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This issue sees features on two amazing rebuilds – one is a superbly detailed ‘sports purpose’ hot-rod 911, the other a breathtaking restoration of the most successful 1973 Carrera RS ever to grace the world of international rallying.

Darren Tompkins never set out to build his ultimate 911 – after all, he was already reeling from the rebuild of his stock 911T – but, when offered an inexpensive project car, he found it hard to resist. One thing, of course, led to another and soon he was up to his ears in one of the most carefully researched and incredibly detailed projects we’ve seen. See page 8 for more.

“AS I WRITE THIS, I’M PACKING READY TO HEAD OFF FOR LE MANS CLASSIC”

And talking of research, it’s almost impossible to get our heads round the amount of history that Mark Waring was able to unearth during the restoration of the most successful Carrera RS of all: AUI 1500, the Cathal Curley rally car that outshone all other Porsches in this genre of motorsport. ‘Saved from the grave’ only hints at the depth of this project. That’s on page 30.

As I write this, I’m packing ready to head off in *El Chucho* for Le Mans Classic. The weather looks promising so hopefully I won’t need my waterproofs this year (famous last words!). Look out for our coverage of this unique event in the next issue of *Classic Porsche*. It’ll be on sale on in the UK on 25th August.

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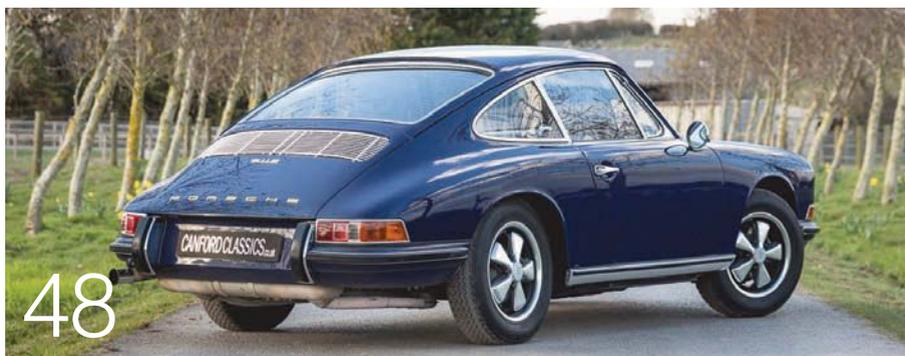
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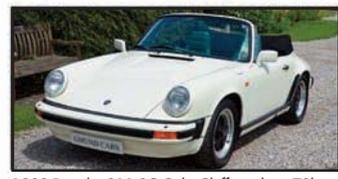
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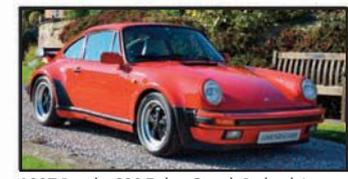
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SOME LIKE IT HOT

Although it may have started out as a simple no-frills hot-rod, Darren Tompkins' 'Mongrel' project quickly morphed into something far more complex. After countless hours of research, the end result is a perfect example of a 'sports purpose' Porsche 911

Words & Photos: Darren Tompkins





Heavily into the restoration of an F-Series 911, the last thing I needed, or could afford, was another project. Like many before me I'd been badly bitten by the early 911 bug and set out to build a 'sports purpose' 911 ST-style hot-rod.

I stumbled upon a very nice 1973 2.4E, but the one fly in the ointment was that my nice car was, well, a little too nice! I switched course and set out to restore the car to as close to factory perfect as I could.

Two years into the costly full-on rebuild (which was featured in issue #21 of *Classic Porsche*), a friend mentioned he knew of an early Porsche requiring restoration that had been stored in a garage since 1989! I was slow to respond, badly feeling the financial pain of my current project, but eventually made arrangements to view the car back in April 2012. Basic homework confirmed the car as a RHD 1972 911T Sportomatic, first registered in the UK in December 1971 and finished in Light Ivory.

