auto-Foreign Services

Tel: +1-206-321-2960 E: autoforeign@gmail.com

www.autoforeignservices.com

Eric Linden, 29 year PCA member, 29 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!



suggest any changes have been made from stock. The rear still features the original drum brakes, which have been rebuilt as a matter of course.

The pretty little coupé runs on a set of 4.5Jx15 chromed steel rims, with hubcaps, to which have been fitted period-style 165x15 Michelin XZX radials.

Take a peak inside and you'll be greeted with the sight (and smell) of tan leather, stitched to perfection by Jean-Philippe Duval in Epernay. Incidentally, since the photographs were taken, Christophe has also added some matching headrests. The dashboard and all gauges have

been restored to a high standard, the 5500rpm red-lined SC tacho sitting alongside a matching 200km/h speedometer. The pushbutton radio is correct for the year and was a swapmeet find by Christophe while in Germany.

It took two full years to complete the restoration, the 356 T6 finally rolling out into the sunlight in September 2013. Anxious to drive his new toy, Christophe decided to head for the Sion VW-Porsche show in Switzerland, where his efforts were rewarded with a 'Top Ten' award.

As Christophe tells us, 'Since the restoration, I've had a great time at the wheel of my 356, driving along the roads

The dashboard features a period pushbutton radio, which Christophe found at a German swapmeet

The interior has been retrimmed by Philippe Duval, using tan leather throughout. Headrests have now been sourced for front seats





in the Burgundy area where I live. I've been to several events dedicated to older VWs and Porsches, and particularly enjoyed taking part in the Monta Sunset Drive in Montalivet.' (You can see an on-line video of this event, which gives you an idea of what it's about by logging onto <https://vimeo.com/140088427>)

Christophe is currently rebuilding another engine for the car, this time a correct Super 90 unit, which will also sport Solexes with Knecht filters.

Once that little project is done he'll get stuck into another restoration, this time a 1966 VW Bus! And if that's not

enough to keep him occupied, there's always his collection of Vespa scooters – he's rebuilding a 1954 model right now, which will make it five to date

As you take a look at Alain Sauquet's great photos – shot on the banks of the lake at Annecy, near Geneva – you can't help feeling a little envious. The lines of any early Porsche are beautiful in their elegant simplicity, but somehow the Slate Grey shows them to perfection. Maybe it's the hazy evening sunlight, the light mist over the still water – whatever, you have to agree this is one beautiful classic Porsche... **CP**

Well, wouldn't you look content, too? Only obvious deviation from stock is the stainless-steel Sebring exhaust system

Christophe isn't afraid to drive the car, attending several shows since completing the restoration



MPS

CARROSSERIE

14 Avenue Georges Pompidou
89100 SENS



03 86 65 16 35

- Carrosserie, Peinture -Débosselage sans dégât de peinture
- Montage de marbre Celette jusqu'au modèle 997

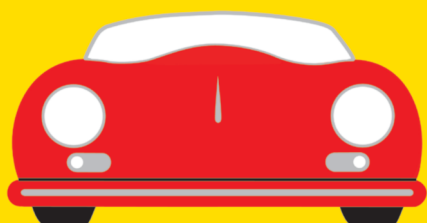
Restauration - Entretien - Spécialiste Porsche



www.carrosserie-mps.fr



MPS Carrosserie



VintageAutoPosters.com

finest selection – guaranteed original

International Sales & Purchases ~ Since 1980

SPECIALISTS IN CAR SHIPPING AND TRANSPORTATION

Worldwide export and import services



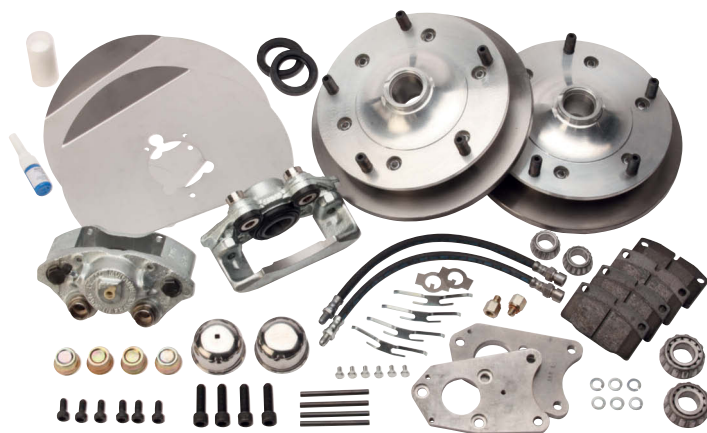
- Customs clearance • UK & European collection & delivery
- SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031

kevin.lewis@rjfifreight.co.uk chinita@rjfifreight.co.uk

www.rjfifreight.co.uk

CSP PRODUCTS BRAKE SYSTEMS



- WIDE 5 X 205 OR 5 X 130 PATTERN
- MORE THAN 30 DIFFERENT VERSIONS PRODUCED TO SUIT ANY CONFIGURATION
- A BOLT-ON PRODUCT
- NO BODY OR CHASSIS MODS REQUIRED
- VENTED VERSIONS APPROVED (TÜV) FOR UP TO 140 HP APPLICATIONS
- AUTOBAHN AND RACE DEVELOPED TECHNOLOGY - PROVEN FOR OVER A DECADE
- REAR DISC BRAKES ALSO AVAILABLE
- MADE IN GERMANY



GERMAN PARTS FOR GERMAN CARS

Follow us on Facebook - www.facebook.com/customspeedparts

www.csp-products.com Fon +49-(0)4532-23240

RESTORATION

Design EUROPE



**QUALITY PORSCHE
AUTOMOBILE PANELS**

www.restoration-design.eu

A. Plesmanlaan 24, 9615TH Kolham, Netherlands
Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104
Email: info@rescue-911.nl

EUROVACATION

April saw our annual pilgrimage to the Techno Classica show in Essen, followed by a visit to the amazing Porsche Classic Center Gelderland, whose owner, Mark Wegh, has amassed a breathtaking collection of cars

Words: Keith Seume





Every year we say the same thing: never again! But we always return: Techno Classica gets you like that. It's the world's biggest indoor classic car event and, because it's held in Germany, it will come as no surprise that there are more Porsches (and Mercedes, BMWs, etc) on display than you can shake a stick at. And we're not 'just' talking about a nice selection of 356s and 911s, we mean rarities, such as factory race cars, unique one-offs like Walter Wolf's road-going 935 (left) and parts like you only ever dreamed of being able to buy.

The one topic of conversation that always arises following a visit to Essen is the matter of prices and how many cars were sold over the five days – Techno Classica is unlike many other static car shows in that almost every exhibit, other than factory show cars, is for sale as the majority of stands are run by dealers.

“THERE ARE ALWAYS SOME SURPRISES...”

Prices are traditionally higher than those asked at any other show, giving rise to talk of a mythical 'Essen Tax', which often adds 10 per cent to prices. This year was no exception, although on the whole there does seem to have been a slight slowing down.

It appeared that a higher percentage of cars remained unsold (RSs in particular), suggesting that the market is now more demanding – only the very best cars are now achieving the highest prices. We did notice, though, an increased interest in soft-window Targas, with a couple of notable examples on sale at in excess of €350,000.

There are always some surprises at Essen, and it's always fun choosing your own 'star car'. For us this year there were two: first up is that ex-Walter Wolf road-going Kremer K3 935, followed by the ex-Michael Keyser Toad Hall ST, recently restored from an extremely sorry state by the factory's own Porsche Classic workshop.

Wolf's Kremer K3 is as near to a roadworthy Le Mans-winner as you can get – it was specially commissioned by the F1 team owner in 1979, his brief to Kremer being that





he wanted the ultimate road-going supercar. Other than a few relatively minor details, the end result is as close to a full-on 935 K3 as you can get. One can only imagine what it was (and still is) like to drive on the autobahn.

The Toad Hall ST was on display on the Porsche Classic stand, and was the subject of very close scrutiny by those in the know. This was the first time the Classic workshop had been entrusted with a restoration project of this kind and although a couple of details were open to debate, it was an impressive display of talent. We look forward to seeing the car back on the track where it belongs.

From Essen, we headed across to Holland, to visit Mark Wegh's incredible new Porsche Classic Center Gelderland, the first purpose-built official classic Porsche dealership and workshop facility. Imagine a big new Porsche dealer

showroom, with workshops – the kind of place you'd go to buy a brand-new 991 or Cayman, and then take it to be serviced afterwards. Now imagine that same kind of hi-tech, marble-floored facility exclusively for the sale, servicing and restoration of classic Porsches – that's what Classic Center Gelderland is all about. Impressive? You bet!

The new centre is the brainchild of a very proud Mark Wegh, whose passion for the marque knows no bounds. As Mark told us, 'We opened the original Porsche Centrum Gelderland back in 2006, becoming the first Porsche Classic Partner in Europe in 2011. After that we decided to take things a stage further by building the new Porsche Classic Center Gelderland.'

As you can see from the photo below, the new operation has the same corporate identity as a regular official

Classic Center Gelderland's Mark Wegh is most proud of his unrestored low-mileage Speedster – we wonder how he fits into it! Note the 901 sitting alongside...

Workshops are immaculate and open for all service and restoration work; from the outside, the operation has the look of a modern PC





Porsche 911 2.0
1965 - 3,830 km € 235,000



Porsche 911 S Targa Softwindow
1967 - 25 km after restoration € 299,900



Porsche 911 2.7 RS Touring
1973 - 79,139 km € 795,000



Porsche 911 Speedster
1989 - 109,763 km € 189,900



Porsche 911 964 - 30th Anniversary
1993 - 172,322 km € 119,900



Porsche 911 964 3.6 Turbo
1995 - 71,749 km € 299,900



Porsche 911 993 Carrera 4S
1996 - 105,901 km € 114,900



Porsche Carrera GT
2006 - 40,651 km € 725,000



Porsche 911 997 Sport Classic
2010 - 16,585 km € 385,000

www.porscheclassiccenter gelderland.nl

We realise your classic dream.

Porsche Classic Center Gelderland.

The first official standalone Porsche Classic Center in the world. 5,400 m² Porsche Classic Experience.

Please contact Mark Wegh for more information on +31 6 52 356 911 or visit our website.



PORSCHE
Classic Center Gelderland

Porsche Classic Center Gelderland Ressenerbroek 2, 6666 MR Heteren The Netherlands. +31 26 356 0 901.



Porsche Centre (PC), but as soon as you take a step inside the glass doors it becomes obvious this is something very different. There, staring us in the face, was a bright orange impact-bumpered 911S, resplendent in its 'safety' graphics. Elsewhere was a 911T, a Speedster and a 356A coupé – definitely not your usual Porsche dealer fare.

Visible through a glass partition are the workshop facilities, where everything from servicing to restoration of classic Porsches is carried out. We can't remember the last time we came across two 356s and a pair of early 911s in the service bay at a PC...

However, it was when Mark invited us upstairs to see his private museum that our eyes were really opened. Sure, there were modern (or should we say, future) classics on display, but our eyes were drawn to the likes of a 901-

series coupé, Carrera RS, the RSR, the unrestored low-mileage Speedster (of which Mark is especially proud, it has to be said) and the row of ex-Police Porsches. Then there's the intriguing 911-powered VW T3 Transporter built as race support for the Carrera Cup.

In addition to the fascinating range of cars, which include several historically important VWs, there's a very impressive collection of Porsche toys, signage and memorabilia. The museum's only open by invitation but if you get a chance, try to get a look. It's the ultimate toy box.

Between the Porsche Classic workshop's restoration of the Toad Hall ST at Essen and the amazing Classic Center Gelderland, it's obvious that Porsche is sitting up and really taking notice of what's happening in the classic scene.

Ultimately that has to be good for all of us. **CP**

'Safety' 911 greeted us in the showroom; display of ex-Police Porsches was fun; toy and memorabilia collection was very impressive

Carrera Cup support vehicle is 911-powered – would make a great tow vehicle for your classic race car! Kremer-prepped RSR finished ninth overall at Le Mans, driven by 'Bill', Bellanos and Contreras



Sportwagen

ECKERT



Porsche spare parts for all models since 1950

**t-piece rubber flap control box
heating tube set, left and right**

356 BT6 + C 474,00 EURO



**sleeve rubber flap control box passenger
compartment set, left and right**

356 BT6 + C 217,00 EURO



engine cover

911, 69-74 167,00 EURO



parcel shelf support

911, 74-89 130,00 EURO



engine cover

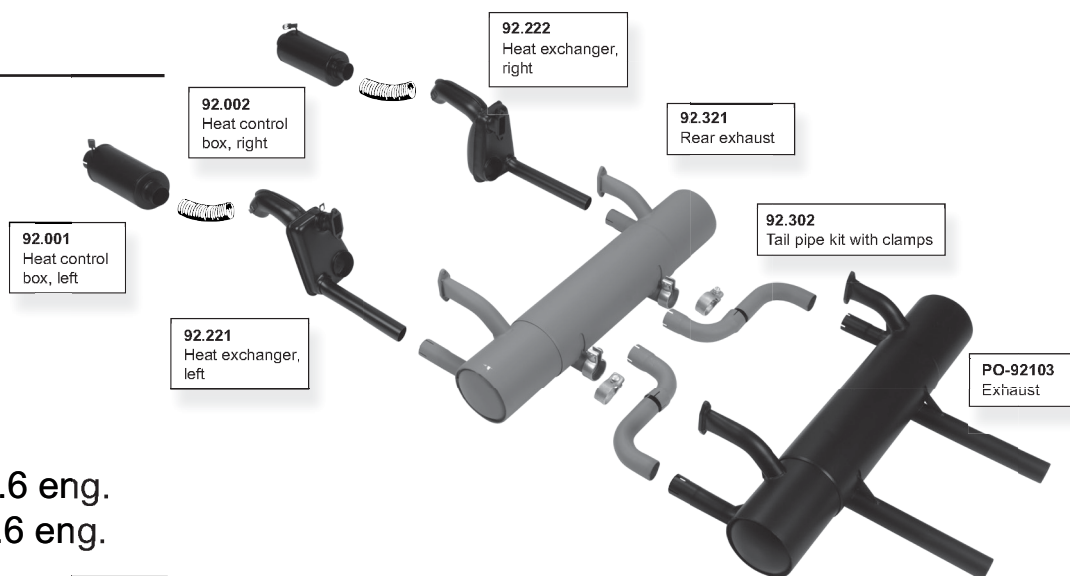
911, 64/65/66 to motor 909000 399,00 EURO



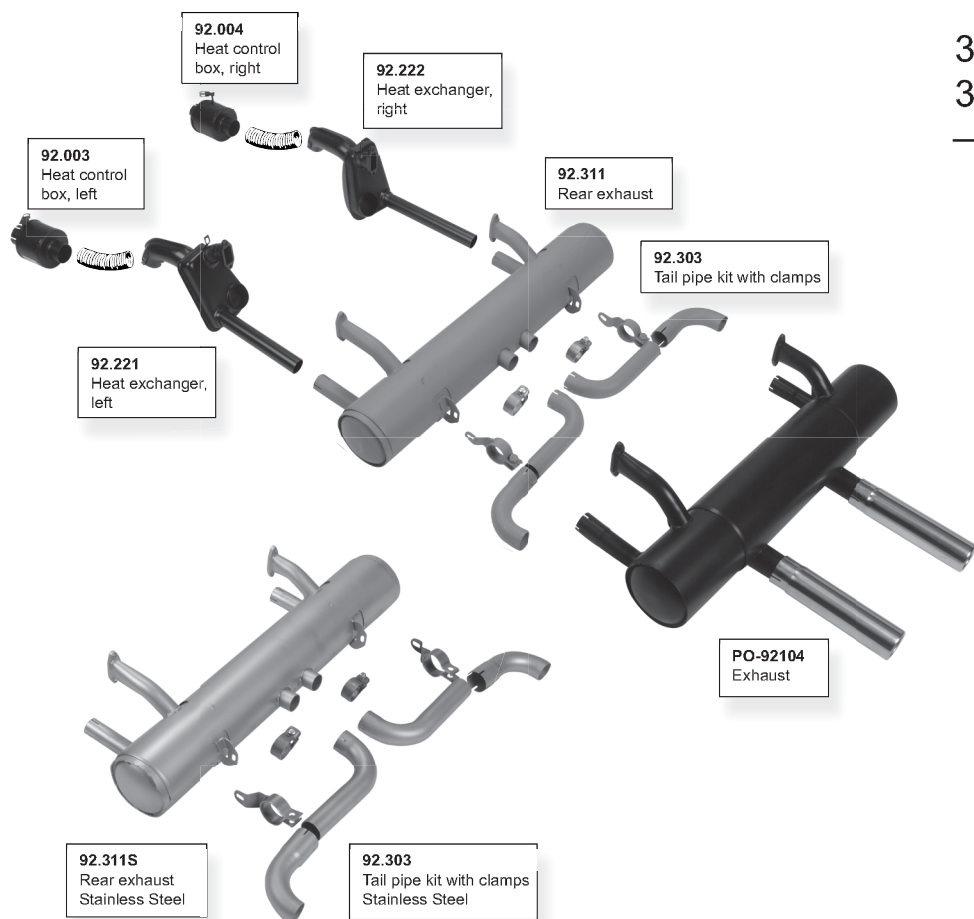
Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

Ambergstr. 3 • 86633 Neuburg/Donau • Tel (+49) 84 31 / 40 740 • Fax (+49) 84 31 / 42 174 • www.sportwagen-eckert.com • info@sportwagen-eckert.com

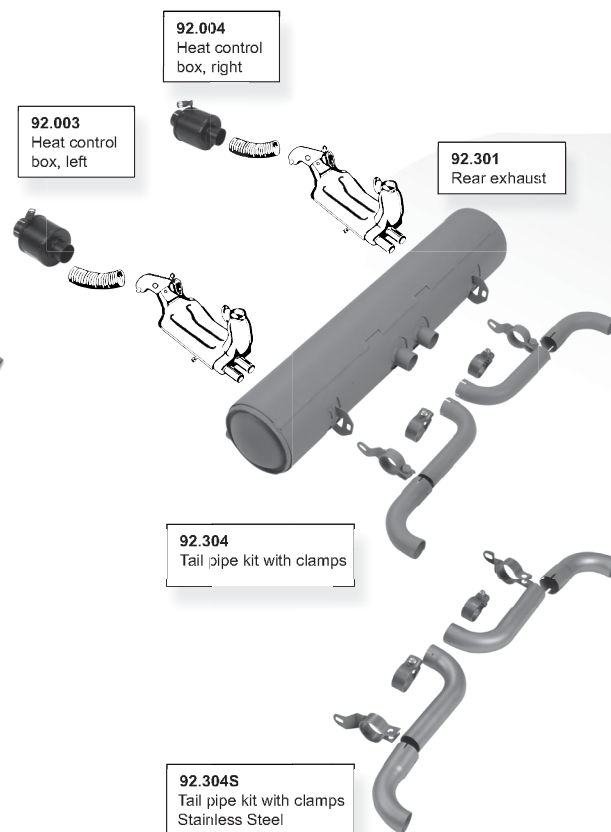
356 A, 1.6 eng.



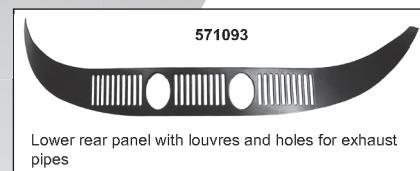
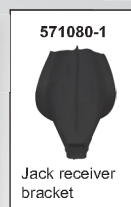
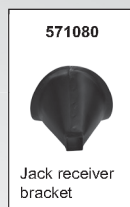
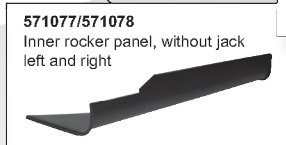
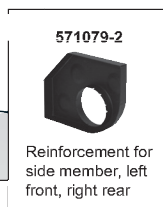
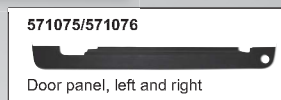
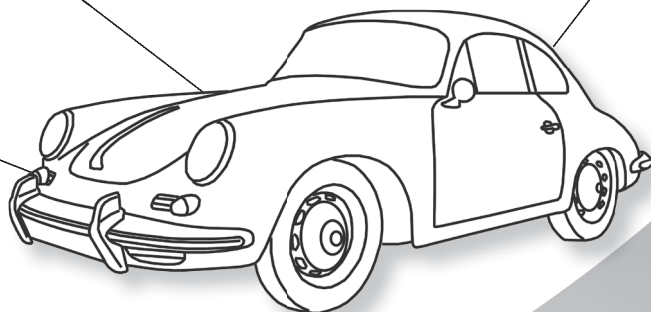
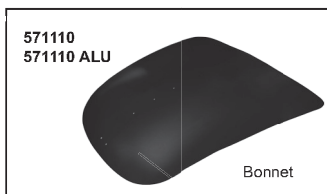
356 B, model T.5, Europe, 1.6 eng. 356 B all/C, export - USA, 1.6 eng.



356 B, model T.6, Europe, 1.6 eng. 356 C Europe, 1.6 eng.



BODY PARTS FOR PORSCHE 356 A - B - C



*Exclusive high quality spare parts and accessories for
classic cars from VAG, Porsche and Mercedes-Benz.*

LUFTGEKUHLT SHOW

More than just another static car show, it's old-school and air-cooled all the way at Luftgekühlt 3, a charity-led Porsche show which is the brainchild of factory Porsche racer Patrick Long and California-based creative director Howie Idelson

Words: Matt Stone

Photos: Matt Stone and Kirk Gerbracht





There are cars and coffee gatherings, cruise-ins, car shows, concours and happenings – we’ve all been to a variety of each. And even if your Porschespeak is sharper than your German, you can probably figure out that *Luftgekühlt* means ‘air-cooled’, and with this third edition of the Luftgekühlt all-Porsche gathering in industrial Los Angeles, it’s gone from a great idea to a cool event, and on to pure ‘happening’ status.

The brainchild of factory Porsche racer Patrick Long and enthusiast friend and business partner Howie Idelson, with lots of influence and help from other likeminded Porsche enthusiasts, Luftgekühlt celebrates all that is air-cooled Porsche, from the earliest Gmünd coupés to ratty 914s, to show-quality and race-ready endurance racers – and the occasional Abarth-Carrera. And just about every other 356, 911, 912, 914, and 930 model you can imagine was welcome no matter its story, history or lack thereof.

So far the event has been held in a different location each of its three years, and it’s our guess that this one, the sprawling and still working factory and warehouse facility of furniture manufacturer Modernica, is the perfect fit, and we’d be happy to see a few more future ‘Luftis’ held at this slightly edgy (in a somewhat shopworn, industrial way) locale. It’s huge, accommodating the more than 500 participating cars with ease, has plenty of nearby parking (yes, the water-cooled GT3 RSs had to park outside the event gate) and packs loads of charm.

“THERE ARE ALWAYS SOME SURPRISES...”

What really made this event click is the generally low-key, run what you bring nature of the day. There were certainly many show-winning and concours-calibre cars staged around the grounds, but they were parked next to hot-rods and daily drivers of all types. There was no judging, no points, no trophies or any such stress adders. The cars were breathtaking and all of the West Coast Porsche crowd was there, among them factory-supported racer and team owner Patrick Dempsey, Bruce Meyer, Chad McQueen, Jeff Zwart and Magnus Walker, among others.

Idelson and Long played perfect hosts, as Long manned the main gate, with numerous walkie talkies and cellphones on his belt, personally greeting every single entrant who drove in. Of course there are costs in putting on such a gathering, but the organisers didn’t gouge; it was \$25 to enter your car (including two people) or \$10 a head just to walk in off the street. All the catering was excellent, affordable and joyfully provided by a local family-owned restaurant vendor. T-shirts, posters and such weren’t cheap, but were of high quality and sold with vigour. Every helper, employee and volunteer was also an enthusiast, and each was *über* friendly.

There was a large, worthy and significant charity aspect to the event. Early on, the organisers decided they wanted to build a special Porsche as a bit of an event poster child, and then auction it off for charity. They wrestled with what sort of machine to build as everyone’s tastes are so different. An ‘RGruppe’ style hot-rod, maybe? A weekend track rat? Restored? Barn find? Ultimately someone hit on the idea of a rally-inspired 911 (see photo at the top of this page).



The team consulted with a variety of Porsche parts and service vendors, not only to gauge their ideas for the concept, but in the hopes of enveloping them enough into the process that they'll want to play a role and support the build with parts and service donations. The base car began life as a 1985 Carrera 3.2 coupé which was restored and 'rally-fied' all at the same time. A number of vendors, including online parts provider Pelican Parts and several of its suppliers, played a role in converting the car to a still street-legal but credible and passable rally-spec machine.

Several-times Pikes Peak competitor and class winner Jeff Zwart was an important consultant, an obvious choice given his stance as a Porscheophile and Porsche rallyist. Zwart said when he first heard the idea, he told the boys they were crazy but then couldn't wait to get started. The

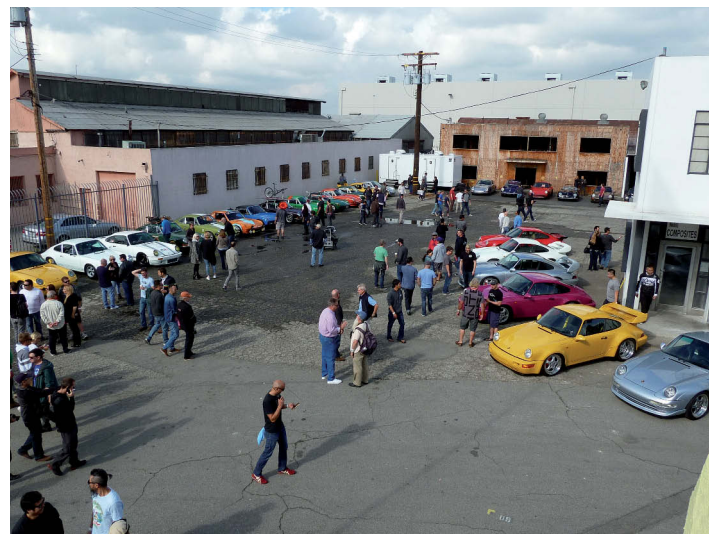
transformation is startling, with the ride height being raised many inches in the name of suspension travel and ground clearance. Special wheels, off road tyres, racing seats and harnesses, plus a serious roll-cage were all part of the build, with much enhanced lighting and special steel bar fitments to the bumpers to protect the sheetmetal.