At first glance it certainly appeared rough, having lost its original engine and gearbox, the seats had been changed to 924 'tombstones' and it had gained the obligatory ducktail and glassfibre spoiler for an RS look. The car had been vandalised just prior to being taken off the road in the late 1980s, with the half-hearted repair never completed. But the car also had plenty going for it: it had new sills, wings and rear quarters that looked in good shape, but best of all it was being disposed of by a 'motivated' seller.

A deal was done and, filled with excitement, I called Nick Fulljames at Redtek to ask what could be done with what I thought was a Japanese-spec SC engine and sent him a couple of photos. An even more excited Nick called back telling me I had a highly-desirable complete 2.2S engine with the potential to be transformed into a 2.5 short-stroke screamer!

“THE LAST THING I NEEDED WAS ANOTHER PROJECT”

While I started with the intention of building a budget hot rod, what followed was a three-year journey that became ever more obsessive, detailed and uncompromising in the quest to build my ultimate 'sports purpose' early 911.

One of the most refreshing things with this project was the ability to do exactly as I pleased; nothing could be 'wrong'. My inspiration was to come from all of the great racing 911s Porsche had ever built, along with many hot-rods I'd been studying. I set myself the fictional criteria of the car being built in 1978, allowing me to use any parts that had been introduced up to that point, including the Turbo brakes I wanted!

Deciding on the basic spec was easy as I'd been planning this in my head for a long time: it had to be lightweight, narrow-bodied, with a hot engine coupled to a performance gearbox with limited-slip differential. A stripped-out interior with half cage and racing harnesses, and as many period racing features as I could muster. Oh, and not only did I want my car to look like a period racer but I wanted it to drive like one, too.

For me, Porsche's own period race manual '*Information Regarding PORSCHE Vehicles Used for Sports Purposes*' became my Bible, with the suspension set-up lifted from the manual and the guidelines closely followed. The other thing the car had to be was orange – 1970s in your face orange!

Barry Carter was charged with the task of making the car solid and straight again. He's a metalwork genius who never really promotes himself but is revered in early Porsche circles, having rebuilt dozens of early bodysells, including my previous



project. The plan was to restore the body using all steel panels, followed by switching to glassfibre panels and race car strengthening as needed. Barry suggested carrying out the modifications with a little more care and finesse than most race builders and building in a little more detail. That worked for me.

Specification for the build was for a narrow-bodied car which retained steel rear quarters and front wings, with a glassfibre front hood, engine lid and bumpers. We were to add strengthening to all suspension points, torque tube and engine mounts, along with a unique design for the jacking points. Inner door skins were to be cut out, opened and lightened with a nod towards those in the 911R, and we added twin harness brackets welded into the rear parcel shelf. The floorpan was modified to allow gearbox removal without the need for an engine drop, and final touches were the fitting of a factory-correct 40mm half roll-cage, along with an RSR-style front strut brace.

The car was taken to Barry after blasting in March 2013 with an expected four month build time. Now you never really know the true extent of a 'shell's condition until you have it media blasted. This one turned out to be a horror! At this point, if I knew just what I was getting into I could never have justified the cost, and probably would never have started...

The new front wings and rear quarters had disguised what lay beneath, as the car was pretty much rotten to the core – and it transpired that the whole front nose was pushed a full 19mm to the right! Barry also commented that the car was probably

on its third set of sills and he'd never previously seen these air-chiselled off! One of the the crowning glories had to be the holes cut into the front bulkhead so that speakers could be fitted under the hood.

The 'shell was first pulled straight and then received new front inner wings, doors were fabricated and re-engineered, the inner rear wings were lovingly recreated, a complete new roof section was added, deleting the previous sunroof, along with new sills, sections of floors and countless other repairs and modifications. The newly-fitted rear quarters were carefully unpicked at the seams and perfectly refitted onto the final solid 'shell.