The car wears minimal Luftgekühlt3 ID graphics and really looks the business. Zwart personally tested, calibrated and shook the car down on road and off, and says it's seriously off-road capable while still fun to drive on the street. It's certainly not everyone's thing, but an unquestioned eye catcher for sure.

The big question remained, of course, whether the car would not only catch lots of looks, but also catch lots of dollars for the event's charity of choice? The charity chosen

Display of outlaw 356s included this famous Emory-built hardtop-roadster. It still looks fantastic after all these years. Love the tow-hitch...

It was air-cooled all the way, from '67 'S' to hot-rod 993s – any visiting water-cooled Porsches were parked in a separate lot...





PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI

We're proud to bring you everything you need to DIY.

These are your cars.

Come Visit Us at PelicanParts.com

to get the parts, accessories, DIY guidance and community support
that helps keep these cars - and yours - on the road.

Special Offers! PelicanParts.com/Promos or call (310) 626-8765

Continental
CONTITECH



VICTOR REINZ
SEALING PRODUCTS

BRAD
PENN

BEHR

VDO

BOSCH

Zimmermann
Powertronic Systems

febi
bilstein

Hengst
FILTERS

Valeo

BILSTEIN

NGK
SPARK
PLUGS

brembo

STABILUS

erlingklinger

MAHLE

K&N

K&N
PERFORMANCE FILTERS

WALBRO

SACHS

KYB

TEXTAR

Ate

PAGID

MANN
FILTER



was not only a highly worthy organisation, but one that touched the lives of several of the show's organisers and principals, that being 'Autumn Leaves', which is dedicated to the detection, cure and prevention of pancreatic cancer.

RM Sotheby's signed on to facilitate the single car auction, which could not have been managed more professionally as the car and charity project were well publicised in advance of the event and the sale was held right in the middle of the show area so everyone could watch.

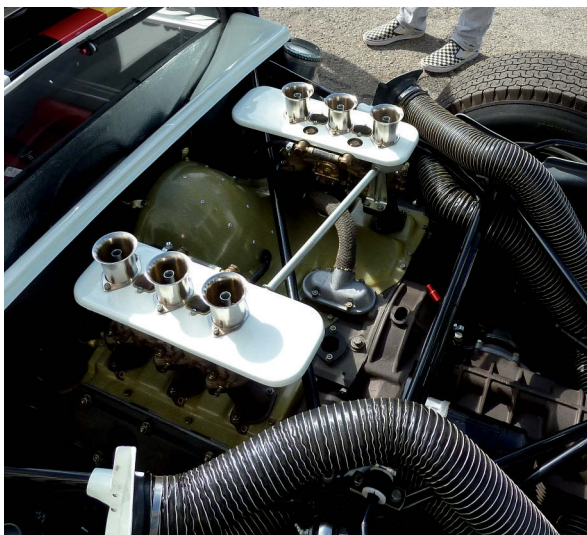
RM Sotheby's Ian Kelleher greeted the crowd and opened the bidding. In spite of Kelleher's measured, well controlled auction cadence, the bids shot past \$100,000 in an instant. There were live bids taken from the attendees, and several crowd members were bidding via telephone on behalf of friends or clients not present.

There were still several live players in the game as the bidding inched past \$250,000 and then it was finally down to just two, both live bidders 'in the room', as Kelleher put it. After a careful few minutes ensuring everyone had last and final chances to bid, Kelleher's gavel fell at \$275,000, which equates to the final net price paid, as RM Sotheby's smartly and graciously charged no buyer's commission on top of the hammer price. I think we can expect this type of project to play a major role in future Luftgekühlt events.

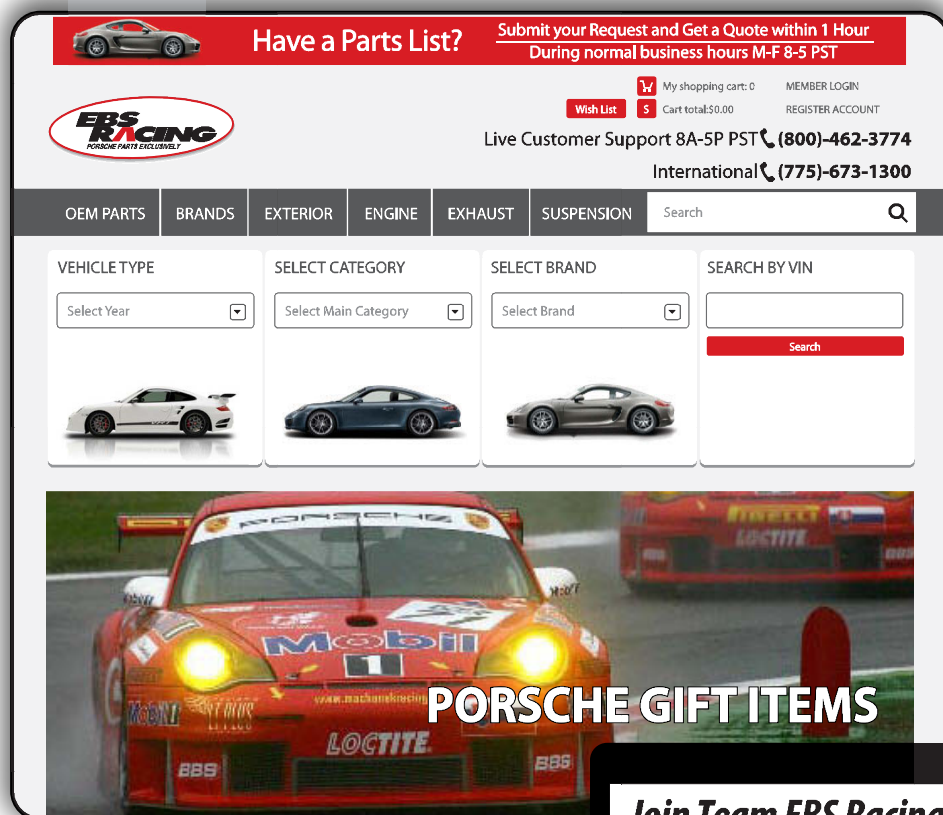
We spoke with Porsche racing team owner and FIA class winning driver Patrick Dempsey after the event about what Luftgekühlt is and means. Is it a show? An Event? A Happening? He agreed that Luft3 is all of that but has gone a bit beyond, saying simply that 'Dude – this has become a Thing.' And how right is that! **CP**

356s, 930 Turbos – even a retro Salzburg-themed motorcycle on a VW split-screen pick-up – you name it, you could probably see it

906 (Carrera 6) drew a lot of attention, as always, as did the Interscope RSR. There was certainly plenty to see, plenty to hear at this show



New EBS website means...



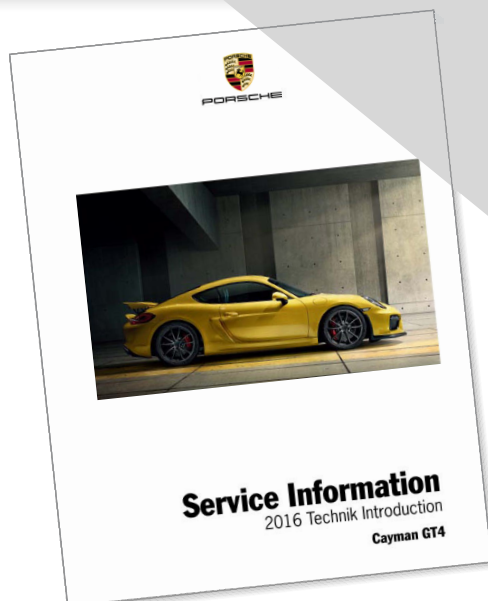
NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



Join Team EBS Racing
at
www.ebsracing.com

Dealers and customers:
Subscribe to our newsletter to
see new product releases, tech
info, videos, photos and more.
Signing up is absolutely FREE!

Enter Your Contact Info

Your First Name...

Your Email Address...

SUBSCRIBE HERE

This subscribes you to our
newsletter

Join Team EBS Racing

Dealers and customers: join Team EBS Racing to receive our newsletter filled with new product releases, tech info, photos, videos and more. Sign up this month and receive a free pdf copy of the 2016 Porsche Cayman GT4 Technik Introduction.

Sign up at www.ebsracing.com.



EBSracing.com

email **ebsracing@aol.com**

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502

RALLYING TO THE CAUSE

Johan Denekamp had it all: 1100 kilometres of ice, snow, sunshine, fog and almost no sleep, but competing in the 13th Rally Costa Brava Historic in Barcelona proved a great way to enjoy a classic Porsche

Words & photos: Johan Denekamp





Here in the UK we've been unable to enjoy closed road rallying since 1988. There is talk of it being reintroduced but our love of health and safety regulations does put that in doubt. But in Spain they do things differently!

They run rallies where cars pass each other in opposite directions on open roads at 3.00am in the morning, for example. It is strangely exhilarating to face a bank of eight Cibie Oscars when your pupils are wide open, especially when there is little in the way of a barrier between you and the mountain cliff at the side of the road. Adrenalin junkies, sign here!

I've done a few rallies in the UK (Rally of the Tests, Three Castles, Throckmorton, for example), but if you are in search of more speed it seems mainland Europe is the place to go. In 2014 my navigator and I entered the Mallorca-based Oris Rally Clasico, so this year we decided to enter

the Rally Costa Brava Historic. It is about the same duration and you get to drive 1100km, with a lot more night driving – in fact, we finished at 3.45am on both evenings.

The organisers of the Rally Costa Brava offer an amazingly good value 'golden package': for just €1900, the organisers will ship your car to and from Barcelona and meet you at the airport. The deal includes all your rally entry fees, two nights' hotel accommodation (ironically, a bed which you will hardly get to use) and all the usual meals and drinks. Memorably, one pit stop was in a one-star Michelin restaurant!

On Thursday, 17th March we flew to Barcelona to 'meet' the car. All was well and it was time to get the car scrutineered. This

proved to be, shall we say, a 'relaxed affair', after which we met some of the other crews at a well-organised pre-rally dinner for about 20 teams. There were to be 74 teams in all, including twelve 911s, a 928, a 914/6 and two 912s. The road books weren't yet available and, happy in the absence of any preparation to be done, we spent a pleasant evening relaxing.

Friday morning was very relaxed as the scrutineering had already been carried out, so we made our way to the official lunchtime start in the old Port Vell in the centre of Barcelona. It was a beautiful day and the classic cars were the main attraction, with hundreds of spectators and tourists enjoying the spectacle. In my limited experience the Europeans always seem able to set up a great party

atmosphere for these things which puts everyone in a very sunny mood.

While the drivers had a chance to relax, the navigators didn't, as they had just been handed the road books

“BUT IN SPAIN THEY DO THINGS DIFFERENTLY...”

with about an hour to go before the off. We'd been given a start time of 3.38pm, but the road books had no scheduled times on them, just distances, and you were expected to call time from the speed tables, or transpose it all. Some cars were allowed to run with trip computers that calculate average speeds, but we had elected to go into the 'old school' category where you do it all manually. We wanted to do it properly!

By way of instruments, we relied on a Brantz tripmeter and newly-acquired matching Brantz stopwatch. We felt very smart, until we saw the banks of electronics in many of the other cars – we were using real charts and compasses, compared to their shiny new electronic chart plotters. We even had some

The back story

In Autumn 2013, I bought a 1965 Porsche 912 that had been set up for long distance or endurance rallying. The former owner had completed some great events, like the Winter Challenge to Monte Carlo and the Dutch Poppy rally (both events are on my list).

I had the car freshened up over the winter by Linstone Classics and fitted some decent 1970s Porsche 911 lights and some period Pallas spots. The car was running on 165x15 tyres when I bought it (very skinny) and I put on some 185/70x15 Vredesteins (still quite skinny – modern bike tyres are wider!). We bought some period stop watches. We were ready to go.

I'd bought the 912 for a variety of reasons. Perhaps most obviously they are considerably cheaper than a 911 of similar vintage – possibly one third or one quarter of the cost, like for like. If you are to throw a car around in snow and ice and gravel pits, it's reassuring to know its value is less than £100k...

The 912s are often run in the under-1600cc or under 2.0-litre categories, so you can find yourself in a slightly more advantageous class – you're often up against 356s, smaller Alfas and Anglias, and such like. Typically all the 911s are run in the same category and there are some very well driven, very well prepared 911 rally cars out there.

I reckon that the 912 is underrated: it handles well, especially when the going gets wet and/or icy, and not having a big lump of engine out the back helps. Apparently, Vic Elford used to say that he was quicker in his 912 than in a 911. I also like to be a bit different, and the 912 is normally the only one, or maybe one of two, compared to perhaps one of a dozen 911s in any given event. Sometimes it's good to be different...