It was a full 11 months before I collected the car following more than 600 hours' work on the bodysell. It was well worth the wait, for the car returned as straight and true as the day it left the factory, although this time 'race' strengthened with a number of discreet modifications.

While the 'shell was being prepared, the engine was delivered to Nick Fulljames at Redtek, who suggested building a twin-plugged 2.5, boring out the butterflies and stacks to suit. One way to achieve the engine size, and by far the easier option, was to fit 90mm pistons and 2.7 barrels, however the true short-stroke engines were built using 89mm barrels and pistons and this is the way I wanted to go, although these are rare parts and proved difficult to find. These came from FVD in Germany who stated that they were one of the last two sets

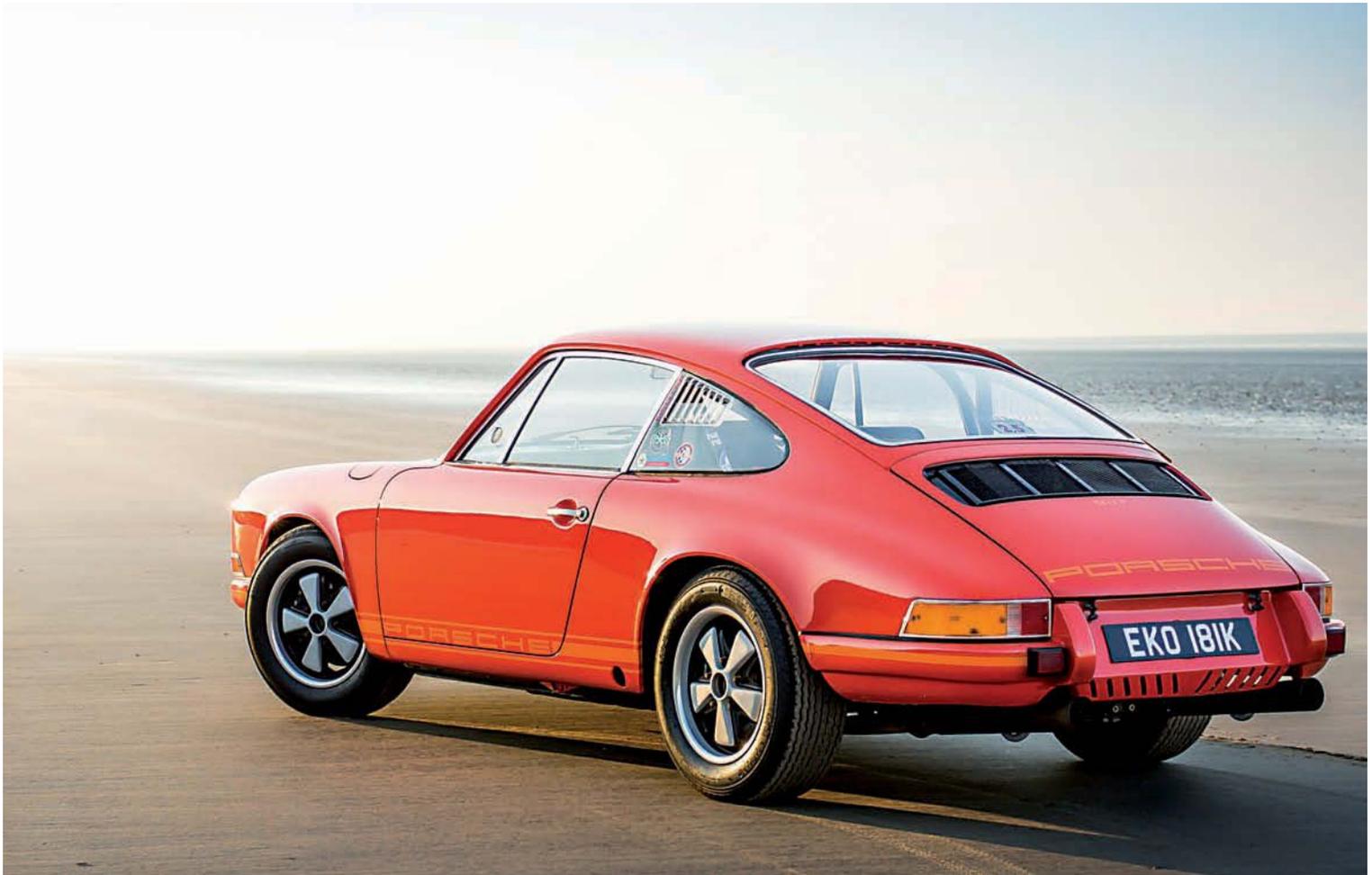
A trip to an Oulton Park trackday gave Darren the opportunity to wind those high butterflies wide open...