Don Barrow average speed tables, which some readers may recall from the early days of rallying. We'll be fine!

Some of the competitors were relying on GPS-based equipment (surely that's not playing cricket!), while some had special 'Apps' set up to measure speed precisely, and with which they could then easily adjust their average speed – the co-driver merely had to call out 'faster' or 'slower' on any given section. Other teams didn't even need the navigator to shout anything: they just had a light that shows green to go faster, red to slow down and blue to hold steady. In my mind, this does seem to defeat the object of historic rallying...

By way of contrast, on our two night sections my co-driver navigator relied on a head-mounted torch and our new Brantz

stopwatch and trip meter. His job was to look from the stopwatch to the trip meter and then to the speed tables and say 'faster' or 'slower', while I drove like a maniac in an effort to hit the much higher average speeds that they always set on European events.

At precisely 3.38pm, we set off from the traditional ramp, full of anticipation and not a little angst. The organisers know what a good send-off looks like and we were briefly interviewed on the ramp, as were the other teams, all of whom

started over the course of the next 73 minutes. We then drove the 43 kilometres transit to the real start and joined the line up for the actual off on the first stage.

The 74 competitors comprised roughly 50 per cent Spanish, 20 per cent German/Dutch/Belgian, 20 per cent English and 10

The organisers laid on an impressive starting ceremony for the 74 competitors – the real start, however, was 43 kilometres away!

Engine allows the car to run in the under-1600 or under-2.0-litre classes. Unlike many other competitors, Johan Denekamp relies on relatively simple Brantz tripmeter and dual Brantz stopwatches

“SOME OF THE COMPETITORS RELY ON GPS...”



per cent various other nations. Apart from the Porsches, there was a smattering of early Italian exotica (Alfas, Lancias), seven BMWs of various vintages and three early Escorts, a Lotus Cortina and a Capri. The other Brits were represented with a very nice Healey 3000, an MG and a TR. There are even some Paris–Dakar-style motorbikes competing as two-man teams – or as in one case, two-woman teams...

There was a great mix of really nice cars, bikes and people. The language is not a problem at all and just leads to a greater sense of glamour and excitement as you hear the various announcements in two or three different languages.

In the first afternoon/evening session, held on the Friday, we were looking at four special stages before dinner, which was at some time between 10 and 11pm. Then it was time to head back out again for another six stages and a long night session lasting from 11.30pm to 03.38am – that's assuming you drive to schedule and don't manage to get lost *en route*!

The daily sections were fun, as they were run on mountain roads which are not closed. Their set average speed is 50km/h which, while it seems tame, is quite hard to hit on tight hairpins and up and down mountain passes.

The quality of the Tarmac is outstanding. The local roads are so much better than ours and the road surface would not disgrace a race circuit. We had a BBQ-style dinner on top of one of the mountains, with a great party atmosphere and the 74 teams all mixing well.

There were signs of some serious preparation and tyre changes amongst some of the teams who clearly knew that

there was snow and ice to come. Unfortunately we weren't aware of that and driving on the snow and ice was hairy! It was pitch black, with no street lights, of course, and straight out into the Pyrenean mountains for long stages of 25km or more. We were set off at one minute intervals, but once in a while you'd catch someone up or be caught by cars which started behind you.

On one section we were overtaken by Willie Cave and his driver. I'm told that he's world famous and used to navigate for the very best Finnish drivers. He is now 90 and still out there. The stages were always run at an average speed of 50km/h, regardless of snow and ice, up the hills, round the bends, into the hairpins, all with no barriers, steep drops, some loose gravel. It was, to say the least, very exciting.

Unlike UK regularity events, there aren't any timekeepers with clipboards stopping you to mark your time card; instead, they have transponders. The night section was a lot of fun, if a little frightening at times, but definitely very exciting. After finishing the 10th special

stage, my co-driver is breathing rather heavily and announced he felt a bit disoriented and, well, sick, but we had to keep going. We finally got back to our hotel just after 3.38am and we're buzzing – and still loving it, despite the 'incident'.

As we entered day two, it was time to take stock. The car was running well and had used no oil, and all the tyre pressures are good. We'd been having some gear selection issues, but on the whole it appeared to be generally bullet proof. I've always been a believer in the 'Five Ps' (Proper Preparation Prevents Poor Performance), and recent time (and

**“A LOT OF FUN, IF
A LITTLE
FRIGHTENING...”**

From mud to snow – and back again. Johan found the experience of driving on ice pretty hairy





money) spent with Revival Cars had paid off (thanks, Max).

The day kicked off at 11.38am and we faced five stages before lunch, followed by six more stages before the evening dinner. After that we were then out again for six more stages, which were scheduled to finish sometime after 3.00am – yet again!

There were so many highlights that I could write about, it really was relentless. At the end of day one we had ended up 65th out of 74. There is a world of difference between the top 20 and the rest – they tend to count their mistakes in 1/10ths of a second. By the time you get down to the top 40, they tend to be happy to have done all the stages accurately and on time.

“ON DAY TWO, WE MOVED STEADILY UP THE FIELD...”

At our end of the field we’re just happy to be still in it!

On day two we moved steadily up the field, eventually finishing 56th, which we are more than happy with. It was easy to see how we could improve next time – and there will be a next time, for sure.

Would you want to do it? It is ‘only’ a regularity rally, after all. To be honest, we were always chasing the time – it was rarely a case of ‘slow down, we’re ahead of schedule’. It was normally a matter of ‘put your foot down – we’re three seconds behind’.

We’ll be back and we know where we’ll be able to pinch

back a few points. We’d like to finish in the top half – but at least we’ll know what to expect. **CP**

Much of the action took place in the small hours of the night. 3.00am finishes were not uncommon



Expect to see a wide variety of cars – Porsches included – in the entry lists. Johan is looking forward to getting back out in the 912, seen here on the 2013 Oris rally



NICKIES
TM
PERFORMANCE AIR-COOLED CYLINDERS



- ⚙️ *Twice the thermal conductivity and more surface area than factory cast aluminum cylinders.*
- ⚙️ *At least 50% greater tensile and ultimate yield strength than factory aluminum cylinders.*
- ⚙️ *Stronger and more ductile than any cast cylinder.*
- ⚙️ *Increased strength and ductility allow for larger bore sizes and larger slip-fit cylinders than previously possible - up to 106 mm.*
- ⚙️ *Most cylinders come half-mooned for improved crankcase windage, which is typically good for 8-10 HP over non-mooned cylinders.*
- ⚙️ *Limited lifetime warranty on cylinder plating. Single replacement cylinders available.*



STOCK & BIG BORE KITS AVAILABLE
FOR IMMEDIATE DELIVERY



SCAN THE CODE OR VISIT
WWW.GONICKIES.COM
FOR FULL LINE OF
NICKIES™ CYLINDERS
AND KITS.



EXCLUSIVE DISTRIBUTOR:

FAST FORWARD 
AUTOMOTIVE

Burscheider Str. 75, D-51381 Leverkusen, Germany
Phone: + 49 2171 3416980 | info@fastforward-automotive.com
www.fastforward-automotive.com

All logos and trademarks were used for informational purposes only. Porsche ® 356 ®, 911 ®, 912 ® and 914 ® are registered trademarks of Dr. Ing. H.c. F. Porsche AG.

**SPECIALIST CARS
OF MALTON LTD**

APPROVED MOTOR CARS



WANTED

356 Speedster
2.7 RS
2.8 RS
3.0 RS
3.2 Speedster
959
964 RS
964 Turbo
964 Cup Car
964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
993 Turbo
993 GT2
993 GT2 Evo
993 RS
993 Cup Car
GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

**Any other interesting or rare Porsches
RHD OR LHD**

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies



RS Door Cards
65-98



dbb
DISC BRAKES AUSTRALIA



EuroCup GT



Brey-Krause



Dansk



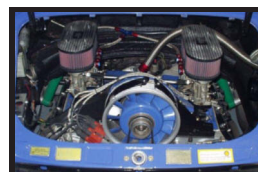
MARTINI
RACING



Gulf



MOMO CORSE



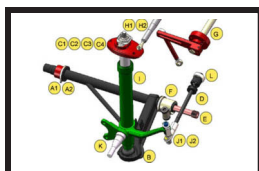
K&N



KONI CLASSIC



Badges
& Decals



ELEPHANT
RACING



SCHROTH
RACING



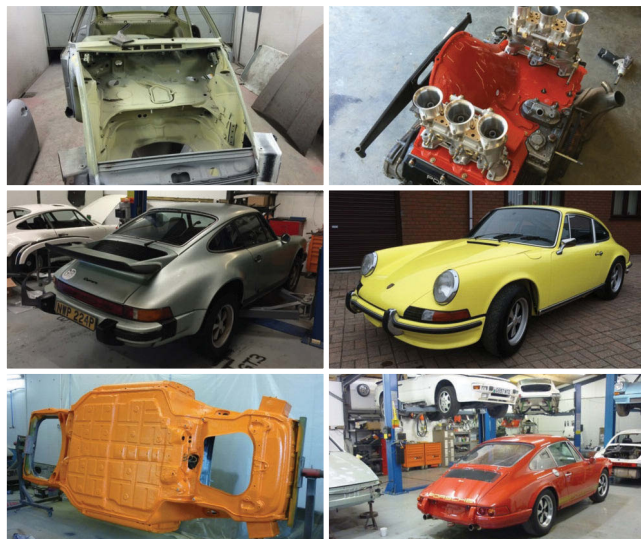
SuperPro
Polyurethane
Bushings



Bumpers &
Body Panels

Porsche Restorations RS911

Body work and restoration, servicing,
pre MOT's. Re-creations.



agents for PMO carburetors

t: 01686440323 m: 07921210593

e: mark@rs911.com w: www.rs911.com

**We don't restore Fuchs® rims...
We save them!**

30 years of expertise: Straightening, soldering, polishing, anodizing, dip painting... we do it all, so your rims will look like they did when they came out of the factory... 50 years ago

ART WHEELS - Strasbourg - France - info@art-wheels.eu
www.art-wheels.eu - Tel +33 981 961 992

ART
wheels



Your Porsche.

Whatever model Porsche you own, modern or classic, we have the expertise, knowledge and experience to make sure you spend more time enjoying what your car was built for. Driving.

- Four wheel alignment and corner weights gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, connolesing and trim work
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Air conditioning repairs and regassing
- MOT tests
- Vehicle inspections and valuations



Independent servicing and repair specialists for classic and modern Porsche.

Call 020 8903 1118 or 01727 866 075 or visit www.jazweb.co.uk

WE'VE MOVED – Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB

www.clubautosport.co.uk

Porsche Specialists since 1971



3.2 TO 2.8RS



2.8 TO 2.8RS



2.8 TO 2.8RS



2.8 TO 2.8RS

WORKSHOP FACILITIES -

servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work

FULL BODYSHOP & REPAIR

FACILITIES - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates

NEW AND USED PARTS -

any part for any Porsche, from engines and gearboxes, body panels to small trim parts

LIGHTWEIGHT COMPOSITE

PANELS - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

SINGER INSPIRED CONVERSIONS AVAILABLE NOW

Next day delivery or collection

Tel: 01384 410879

email: richard@porscha.co.uk or mick@porscha.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA



SERVICING ★ RESTORATION ★ SALES

Experienced and trusted with classic air-cooled

356, 911, 912 and 914

Oxfordshire's specialists in 914 engines & transmissions

01295 812002

Your Lifestyle, Our Profession

PORSCHE SERVICE ★ RESTORATION ★ SALES



www.greatworthclassics.com



PHOENIX RISING

That Bruce Holder's Porsche looks for all the world like a burnt-out wreck should come as no surprise, for what was once a nice clean 1973 911T fell victim to a devastating garage fire before rising from the ashes to begin a new life as a race car. You simply can't keep an old Porsche down...

Words & photos: Bruce Holder





People often say that they remember exactly what they were doing when a significant event occurred. For the most part this is, unfortunately, usually tied to some form of tragedy, like the death of JFK/John Lennon/Princess of Wales, or when something catastrophic occurs, like 9/11 or Chernobyl. But not all of these 'I remember what I was doing when...' memories are triggered by misfortune or adversity.

On the 4th March 2015 I was sat at my desk, looking at the computer while drinking a cup of tea when a photo popped up in a Porsche page I follow on a well known social media site. I was immediately captivated by the image, one of that iconic shape of the 911, but devoid of headlights and cocking a front wheel while cornering hard, clearly on some kind of race circuit. These elements alone would normally be enough to pique my interest, but what struck me about this particular picture was the beaten-up and rusty body.

We all know that early 911s are highly sought after and gaining popularity on a daily basis, so to see one that had an appearance far removed from the more usual immaculate bodywork and shiny paint was breathtaking to me. Don't get me wrong, I love a clean and tidy Porsche as much as the next man, but equally I love cars with some weathering. And this car seemed to have it by the truckload!

I immediately contacted the owner to ask for some of the back story on the car, as I was intrigued as to how a 911 could end up looking like this. The response was quick and included another photo, seemingly taken in a pit area at a race event, showing an even higher level of paint and body damage than could be seen in the original photo.

The car was a 1973 911T which had previously been owned by a Mr McDonald, President of the Porsche Club Canada. The

“FUMES IGNITED AND EVERYTHING WENT UP IN FLAMES...”

story goes that the car had originally been Bahia red with a black interior, riding on polished 'flat-six' Fuchs and was, apparently, touted as being 'immaculate', having been restored some time previously by a well known Porsche specialist in Calgary, Alberta.

The owner was, apparently, draining the fuel tank in his garage while preparing to tuck the car away for winter in 2008. He went into his house for a moment and, while out of the garage, the furnace fired up. The fumes from the draining tank ignited and everything went up in flames. He lost all three of his prized cars (the 911T, a 1964 356 and a 1977 930) to the fire, as well as all his tools, memorabilia and the garage itself.

After the insurance was paid out, the 911T was left as a bare, burnt bodysell with very little value and even less chance of being put back on the road due to it being in such bad shape. Devoid of the engine, gearbox and pretty much every other part of the car beyond the charred 'shell' itself thanks to the extensive fire damage, the car was ultimately sold to Scott Sherman in late 2009 for just \$300.

Scott, and his race partner Andrew Murchison, had been looking for a cheap 'shell' with which to build a race car with and this was the perfect candidate. OK, so most of the paint was gone and what was left was blistered and burnt, but this was a remarkably solid 'shell' with next to no rot at all. Despite its looks, this was a much stronger base with which to start the project than most other options available within their limited budget.



Once they had the car in their possession, they quickly tore into it to prepare it for racing. One thing that became evident almost immediately was the quality of the previous 'restoration'. As mentioned, the 'shell' was pretty solid with no discernible rot, but the amount of filler now on show, thanks to the fire damage, was quite something. It would seem the so-called 'immaculate' car was anything but under the surface of that previously shiny paint. Many dents were hidden by layers of body filler, which was up to half an inch thick in places.

Scott and Andrew started by sand-blasting the interior and underside of the car to give themselves a good, clean base to work from. Another legacy of the earlier restoration that reared its head was when it was discovered the front suspension pan and mountings had been welded in 1/2in too far back. This was a problem that only came to light when Scott was trying to work out why the SC suspension he had sourced wouldn't fit the car!

The solution was to shorten the front A-arms by half an inch. Ideally the front pan would have been replaced along with new mounts in the correct place, but taking into account the budget build nature of this project and the fact that this wasn't a restoration, shortening the arms was a far easier solution. Some welded patches from the previous restoration were also cut out and replaced.

Along with all the suspension, an accident damaged 1979 SC also donated the steering and brakes to the project. The

engine, a 2.7 from a 1975 car, was sourced after some wheeling and dealing with other parts from a couple of crash- and fire-damaged vehicles they had collected along the way. It's probably worth noting that 911s of this era weren't worth a lot in Canada back in 2008/2009, especially ones with damage and rot – or both. To complete the running gear, a dog-leg gearbox was sourced from a mildly fire-damaged 1972 2.4.

The car was coming together. Having no interior or trim, there was little to remove or modify and, with the mechanicals now sorted, it was only a case of adding wheels and tyres, basic wiring, a roll-cage, seat, battery, fire extinguisher and polycarbonate windows to complete the race car ready for its first event.

Its debut was at Calgary in May 2011 in the form of sixteen hours of endurance races split over two days, with an eight-

hour race each day (there is no night racing on the Calgary track). The car was doing well until issues with the wiring and a problem with the CIS meant the car dropped further and further down the field. The car finished the race, but the issues that manifested themselves over the two days meant it wasn't competitive.

Back at the workshop, Scott and Andrew removed the CIS and fitted a set of Zenith carbs with custom venturis that Scott designed himself. The distributor was thrown away and a Ford EDIS 6 distributorless ignition system fitted from a Ford

The face only a mother could love – time, a fire and some hard racing hadn't been kind to the 911, but this didn't put Bruce off. In fact, it added to the car's appeal...

“ITS DEBUT WAS AT CALGARY IN MAY 2011...”

Below left, the 911 as first seen by Bruce, and below, part way through its transformation ready to be returned to the street, wing and all...





ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING



1804 RELIANCE PKWY. BEDFORD, TX 76021 USA






FedEx 

Fax: 001-817-545-2002
 Phone: 001-817-267-4451





THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche

Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly

MEMBERSHIP: one year £40, two years £60 / 01787 249 245 / www.TIPEC.net



CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993

TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
 EMAIL: INFO@LAKEWELL.COM
 PHONE: +32 (0) 475 53 56 22



Porsche 911 2,4 S Coupe (1973)
£149,995

Paul Stephens. Specialist in original and bespoke Porsche

Classic and Modern Sales
Service and Performance Upgrades
PS Autoart Restoration and
Bespoke Builds

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

paul-stephens.com
01440 714884



PAUL STEPHENS
EST 1994



Ranger, along with coil packs from a Dodge Caravan (Chrysler Voyager here in the UK) – all backed up with a Megajolt ECU to control the mapping.

Scott spent quite a while researching ignition mapping and then set about programming the ECU with a switchable map so it has two different ignition setups. One, loosely based on stock 2.7 timing, for general driving and the other, available at the flick of a switch, for racing, based around the 2.7 RS timing.

The next race, in 2012, was over the border in Spokane, Washington, some 450 miles away. This was a 7/7 endurance race with fourteen hours of racing split over two days. Before this race a firewall was added between the tank and the bulkhead for extra protection. Some NASCAR-style door bars were added in place of the original single door bar.

The car was running really well and was one of the front

runners until the clutch exploded. A guy from another team in the pits happened to have a 912 he was fitting a 911 engine into and offered to help. Andrew drove over to the guy's house, removed the gearbox and brought the clutch back while Scott

was readying the car in the pits. With the clutch sorted, the car headed back out and ran brilliantly until an oil line blew, causing a fire in the engine bay. Luckily the Halon system was deployed immediately, which put the fire out before any damage could occur.

Their third race was back in Spokane, but this time a full-on 24-hour race, a true test of the Porsche's mettle. The car was now on a replacement gearbox after first gear had been torn apart following some hard launches. Scott and Andrew had been over the car and fixed lots more little issues and now had a race car they were confident would be competitive.

It was and the car drove perfectly for thirteen hours solid until

Once Bruce had struck a deal, work started on turning the ex-race 911 back into a 'street car', ready for the long drive home...

“RUNNING REALLY WELL UNTIL THE CLUTCH EXPLODED”



one of the rocker shaft seals started leaking and dripped oil onto the manifold which, in turn, caused quite a smoke screen behind. Because this was during the night leg of the race, they were brought into the pits and weren't allowed to race again until daylight when visibility would be better. This meant, once again, they were out of contention. Not so third time lucky.

After the third race the engine was removed to fix the leak but around this time Andrew moved to Thunder Bay, some 1300 miles from Scott and this meant the pair were no longer able to function as they did before. Scott also decided to dedicate more time to his growing family and the car was parked in the field at the back of Scott's house while the engine sat in his workshop.

And there it sat until the day I contacted Scott to tell him how much I loved the car. After all the communication that followed I felt I really knew this car despite only ever having seen two photos of it. And that was when he asked if I'd like to buy it! I couldn't afford it at the time, despite the car being very reasonably priced. I mulled it over but kept coming back to the same conclusion that I simply couldn't raise the cash.

I then asked my good friend and fellow petrolhead, Bryn Musselwhite, if he'd be interested in going halves on the car. I sent him the same photo that had started this whole chain

of events and he immediately agreed to fund the other 50 per cent. He didn't even ask how much the car was – he just saw the photo and wanted in.

Some months passed until, finally, on the 15th September 2015 I found myself on a small farm in the remote countryside of Blackie, about an hour outside Calgary. I'd flown there partly because I wanted to see the car in person before buying it, but also because Scott had invited me to stay with him and his family on the farm for a few days.

There was also the fact that it needed some work to get it running again after three years stood outdoors in the elements (including the harsh Alberta winter weather), and this gave me a great excuse to get my hands dirty. Finally, I could think of no better reason to take my first holiday in two years than to work on, and buy, an old car from the other side of the world.

After meeting the family, being shown my accommodation (the back of a race car trailer!) and grabbing some food, I was then led out to the workshop, where Scott peeled back the doors. And there it was – the car that started me on this amazing quest to the lesser-visited farmlands of Alberta.

Some people would probably have stood there in despair at the sight of this car, but not me. Not one bit. Here was a car that spoke to me in a way that no other 911 ever has, wearing its history and battle scars with pride. A look that endears the car with a unique character and style. The iconic shape of the 911 but displayed in a way that makes you want to reach out and touch it because no surface is smooth, or shiny. It's so familiar in shape yet so alien in the way it presents itself.

Some would say that the car is ruined, but that would be

Top photo shows the car in all its pre-fire glory. Beauty proved to be skin-deep, though, as plenty of bondo covered many dents...

Lower photo shows the 'shell' sitting out in the elements following the devastating fire



incorrect, dismissive – ignorant, even. In order to ruin something, you first have to take something nice and tear it apart, a conscious act of making changes for the worse...deliberately defacing something good. That's simply not the case with this car and using the term 'ruined' is to show a complete lack of understanding as to what this car represents. Far from being ruined, it's been saved.

The car was basically scrap after the fire, a burnt out wreck with virtually no value, especially at a time when 911 prices meant you could afford a nice example for a few thousand pounds. So to know this car had been reclaimed, when many would have just crushed it, is not only a good thing, it's a reason to celebrate.

Seeing it in the flesh made me realise that Scott could have sent me a thousand photos and they still wouldn't have

“IT WEARS ITS HISTORY LIKE AN OLD WARRIOR...”

conveyed what it is to see this car for real, the sense of drama it imparts when you can actually relish every blister of paint and every blemish for real, as a whole, knowing the story as to how it came about and how it ended up looking like this. A 911 that needs no folder of receipts, service records or an owner's manual. It wears its history externally like the scarred, battered and weathered flesh of an old warrior. Then you touch it and the whole experience starts over again, a tactile journey through its past.

No time to get too caught up in sentiment, I'm here for a reason. Scott and I get started on the car and prepare ourselves to work through a long list of things that are needed to recommission it as well as a few changes to make as previously agreed as part of the purchase.

And then would come the journey home... **CP**

NASCAR-style door bars were added for racing – this has to be about the most no-nonsense interior of any Porsche ever!

The photos which triggered Bruce Holder's imagination. How often do you see a burnt-out 911 returned to the track like this? You can't keep a good classic Porsche down, that's for sure...



A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against prostate cancer.
prostatecanceruk.org/menunited



**PROSTATE
CANCER UK**

GIVEMEPOWER!

Steve Wright has a great first outing of the year in his Porsche 356A at the Donington Historic Festival, finishing a very creditable 20th overall – but he can't help wondering what he could achieve if only he had even more power!

Words: Steve Wright

Photos: Tom Faudry www.three50six.co.uk



Pit stops are timed, so Stuart keeps an eye on the stopwatch and holds Steve back until the requisite seconds have ticked away...



I love Donington. Its open corners and traditional layout make it a great circuit for historic cars and its sinuous and hilly nature make it ideal for the 356 in particular. Unfortunately the Donington Classic is a pre-'66 GT event, so the 356 is always going to be uncompetitive, given a grid full of AC Cobras, E-type Jaguars (including a genuine low-drag version), Austin Healey 3000s, Mustangs, a lone '65 911, and an indecently quick Morgan SLR (closed coupé Moggy).

Variety is provided by the Aston Martin Project 214 car, and low-drag Costin Lister, while a lone space-framed Turner and two genuine Maserati Birdcages in the pre-'63 sports racer class made up a very quick field. A glance down the list confirms that the 356 is, on paper at least, going to be completely out-classed.

The reason for this is that we're the only drum-braked GT, and the oldest car with one of the smallest capacity engines. My only consolation is that this is an endurance race of 90 minutes and Porsches, unlike many of its competitors from the period, don't break.

Qualifying is the usual madness, but in this case particularly so. I haven't driven the car in seven

months but it matters not a jot. I've spent so many hours in this little car now, under racing conditions, that it feels like an old friend – instantly familiar and game for anything. We start in dry conditions but with a threatening sky.

An E-type Jag hurtles past me, cutting me up quite aggressively and occupying the bit of Tarmac I'm committed to – only drastic action and a trip onto the grass stops us from colliding. He goes off at the next corner, beached in the gravel, one whole lap into the qualifying session. With quite a short track and the front runners lapping 20 seconds quicker than the slower cars it means they're overtaking us every four laps – you have to keep a keen eye on your mirrors and not get in the way too much, without doing something stupid off-line or compromising your own lap completely.

Towards the end of the session, the heavens open to bring torrential rain, sleet and then, finally, snow. It's bitterly cold but everyone has got dry laps, so a wet qualifying that levelled the

playing field makes no difference. We qualify 35th out of 35, just milliseconds behind the next two cars (an MGB and Jaguar XK140) but still last. Ho-hum. The Clerk of the Course and race organiser have a sharp word with drivers in the pre-race briefing so hopefully this should improve the driving standards.