Opposite page: photo montage only hints at the amount of effort that went into this build, but check the state of the original car, and how much work was required to put it right! Strengthened 'shell is full of neat touches by Barry Carter. Nick Fulljames built the engine, Mike Bainbridge the 'box

Things don't come much better detailed than this. Note cross-over pipes running between twin front-mounted oil coolers. Engine is a short-stroke 2.5-litre 'screamer' running high-butterfly injection, and pumps out 250bhp







available from Mahle. With such a small market and no plans to produce any more, they were a pretty lucky find.

Around this time a discussion was started on the DDK-online forum about the ingredients of an authentic ST engine. I asked Nick how mine would differ: 'Just the induction system, really', came the reply! This led to a whole new chapter of learning for me and I was soon to appreciate the ingredients of what made a real race-spec engine. My slippery slope was about to become a vertical drop!

A key ingredient for my engine build was now to fit the correct high butterfly injection. My search led to Ben Coles, who showed us his range of high-butterflies, racing oil filter housings, Magneti Marelli twin-spark distributors, and much more. All had been produced copying genuine original items, using the same processes and materials, and in minute detail.

My engine wouldn't be what it is without him; at one point I realised the distributor I'd purchased only fitted later engine cases. 'Not a problem – I'll make you one'. And that's what he did, from scratch and exactly as per the original!

The one item that was missing was a racing MFI pump, and I planned to modify the pump that came with my 2.2 S engine. However, I started to explore the possibility of finding the correct 2.5 ST pump I needed. From my research on the Early 911S Registry forum in the USA, Gus Pfister at Pacific Fuel Injection, an old school MFI specialist, came highly recommended.

This is when luck and timing all play a part. After a conversation with Gus, it transpired he could supply it in just eight weeks – that subsequently turned into five weeks when I

discovered a relative was visiting San Francisco, so Gus pulled out all the stops to ensure my pump was ready in time!

With Redtek's engineering, machining and build skills, along with parts from Ben and Gus, I now have my ideal 2.5 ST-style engine, the spec of which is as follows: 911/02 2.2 S short-stroked, twin-plugged, bored, fully balanced, blueprinted and taken to 2.5-litres with new 89mm Mahle barrels and pistons, the barrels having been modified and gas flowed. It also has GE60 cams, Pauter lightweight forged steel con-rods, Patrick Motorsport lightweight flywheel and Sachs racing clutch.

High-butterfly induction fed by the Gus Pfister 2.5 RSR-spec pump is used in conjunction with early Magneti Marelli twin-spark distributor, while a racing oil filter housing with disc filter

and twin front-mounted oil coolers keep things lubricated, a 226mm small-diameter fan-housing and 'clear' lightweight shrouding keeping things cool.

Custom race headers can be used with straight-through megaphones, but a twin-outlet sport muffler is usually fitted for 'quiet' days.

With up to 250bhp now available, the 915 gearbox

required a meatier build. Mike Bainbridge was chosen to take this on, specifying a stronger side-plate with 930 bearing and bearing retainer, while the main-shaft was upgraded to an SC type with aluminium selectors. Mike suggested a plate-type limited differential from Matt Monson at Guard Transmission and, with Matt and Mike's input, Guard Transmission custom gear ratios were fitted to make the most of the characteristics of the short-stroke engine. To cool things down, a Ben Coles RS-type oil pump and spray bar kit was also fitted.