It's a rolling start which doesn't favour the 356 (I far prefer a standing start, where the rear-engine provides unparalleled traction and slingshot characteristics off the line), but after four laps the first car expires and the tortoise and hare affair that is an endurance race has begun. It's a two-stop race, meaning our slick and well-practiced pit stop routine should be helpful, but it's a timed one minute pit stop each time, so that advantage is somewhat neutralised.

My co-driver and mechanic Ian has had to miss this event, unfortunately, so this is the longest I've ever raced. It means I

get into a real rhythm putting in our fastest-ever lap of Donington on lap 17, a 1:35.9, which is a whole second faster than we've done before and right up there with the best 356s, and within one second of the 356 lap record of 1:34.6 set by a 2.0-litre car.

As I come onto the next lap there's a big accident at the back of the circuit, with oil

everywhere – the ambulance is called out, which is not good. Soon there's a long snake of race cars behind the safety car, an ambulance, a tractor and a swathe of orange-clad marshals trying to clean everything up. It's more akin to a supermarket car park than a race track.

I've been racing long enough now to have learned a bit of racecraft, and I clock that the pit window is open, diving in slightly early for our first mandatory pitstop, making the most of the safety car period and the consequent slow lap times. Our pit stop is clean and quick: Stuart checks tyre pressures and Wendy fills me with water and half a Snickers bar.

All I watch for is Stuart's hand on the windscreen, waiting for him to count off the remaining seconds on his fingers, then it's glance at the mirror, sidestep the clutch at 5500rpm and get down the pit lane at the maximum permitted speed before re-entering the chain of slow moving cars.

Then the rain begins to fall, gently at first but it doesn't take

“TOWARDS THE END OF THE SESSION, THE HEAVENS OPEN”



much to make Donington notoriously slippery, due to the mix of aircraft fuel from the nearby East Midlands airport. I can feel the car moving about even at safety car speeds and smile. I love it when it rains as it levels the playing field...providing as much grip as ice has on wet glass from the Dunlop Racing tyres.

The safety car peels in and I immediately take the scalp of the red MGB that has been just out of reach until now. A TVR and Lotus 23 get past me but don't pull away and then I realise we're reeling in the yellow AC Cobra. We come up to the hairpin just as one of the Maserati Birdcages slips up the inside, so I'm sandwiched between the Birdcage and the (genuine) Cobra.

It's going to be very tight as you can't get two abreast through the hairpin, let alone three, and the Cobra relinquishes first. Yes, a pukka pass at last! I'm now able to compete with the field on equal terms; as the TVR is struggling to put the power down and up the hill at the back of the circuit I try to sneak up the inside. I can't quite pull it off, but he's so close now that I can see the whites of his eyes in his rear view mirror.

An E-type and the Aston Martin project car sweep past down the back straight, then dodge right halfway down. I suddenly have to do the same thing as the back half of a Lotus 23 is sitting in the middle of the circuit! It becomes a permanent feature of the race, providing an impromptu chicane because the marshals can't get to it safely to drag it off the circuit. Now I'm hard up the rear of the Turner and for a few laps he and I have a proper race, trading places before the rain eases, the track dries and, frustratingly, he pulls away from me.

“I CAN SEE THE WHITES OF HIS EYES...”

I peel in for my second pit stop and Wendy casually remarks that we're up to 20th place and holding our own – seven cars are out, or have expired, and there's just 20 minutes to the end. A 911 and I dash out of the pits at the same time, with me just in front, and we charge into Redgate. We dice all the way around the circuit and then the 911 finally eases away after a few laps, but the 356 has done me proud.

The owner finds me in the paddock afterwards to enquire about the car. He's amazed by the fact that it's just 1600cc and on drum brakes, and I think he's genuinely impressed at how quick the previous generation of Porsches can be made to go. I try to drive my own race which isn't easy when you're being constantly passed by the front-runners, but I put in laps as fast as I consistently can without over-driving the car.

The final handful of laps see a tremendous battle with a Jaguar XK140, which has just that much more horsepower to pull away on the straights. I make the 356 as wide as I can for the last two laps but he's crawling all over me like a bad rash, and finally gets past on what turns out to be the last lap.

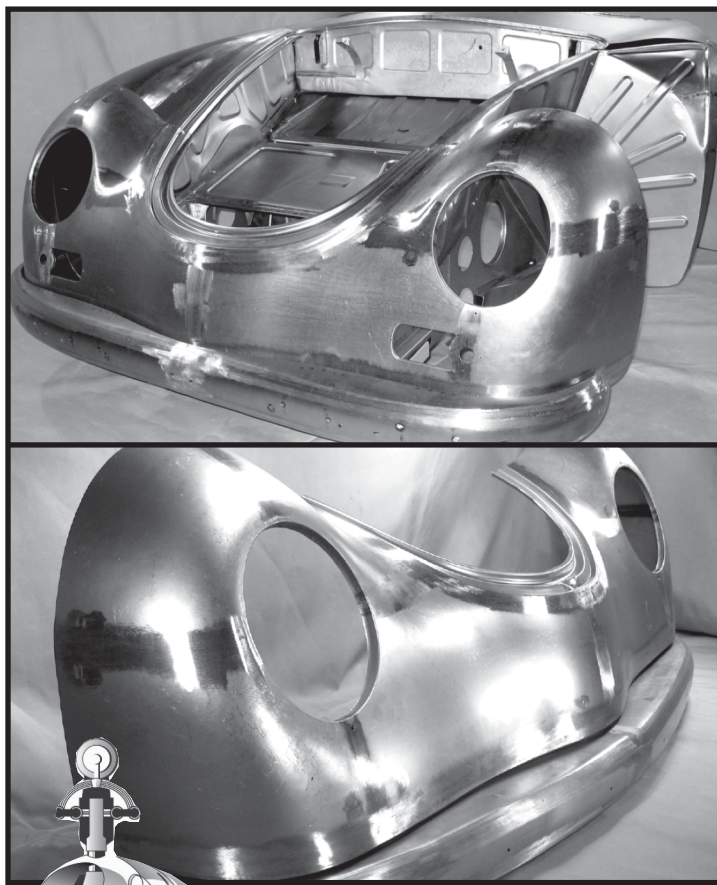
Had I known it was the last lap I might have tried to make the 356 even wider, but there you go. The third placed AC Cobra broke in the final 10 minutes so we hold onto 20th place overall, an outstanding achievement given we qualified last in 35th position.


It was a great endurance race and I'm thrilled with the result, but on the drive home I can't help but reflect on what might have been if we'd qualified in 20th, too, and then gained those 15 places in the race. I find my mind wandering to what might be possible if I had a more competitive Porsche race car... **CP**

Steve chases one of the Cobras in the sunshine. He prefers to drive in the rain as it is a great leveller of performance and ability...



It was a tough, hard-fought race but the result was satisfying, with 20th place overall in a field of 35 more powerful, better-braked cars





Trevor's Hammerworks, Inc.
www.356panels.com 440-953-0501 440-602-9885 Fax

Two beautiful 1962 Porsche 1600S 356B T6 Coupes



LHD, Heron Grey and Silver. Both cars prepared to high standard, matching numbers, thoroughly tested and ready to enjoy. £67,000 each



See full details on www.geclassiccars.co.uk
 Tel: Michael 07831 473089
 or Peter 07787 538219

**BE SAFE - NOT SORRY!
IN YOUR PORSCHE**



SAFETY BELT SERVICE

- Seat belts supplied and fitted to all types of vehicle
- Seat belts manufactured to your specification
- Large selection of belts and harnesses • Original belts refurbished
- New original equipment belts available for certain vehicles



020 8206 0101

sales@quickfitsbs.com • www.quickfitsbs.com
 Inertia House, Lowther Road, Stanmore, Middx, HA7 1EP



WE ARE GANTSPEED

We service Porsches new and old.

We are a small, highly productive team with great enthusiasm for the Marque, and are totally committed to all things Porsche.

- RESTORATION
- PROJECT WORK
- MOTORSPORT
- TRANSMISSION AND ENGINE REBUILD
- ENGINEERING
- SERVICING
- SALES



PORSCHE SPECIALISTS SINCE 1975.

Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire PE22 7PZ England

☎ +44 (0)1507 568474 📠 +44 (0)1507 568664 ✉ info@gantspeed.co.uk

www.gantspeed.co.uk

NO HALF MEASURES

Founded in 1976, Willhoit Auto Restoration has earned an enviable reputation as a leading restorer of early Porsches. *Classic Porsche* dropped by to talk to the charismatic owner, John Willhoit

Words: Keith Seume Photos: Remi Dargegen



Located in relatively anonymous premises in Long Beach, California, Willhoit Auto Restoration has become recognised as one of the leading restorers of Porsche 356s in the USA, if not the world. And the moment you step through the doors, you'll immediately be impressed by the almost hospital-like atmosphere – dirt, grease and grime have no place here... And neither do half measures.

John Willhoit is an imposing figure, tall, distinguished-looking and clearly a man for whom nothing but the very best will do. When asked to sum up his business in just a few words, his reply was 'extreme attention to detail'. That says it all, really. But where did he begin his journey?

'My dad was a car enthusiast,' he tells us. 'Since the early 1950s he drove a Rolls Royce or Bentley as his personal car, not because he was a show off, but because he appreciated the quality and longevity compared to the American cars that he always drove before that. My first memories are riding in his 1957 Silver Cloud 1. It was Sand Metallic over white and had red leather interior. I can still remember the smell of the Connolly leather.'

So where did his love affair with Porsches begin?

'My first memory of the 356 was seeing the cars for sale at Ricketts Motors in Long Beach in 1965. I was also an avid reader of *Road & Track* magazine, even before I had my licence, and I always had a fascination for Porsches. In 1967 my dad and I went to the races at Riverside. I remember seeing the 356s and early 911s race. The 356 four-cams sounded incredible.'

But it was to be a while before John Willhoit owned his own Porsche, his first ventures behind the wheel being with an Alfa Guiletta Veloce Spider, which he acquired in a trade that saw him part with \$500 and a mini-bike! 'The manager at the golf course where my high school team played owned a 1957 356 Coupé. He asked if he could drive my Alfa and I agreed if he would let me drive his Porsche.'

'He drove my Alfa like a crazy person around the neighbourhood! When we got back, I asked for the keys to the Porsche, expecting to drive it. He said "are you crazy, I'd never let you drive my Porsche!" But he did agree to give me a ride in the car and I was immediately hooked,' recalls Willhoit.

Eventually, though, he became the proud owner of a

Porsche of his own. 'I bought my first 356, a 1961 356B S90 Cabriolet, in 1971. It was sitting at a dealership in Long Beach, and since it was a Cabriolet with a hardtop only, the dealer couldn't sell it – they were desperate. I had sold an Austin Healey for \$950 and I went to the owner of the dealership and offered him the \$950 for the Porsche. He accepted my offer!'

'It was the first time I could afford a Porsche (back then, Cabriolets were worth much less than a coupé – a good coupé would have been at least \$2000),' says Willhoit. 'It was a good car, and had a rebuilt engine, but needed paint. I did the paint myself and that was the car I drove during my first year of college at USC. After that first 356, I've always owned at least one Porsche ever since.'

Although he has a degree in finance, it soon became clear that his future lay with cars – or rather, Porsches. 'My business, which was founded in 1976, is basically a hobby that got out of control. I never worked at another shop and I've never been officially trained in any aspect of restoration.'

'I have done all aspects of the work, including metalwork, paint, mechanical work, electrics, upholstery, etc, but I learned

everything by reading lots of books and asking lots of questions. I never set out specifically to own one of the best Porsche restoration workshops, but I'm very, very particular and have an obsessive attention to detail.'

He continues: 'At Willhoit Restoration we do everything relating to the restoration of a 356. I do subcontract lots of work – for example, all the

transaxles are rebuilt by a good friend of mine who specialises in Porsche transaxles, and we now subcontract all of the upholstery work.'

On the occasionally sticky subject of 'what's better, original or restored?', which does he prefer? On this he has firm views: 'I have always loved original cars, and to me an original paint and original interior is always preferable to a new restoration, providing the owner is comfortable with a look that isn't perfect, because after so many years none of them are perfect. I have always tried to do what the customer wants, but I will often talk customers out of a complete restoration because the car still looks acceptable.'

But there is a caveat here: 'This only applies to the cosmetic qualities of the car. None of the 356s or early 911s can be driven safely without first going through a complete

"I BOUGHT MY FIRST PORSCHE, A 1961 356B S90 CABRIOLET..."

It's not just 356s you'll find in John Willhoit's busy Long Beach workshop – 911s have their place, too. However, at heart he's a 356 guy first and foremost





restoration of the running gear. I have no problem with mechanical upgrades that make the cars better. We install dual-circuit brakes, three-point seat belts, engine and transaxle upgrades, 12V conversions, etc. These all make the early cars safer and more fun to drive, and they are things that can easily be returned to stock.