We set about painting the car in our own small bodyshop,

Early morning sunlight shows the lines of Darren's narrow-bodied hot-rod to perfection. Car is impressively detailed throughout – check that slotted rear apron

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Interior features seats from Vintage Seats, with one of their ST-style perches for the driver, an R-style one for the passenger. Period Momo steering wheel adds a touch of patina to the interior

this work being carried out by Richard Deegan, our bodyshop manager. Rich is a perfectionist who cares deeply about the quality of his work – probably too deeply, as these projects give him sleepless nights!

No underseal has been added to 'build in' lightness, and the bulk of the 'shell and complete interior have been painted satin black, as have the engine bay and door shuts, as per factory race cars. The body was then painted in 018 Tangerine (or Blood Orange), with slots cut into both sides of the front bumper to increase airflow to the oil coolers. The front and rear bumpers are excellent quality EB Motorsport items that have been modified to fit.

The gauges were refurbished by North Hollywood Speedometer, copied from an old photo of a racing RSR, complete with 180mph speedo and 10,000rpm rev counter. The oil level gauge has also been flipped, with the fuel sender gauge omitted and replaced with a warning light. The clock has also been deleted.

For headlights, I sourced a set of Cibie Biodes, a preferred choice for early rally cars. These resembled little more than a collection of tired, worn parts which were sent to Genius of the Lamp in Birmingham's jewellery district, coming back looking as good as new.

When it came to seats, I learned that Vintage Seats produce the most accurate reproductions available. I chose their ST driver's seat, with an R-type passenger, both finished with German black vinyl bolsters and basket-weave insert, all mounted on lightweight Recaro sliders.



For wheels, I had the idea of replicating a wide-body ST look by fitting 7R-type Minilites to the rear, but hit a stumbling block when I discovered they weren't available in the required 7R offset. After talking to Harvey Weidman he suggested that 'deep-six' front and 7R rear Fuchs in a racing finish would give me the look I was after. The quality of the finish is superb and they look fantastic fitted with Avon CR6ZZ 185/70s on the fronts and 215/60s on the rears.

Marek Lappock is a keen early Porsche enthusiast who helps many specialist suppliers, including Porsche themselves, by manufacturing obsolete and hard to find parts. When I learnt he was displaying the first prototypes of a 100-litre fuel tank, another rare race part, at Techno Classica in Essen I decided I had to get there first before these tanks were snapped up! This involved a round day trip of nearly 1000 miles, where I secured my tank and was also able to collect a number of other parts I needed.

Through this journey, I have developed a passion for early steering wheels, with my favourite being a flat black Momo from the late '60s or early '70s. It's the first thing I notice when looking in an early Porsche and for me enhances any hot-rod build. There's something about a well-used early wheel that I find intoxicating with its worn leather holding on to secrets of a life well spent.

When it was time to start the assembly, Nick Fulljames introduced me to Gary Cook. At the time he was working freelance for a number of early Porsche specialists, having spent 17 years working at Autofarm, and I was told he was very



World-famous Pendine Sands in Wales was the photo location – 5.00am and the lighting is perfect to bring out the best in this spine-tingling symphony of detail



Slots cut into the front bumper are a Darren 'signature touch', allowing air through to the front-mounted oil coolers. Panel fit is exemplary throughout...

knowledgeable when it came to early Porsches. That has proved to be an understatement, for this guy knows everything!

Parts were sent to Gary for cleaning, re-plating and powder-coating. The wiring loom was taken apart and carefully restored, front A-arms strengthened and all the other parts needed for the build finally acquired.