'But my business is to provide a service to Porsche owners, and what the owner wants and is paying for is what drives the business. I will make suggestions and recommendations to the owner – usually in regards to resale value – but ultimately it's what the customer wants. We have done several highly modified "Outlaw" cars, with fuel-injection and body modifications. These cars are fun, but the owner needs to consider whether someone else will pay for a car that is "personalised" beyond the point of turning it back into original.'

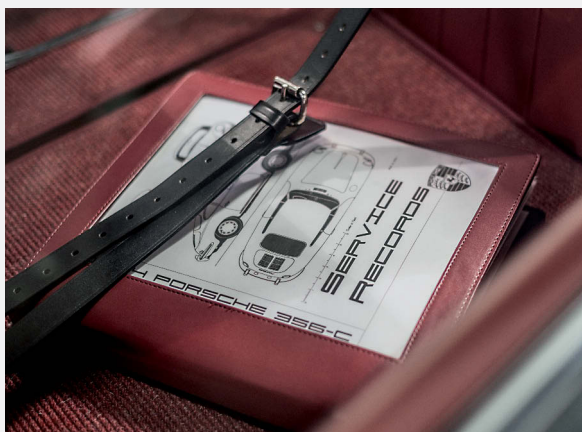
One thing that does strike you about the company, especially considering its reputation and the impressive

number of cars that have passed through its doors, is just how 'small' it is. By that we don't mean it is run out of a tiny workshop, but rather that it's clear it's run very efficiently, with a small but dedicated and clearly highly-skilled team.

Willhoit explains the reason for this: 'I micro-manage my shop and have a difficult time delegating jobs because I'm so particular. I expect my employees to have the same desire to do the job correctly as I do, and when the number of employees gets too large, the quality of the work suffers. I've seen this happen in other shops that have grown too large.'

As a part of the restoration process, Willhoit offers a bespoke engine building service, with tuned 356 motors a house speciality. 'I've developed 1925cc and 2132cc engines that are based on the stock 1600cc. They look completely stock and are solid street engines that can be used for many miles, just like a stock engine, but with much more power. They both have a power curve that is similar to stock and are

Willhoit is proud of his bespoke engine building service, with the 'house specialities' being 1925cc and 2132cc conversions



'The cars will wear out or rust away eventually, but the friendships will last', says Willhoit. Somehow we can't see many of his cars wearing out or rusting any time soon...

not higher revving than stock. However, the 1925cc engine will produce over 125bhp and 130lb ft of torque, and the 2132cc engine will produce over 145bhp and 150lb ft of torque.

'Anyone can purchase one of my engines complete, or in kit form. We also sell the various parts but in most situations the customer is better off to purchase a complete engine or a complete kit because all the parts have been developed to work together. We can modify the heads and case, and provide instructions with all the details and tuning specs.'

Unsurprisingly, Willhoit has a particular fondness for the Furrhmann-designed four-cam engine. 'It's very interesting, and for the time it used the most proven components and design. It was not a cutting-edge design when new, but was built as a racing engine with proven components that would hold up in endurance racing. It is difficult to work on because parts are not generally available (they never were!), and the cam timing and drive gear lash adjustment is time consuming and somewhat complicated.

'It is definitely not a high output engine and the factory never even reached 100bhp/litre. What makes the four-cam engine – and all the four-cam cars – very collectible and interesting is that they are truly exotic. When new the Carrera models cost at least 30 per cent more than the normal cars, and the production numbers are very low.'

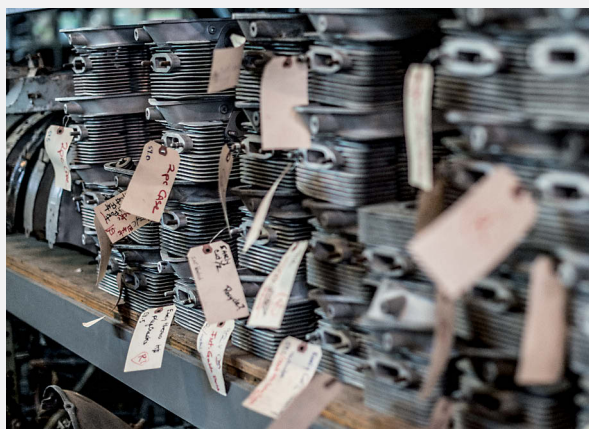
Each year, Willhoit Auto Restorations throws its doors open to the public, coinciding with the LA Literature and Swap Meet weekend. Typically they welcome over a thousand people during the course of the day, with grilled bratwurst on offer for

“THE ULTIMATE IS THE 1959 GT SPEEDSTER...”

lunch 'But we only cook 356 brats!' laughs Willhoit.

'My wife is German and I have spent a lot of time there. I organise a trip every two years to Germany with a group of my friends that we've titled the "Germany Men's Tour" or "GMT" for short. This year marked the fourth trip. We visited the Techno Classica in Essen, did Race Taxi rides at the Nürburgring, and visited Hockenheim and Spa. We also paid a visit to the Porsche factory, as well as an assortment of Porsche workshops and museums. It was a fun trip and we had plenty to see – and also plenty to eat and drink!'

Sharing quality time with his customers is something that's important to Willhoit. 'Many of my good friends are a result of these cars. They are customers that became friends or friends that became customers. The most fun I have had with the entire Porsche business adventure is meeting all the people that are now a part of my life. The cars will wear out or rust away eventually, but the friendships will last,' he smiles.



We couldn't help asking, seeing as how his immaculate workshop is filled with such impressive machinery, what cars he owns and would like to own, money no object. 'Although I'm principally a 356 guy, I do own a couple of early 911s, but really I hate it when guys list the cars they own. I prefer to say that I have a small collection and leave it at that.

'However,' Willhoit enthuses, 'for me the ultimate vintage Porsche is the 1959 GT Speedster. I owned one once, but sold it to invest in the business. If I had it now I'd probably be afraid to drive it, but my plan is to build an exact replica with a 904 engine that I have. That will be a fun car!'

It doesn't take long in his company to be won over by John Willhoit's enthusiasm, and it's clear that while this is a commercial venture that needs to make a profit to survive, of equal importance is a desire not only to please customers but also to meet his own extremely high standards. This is certainly a place that takes no half measures. **CP**

An obsessive eye for detail is what drives Willhoit's business, he claims. Looking at the cars in his workshop, we can see what he means

Contact:

Willhoit Auto Restoration
1360 Gladys Avenue
Long Beach, CA 90804
Tel: 001 562 439-3333
john@willhoitautore restoration.com
www.willhoitrestoration.com



Everywhere you look, parts are stockpiled – after all, original parts are finite in number. There's no substitute for originality, says John Willhoit

SUBSCRIBE & SAVE!

PAY JUST £3.83* PER ISSUE INSTEAD OF THE £4.85 NEWSSTAND PRICE

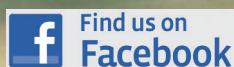
GUARANTEE YOUR COPY OF *CLASSIC PORSCHE*, DELIVERED DIRECT FROM THE PRINTER TO YOUR DOOR – BEFORE THE OFFICIAL ON-SALE DATE!*

CALL +44 (0)1883 731150

OR SUBSCRIBE ONLINE AT

CLASSICPORSCHEMAG.COM

*BASED ON UK 18 ISSUE SUBSCRIPTION



	1 YEAR (NINE ISSUES)	2 YEARS (18 ISSUES)
UK	£39.50	£69.00
EUROPE	£54.75	£79.50
REST OF WORLD	£69.50	£118.50



DOWNLOAD NOW CLASSIC PORSCHE APP NOW AVAILABLE

Available via Apple Newsstand, iTunes, Google Play for Android market or www.pocketmags.com

Latest Issue & Back Issues just £2.99 each

Subscribe for one year

Download to your iPad, iPhone, Android device, Mac, PC or Kindle Fire

FREE SAMPLE ISSUE!

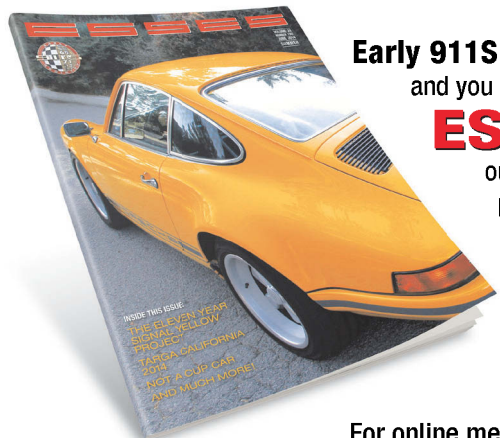


	NINE ISSUES
UK	£25.99
US	\$34.99
EUROPE	€34.99
AUSTRALIA	\$54.99



Early 911S Registry

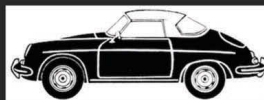
The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the model years 1967 through 1973.



Join the
Early 911S Registry
and you will receive
ESSES
our quarterly
publication.

For online membership:

www.early911sregistry.org



WILLHOIT
AUTO RESTORATION



**Visitors
Welcome**

*Sales, Service, Parts and award-winning
PORSCHE Restorations since 1976.*

www.willhoitautore restoration.com

1360 Gladys Ave / Long Beach / CA / 90804
562-439-3333

"The Best Classic Car Insurance"

RICHARD, HANTS - JAN 2016

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

- ▶ Free Agreed Value¹
- ▶ Salvage Retention²
- ▶ UK & EU breakdown worth over £100 - includes Homestart
- ▶ Up to £100,000 Legal Expenses cover in the event of an accident that's not your fault
- ▶ Club member discounts²

YOU COULD
SAVE 41%
WITH A MULTI-CLASSIC POLICY[†]



Carole Nash, a name you can trust
0800 093 2951

Classic | Camper Van | Specialist | Military | Performance
cherished.carolenash.com [f /insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://twitter.com/insideclassics)



CAROLE NASH
The care it deserves

96% reevoo of customers would recommend Carole Nash
Based on reviews from July 2013 - December 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. ²Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx [†]Terms and conditions apply - call for details Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

BACK IN TIME...

DELVING INTO THE PORSCHE ARCHIVES FOR
MEMORABLE IMAGES FROM THE PAST

FEBRUARY
1978

It was to be the first time the all-conquering Porsche 935s arrived *en masse* in the USA. For the first event of the 1978 season, the Daytona 24 Hours, teams could run either in the new IMSA GTX class – similar to FIA Group 5 – or as part of the FIA's World Championship for Makes.

Peter Gregg's famous Brumos Racing ran two Porsche 935s in IMSA GTX, car #59 driven by Gregg, Ballot-Lena and Friselle, the second, car #99, by Stomelen and Hezemans, with Gregg as a third driver. He was clearly going to be busy.

IMSA made no secret that it hoped this wouldn't turn into a one-horse (one-marque) race, but it was not to be. Of the cars which finished in the top 20 overall, all but three were Porsches. In IMSA's prized GTX class, they took the top eight places. So much for the desire for a more even playing field.

The Brumos car #99 dominated, taking the chequered flag 30 laps ahead of Dick Barbour's similar 935/77. It was a great result for the Brumos team owner: thanks to his double-driving stint, Peter Gregg finished first...and ninth. All in all, not a bad day's work. **CP**

“PETER GREGG FINISHED FIRST... AND NINTH”



PRs

PARTS • RESTORATION • SERVICE

The home of Classic Porsche

We are fanatical about sympathetic restoration and have an amazing selection of 356 parts. We're always sourcing those hard to find items and spend many hours researching and collecting. Check our new website, if you don't see what you are looking for just give us a call.

LARGEST SELECTION OF 356 PARTS IN THE UK!

RHD Pitman Arm

PR Services presents a new part in stock, a RHD Pitman Arm with tapered splines to fit RHD cars only. This product is made from one solid piece of 4340 steel (billet) and machined using specialised 4 and 5 axis high-speed CNC mills. The part weighs in at 805 grams and has been case hardened, then blackened as a final part of the production process.