Gary has now opened his own workshop – GD Automotive near Buckingham – and I soon learnt to have full faith in his ability, knowledge and attention to detail. Being a modified car there's a whole host of items that have needed to be fabricated or adapted. For example, the 930 calipers were shaved to fit behind the Fuchs wheels, and re-engineered to fit the early 1973 aluminium rear trailing arms.

Special brackets were also made to mount the twin ATE brake fluid bottles and an adjustable brake bias set-up was added, with a modified pedal box. With every detail Gary has kept to the pre-1978 ethos and ensured all is period-correct.

When it came to the interior we received the help of Dave O'Connor. Dave is building his own ST and is a stickler for detail. He reproduces authentic Repa harnesses using the correct webbing and labels, and all original restored hardware. Gary has carefully cut and glued Dave's own correct needle-felt lightweight carpet into the car with unbound edges as per earlier STs which, along with the ribbed matting and a black headliner, provides a stark race look. Finishing touches included a period Butlers map

reading light, a Halda Twinmaster and a Heuer Master-Time set, all essential equipment for rally cars of the period.

Finally complete, the car was sent to Center Gravity for geometry set-up and and corner balancing, where it spent a whole day with Chris Franklin, who knows just how to tune the suspension perfectly for fast road use.

Was all the heartache, mental anguish and financial pounding worth it? Well, as soon as the car was complete, I spent a frantic few days piling on some miles to get a running-in service out of the way in time for a planned tour of Wales. It turned into a two-day, 700-mile trip with several other early Porsches, including two genuine 2.7 RSs, a 993 RS and a very quick 930 Martini tribute hot-rod. Road trips don't come any better than that!

Since completion late last year I've enjoyed the car on track at Oulton Park, along with other trips and another Welsh tour, hanging with friends and clocking up nearly 4000 miles in the process. The drives, community and friendships are what it's all about. It's certainly been worth all the effort to get here.

The restoration process is a love/hate experience for me. I find it too intense and the guilt I feel from it taking over my life is difficult to live with. But no-one got harmed in the process – there are many worse vices. I'm finally cured of my restoration addiction and have promised my wife there'll be no more projects... Well, not quite yet! **CP**

Halda Twinmaster and Heuer Master-Time help add to the period race/rally look that Darren was keen to replicate. 'Frosted' finish on the Fuchs wheels was courtesy of Harvey Weidman in the USA. Tyres are Avon CR6ZZs





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WELCOME TO THE PORSCHE PICNIC!

Set in acres of beautiful grounds, Mapledurham House is the venue for our Porsche Picnic on Sunday 25th September. The house is a Tourism South East award winner, often seen in TV's 'Midsomer Murders'. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album! It's a great venue for a summertime Porsche show.

The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4 discount on the usual £9 admission.

For further details on Mapledurham House itself, including directions, go on-line to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche show run in conjunction with our sister magazine *911 & Porsche World*. Informality is the key-word, with no model-by-model parking and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea in the house) and head to Mapledurham on 25th September. The venue opens at 10am with the awards presentation taking place at 3pm. Entry is £5 per person, with under-11s free. **For all enquiries, including trade spaces, contact Wildside on 0118 947 5200, or send an e-mail to: wildside@adren-a-line.com**



HOT STUFF FROM D-P MOTORSPORT



D-P Motorsport has introduced what it refers to as an intuitive controllable heating system for all left-hand-drive Porsche 911s up to 1989 (ie, pre-964 models) which don't have factory air-conditioning fitted.

The easy-to-use system means that you can run race-style exhaust headers without having to dispense with any form of heating.

The heart of the system consists of a gasoline-powered Webasto heater, finely adjusted via a mixing chamber. As a result, windscreen demisting and heat flow to the footwell are fully adjustable. The system is totally independent of the engine, and is also lighter than the standard heating system, with its heavy heat exchangers.

A further advantage is that weight distribution is improved as a result of placing the majority of the weight of the heating system at the front of the car – the new system can be hidden completely out of sight in the smuggler's box, under the boot carpet.