£500-00
+ VAT



Call 07000 356 911

or buy online at www.prs356.com

International call: 0044 1277 630099
Dunlop Garage, London Road, Billingham, Essex, CM12 9HP, UK

356



356 B Series 1960, timeless beauty, magnificent conditioned car manufactured to South African spec, and following 2/3 changes of ownership there, shipped to UK in 2001, the records and photos of the time show that the car was put through a restoration scheme, and changed from white to Slate Grey. Extensive history file, staggering £40,000 engine rebuild and general overhaul at an 'acknowledged expert in all things 356' since 2011 which more than allows for the non-matching numbers since the no expense spared overhaul, the car has completed 1000 careful running in miles, followed by a further £1500 gearbox overhaul, comes with a superb and extensive file of papers mapping all work carried out throughout its life, along with the original owner's manual and one key. £125,995, call for more information. Tel: 01772 663777. Email: ajl@amarsupercars.com (Lancs) (T). C36/018

1965 356C, has been cared for the past 38 years, 2 owner car, car is a 9.5 out of a 10, will send pics and car info to interested party, no tyre kickers please, £89,000. Tel: 1-561-633-5901. Email: gary356@aol.com (Florida, USA). C36/008



Unrestored 1960 356B sunroof Coupe, very well preserved, rare and unrestored 1960 Porsche 356B 1600 Super Coupe with the very rare factory sunroof, the car is all matching numbers including engine and transmission. My friend bought the car 24 September 1999 from the original owner who was in the Canadian Air Force and bought it while stationed in Europe, it's spent the last 15 years in the state of Washington and is 100% rust free, odometer quit working 4 years ago and reads 31,763 miles. It is an excellent running and driving 356, it came with the Certificate of Authenticity (COA). Please contact me for further details. Email: mark.mc.jensen@gmail.com (USA). C36/019

911

Classic Car Insurance
0800 093 2951

911 Targa 1981 for sale, lots of work done, too much to put down, for more info call, I can email photos, £21,500. Tel: 07986 420055. Email: jrc.911@ntlworld.com. C36/009



1980 911 3.3 Turbo R69 Rinspeed, full Porsche service history, original excellent condition throughout, dry stored in a helicopter hangar since 2004, recommissioned by Porsche in November 2014 (£11,000), R69 Rinspeed conversion carried out and starred in the Geneva motor show in 1983, one of only 16 cars remaining in the world, one owner from new and full maintenance and service portfolio, 2 keys, new tyres and brakes fitted, please feel free to contact for any further information, £69,995. Tel: 07983 422572. Email: daniel.brown@wates.co.uk (North Yorkshire). C36/017



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: Claran Woods, +44(0)7908 588962. Email: claran98@aol.com (T). C36/016

1974 Carrera Targa, a real Carrera with duck tail, 83K miles, original colour, not original paint, previous owner reworked the interior, everything works but clock, 6" and 7" Fuchs, engine rebuilt 5 years ago, matching numbers, runs fabulous, always covered in temperature controlled environment. Tel: 704 604 8732. Email: downdogknight@mac.com (NC, USA). C36/020

UPLOAD YOUR AD AT:
classicporsche.com
or email: classifieds@chpltd.com



1973 911T Coupe 2.4L LHD, original (not restored), lovely Sepia Brown example with matching numbers, Certificate of Authenticity and 74,000 genuine miles. Rare 1973 model with 2.4L CIS engine and extensive maintenance history; this is a very solid car, well preserved by its former 4 owners and imported from the USA last year. 911/91 type engine, s/s heat exchangers, 2 in 1 out exhaust and Carrera lower valve covers, good compression on all cylinders; transmission 915/02 type with 5 speed gearbox. Recent sympathetic interior refurbishment with new dashboard and headliner, retaining as much originality as possible, exterior shows some paint flaws/dents and micro-blisters on bonnet, so it could be further improved. Priced to sell at £52,500. Tel: 01903 775353. Email: jdesilva@castor-holdings.com (West-Sussex). C36/036

The best 993 RS in the UK, if you require the best 993 RS in the country please get in touch, price reflects how special this car is to the right person, this is not the usual tushed up and polished tired track car, having just seen another 'perfect example' sold for 250K! This car isn't a patch on my vehicle, £285,000, would take an '89 Speedster in p/x. Tel: 07831 182971. Email: jsher123@btinternet.com (Surrey). C36/021



911L short wheel base (SWB) 1968, F-reg, registered by AFN Porsche Centre in Isleworth on 20 March 1968, 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: all@emari supercars.com (Lancs) (T). C36/035

912

Classic Car Insurance
CARROLL NASH
The cars & insurance
0800 093 2951

PORSCHE 912

**Sales
Service
Spares**

revival-cars.com
07768 791802
WEST LONDON

1968 Porsche 912-6, LHD 912, 6 cylinder, triple Webbers, RS wide body, non sunroof body, MOT July 2016, taxed, historic vehicle, £25,000. Tel: 07448 584768. Email: oldeboy@hotmail.co.uk (Devon). C36/022

944

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. C36/023

Parts

Private collection clearance of parts, original and used Porsche parts for cars 1965 to 1989, whole stock for sale, please feel free to ask for any further information or questions. LHD cars, most require restoration, available: '71 2.2 T Coupe, '74 2.7 Coupe, '88 944 turbo 5 Silver Rose, '86 996 Coupe with exclusive optionals. Tel: 0049 15151 829774 (Munich, Germany). C36/010

1974 Carrera parts, two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet, white, £100; SS exhaust system, small patch in heat shield required, £100; washer bottle, £30; RS 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.pacham@live.com (Oxon). C36/011

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: mawman@supanet.com (Derbyshire). C36/012

Silencer 3.2 Carrera, rear silencer for 3.2 Carrera, vgc, £80. Tel: 01248 410752. Email: brynawelonbb@hotmail.co.uk (NWales). C36/024

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 holes, £500, please email me for photos. Email: sagitint@yahoo.co.uk (Horley/Gatwick). C36/025

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: david9751@outlook.com (Rickmansworth, Herts). C36/026

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: mawman@supanet.com (Derbyshire). C36/027

Classic FX Classic Porsche Trimming

356 - 911 - 912 - 914 - 928 - 964

Trim and leatherwork to OEM specification. Full or part car retrim, based in Surrey UK. Manufacture and supply of carpets, seat covers and door cards. A personal and detailed yet competitive service from a Porsche Club member.

Call Garry on 0755 100 3000

www.classicfx.net
garry@classicfx.net
www.facebook.com/classicfx

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). C36/028

Roll cage for Porsche Carrera 3.2 1984, in white, £150. Tel: 01248 410752. Email: brynawelonbb@hotmail.co.uk (NWales). C36/029

Black Porsche seats, rear seats 1984 Porsche Carrera, black leather, in very good condition, £40. Tel: 01248 410752. Email: brynawelonbb@hotmail.co.uk (NWales). C36/030

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). C36/031

Miscellaneous



Porsche repro garage wall signs, 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C36/003

THE ART OF COVERING
www.AUTOHOEZEN.com



CUSTOM MADE CAR COVERS
12 different colours.
All Porsche models possible.



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: axileculas@gmail.com. C36/004



'CLA 551K' cherished plate for sale, ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, £4950, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk. C36/005

'KBO 911' cherished number on retention, this number plate currently on retention, perfect for a Porsche 911, was on a Turbo 997, any questions please ask, £2200 on a. Tel: 07432 188698. Email: njabloomfield@gmail.com. C36/013
'Cherished number '911 2 K0' 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 K0, £2000. Tel: 01332 865818 or 07565 614337. Email: jobinson@iroil.com. C36/032



'JAZ 4911' private number plate, private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911), £1000. Tel: 44 7944 494840. Email: psell@hotmail.com. C36/006

Registration for sale, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blekeley@sky.com. C36/013

911 & Porsche World back issues, 1998 nos 50-57; 1999 no 58 and 68-69; 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: geoffmesking@nitworld.com (Wills). C36/033

'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. C36/034

We buy Porsche parts and Historic Porsche



We buy all Porsche competition parts dating from 1950 to 1998. Body, engine, mechanical parts, etc. We buy **Porsche needing restoration or incomplete cars**: Models: 356 Gmund - 356 Carrera - 550 - 911 (1964) - 911 R - ST - 2.7RS - 2.8RSR - 3.0RS - 3.0RSR - 904 - 906 - 907 - 908 - 909 - 910 - 917.

Please contact us by email:

contact@raceparts9.com or contact@racecars9.com

ADVERTISING INDEX

356 Panels	87	Perr	16
Art-Wheels	74	Patrick Motorsports	30
Auto-Foreign Services	49	Paul Stephens	79
Canford Classics	27	Pelican Parts	65
Car Bone	38	Porsche Cars GB	7
Carole Nash Insurance	93	Porsche Centrum Gelderland	57
Canrosserie MPS	52	Porscheshop	74
Club AutoSport	75	PorSport	98
CoCo Mats	15	Quickfit Safety Belt Service	87
Custom & Speed Parts	52	Restoration Design Europe	53
Dansk	60-61	RJD Freight	52
Dreser	16	Roger Bray Restoration	100
Design 911	39	Rose Passion	45
Duel BV	30	RPM Technik	6
Early 911S Registry	93	R5911	74
Elephant Racing	31	Sierra Madre Collection	17
Engine Builders Supply	67	Specialist Cars of Malton	73
FVD	2	Sportwagen Eckert	59
G&E Classic Cars	87	Stoddard Parts	25
Gantspeed Engineering	87	Stomski Racing	21
Gmund Cars	38	Tandler Precision	6
Greatworth Classics	75	Tech9	29
Harrison Automotive	38	Vintage Auto Posters	52
Jaz Porsche	75	Willhoit Auto Restoration	93
Joma Parts NV	16	Zims Autotechnik	79
Karmann Konnection	99		
Kenny Dunn	30	CLASSIFIEDS	95-97
Lakewell Porsche Interiors	79	Autohoezen	
LN Engineering/		Classic FX	
Fast Forward Automotive	73	PR Services	
Longstone Tyres	23	Revival Cars	

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: www.classicporschemag.co.uk OR YOU CAN EMAIL: classifieds@chpltd.com

PRIVATE ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT.

Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to:

**Classic Porsche Private Classifieds, CHP, 1 The Alma Building,
Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, UK.**

Deadline for inclusion in issue 37 is 30 June (on sale 21 July).

**UP TO 1989
ONLY**

**UP TO 1989
ONLY**



1988 911 Carrera Club Sport

Factory lightweight 911 built in the spirit of the original '73 RS. One of just 28 examples produced for the US market. This is one of three black cars. A beautiful 14,000 mile example. Original tourist delivery. Lots of paperwork, books and tools. Completely serviced without any needs. An outstanding and rare lightweight 911. \$200's.



1983 911SC Dutch Police Car

Just imported from Holland this genuine, original Police car is fully matching numbers and in outstanding condition throughout both cosmetically and mechanically. Operating lights and sirens. A really neat part of 911 history and a great, fun addition to your collection. \$100's.



1967 911S Toad Hall Racer

The famous Michael Keyser / Bruce Jennings 1967 911S. Fully restored and properly prepared for reliable and competitive vintage racing. This car is the first of the very well known line of Toad Hall 911 racers. Daytona 24 hour, Sebring 12 hour and 6 hours of Watkins Glen history. The first time ever publicly offered. \$400's.



1973 2.4 911S Sunroof Coupe

A Texas, then California, car just out of 26-year ownership. Great documentation including the window sticker. Optional Sport seats, through-the-grille fog lights, rear muffler skirt, and full books and tools. This great S is very original throughout. No rust or crash damage, outstanding body and panel fit, and fresh and fully sorted mechanicals. Last of the great 911Ss. \$200's.

Also available:

1967 911S, 1983 911SC, Street legal 964 European Cup Car, 993 Supercup Car and more. Check **PORsport.com** for new additions.

Exclusive to KK.
Stainless steel Sebring
exhaust. For Porsche
356 & 912. Available in
standard or fully polished
finish.

Standard £595+ Vat
Polished £695+ Vat
Matching J tubes are also available.



We have always
stocked 356 repair
panels from 'Simonsen'
they are regarded as
the best you can buy
anywhere! We are the
sole UK distributor for
them. Please contact us
for more info & prices!



New from KK exclusives!
Our own early 911/912
horn push. Perfect fit,
includes O.E.M horn
cuff! £250+ Vat



Superb reproduction Speedster
Seats. Supplied in steel or
Alloy. Steel £600+ Vat,
Alloy £750+ Vat. We can
also trim as per original, please
call or mail for a quote!

911 Toolkits & Jacks.
Toolkits from £450+ vat.
Jacks from £200+ vat
Years 1965-73 available.



356 & 911 Headrest Kit
Correct for 356, 912 & 911
> 67. Quality kit made by
ourselves. Includes Foam,
brackets, knobs & screws.
£250+ Vat



Made by Karmann
Konnektion, our exact
reproduction of the Les
Leston dished woodrim
steering wheel. Fits 356B/C.
375mm. On sale!
from £495+



Absolutely Stunning 68 912
Fully restored, matching
numbers car. £75,000



1968 SWB 911L
Great example, California
car. £79,500



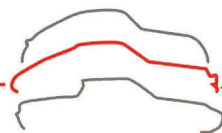
1972 Porsche 914
Fantastic Italian import.
Awaiting paint. £18,950



1974 Porsche 914
Super solid, rare colour
Ravenna green. £19,950

See Website for more products, special offers & Cars for sale!

www.karmannkonnektion.com info@karmannkonnektion.com
TEL - 01702 340613 The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE



FOR SALE

**1964 356BT6 Cabriolet RHD, Bali Blue with Blue leather interior and Grey top. Vin No 13202
Brought over from South Africa and Fully Restored in 2003. £POA**



CLASSIC PORSCHE RESTORATION, SERVICING AND PARTS

We stock the largest selection of new parts for 356, 911, 912, 914,
including Body and Interior, Mechanical, Electrical and Engine. We also have a large selection of used parts.
In fact we stock everything you need to keep your classic Porsche on the road!!

Roger Bray Restoration, Milestone Business Park, London Road, Whimble, Exeter. Devon. EX5 2QB

Tel: +44 (0)1404 822005 - Email: enquiries@rogerbrayrestoration.com

www.rogerbrayrestoration.com