More from www.dp-motorsport.de

356 NEWS FROM DANSK

Dansk has been making new tooling to improve the quality on all its 356 mufflers in order to meet users' demand of even higher quality.

First of all a new tool has been made to calibrate the pipe so it fits the header flange more accurately. Also, the flange will now be welded on the outer side of the pipe as original (see photo).

After welding the flanges on the pipes, the ends are ground to ensure they're perfectly flat, giving a leak-free seal at the cylinder head.

More from www.jpgroup.dk



KLASSIKER COMMISSIONS

Yorkshire based Klassiker 911, part of the Performance Porsche company, are heading back into the workshop following the success of their stunning backdate 911. The highly experienced and Porsche obsessed team are now ready to prove themselves with not one but two brand new builds – commissions have been received to transform a pair of SC coupés. After bare shell restoration they will be fitted with new upgraded running gear, custom leather interiors, rebuilt engines with Jenvey throttles and DTA management. In contrast to the first limited edition these cars will be lowered and feature wide bodies with flared arches. One of the cars will be available for sale during or at the stage of completion allowing the opportunity to have the new owner's ideas incorporated into their own bespoke Klassiker 911.

Visit klassiker911.com to find out more



ALL TANKED UP

The latest product available through Karmann Konnection will appeal to anyone building a 'sport purpose' hot-rod, or long-distance tourer.

It's an early 911/912 plastic fuel tank, which will fit 1965–73 models which is suitable for road or track use and has an 85-litre capacity. It's an exact replica of a factory fuel tank, and is complete with alloy fuel neck, cap and the stainless-steel retaining strap, ready to install.

The lightweight tank weighs just 6.5kg, which is a big weight saving compared to the 11kg of the original steel version! The tank retails at £2520.00 (inc VAT). You can place your order by phone on 01702 340613 or log onto:

www.karmannkonnection.com



CANFORD OPEN DAY

If you're at a loss what to do on Saturday 27th August (that's Bank Holiday weekend, by the way), why not take a trip south to Dorset and visit marque specialists Canford Classics? Alan, Scott and the team are opening the doors to their restoration workshops, and have invited everyone to come along to check out the latest work in progress, and to discuss how they can help you keep your own Porsche looking its best.

Canford Classics' premises (which conveniently happens to share a farm complex with a bakery and a brewery) is located in the village of Winterborne Kingston, not far from either Dorchester or Bournemouth.

If you'd like to attend with your car, drop Dominique Drayson a line at dominique@canfordclassics.co.uk. Alternatively, call 01929 472221. There'll be complimentary bacon rolls from local supplier Kingsbere Kitchen and delicious coffee from their neighbour The Beanpress Co.

Check www.canfordclassics.co.uk

TURBO THOMAS

We've been running a Turbo Thomas RSR-style muffler and matching headers on our project car and have to say we're delighted with the fit, finish and sound. But we're aware that 912 owners haven't always been so lucky when it comes to great sounding systems to suit the four-cylinder engine. But that's all changed now...

To compliment the existing range of 912 of exhausts from TT is this new RSR-style muffler. This will suit marry up to stock heater boxes, or can be used with a pair of stainless-steel 'J-tubes'. It's built from high-grade 304 stainless-steel and comes fully TIG-welded.

Made to order so noise levels can be tailored to suit, it's available in a range of finishes from raw to fully polished. Also available is the Cookie Cutter upgrade (right). More details:

Call 07817 602239



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...

NEWS & PRODUCTS

STUMBLE TO THE AUTOJUMBLE...

Everybody likes an autojumble – the chance to rummage through parts that somebody else is moving on, in the hope that you'll find that one last piece you need to complete your restoration. And, of course, there's always the chance that you'll trip over that bargain of the century, or some rare trinket you never thought you could afford.

If you're an avid Porsche 'autojumbler' then make a date in your diary: 6th August at Moores Open Storage, Reigate Road, Betchworth in Surrey. Titled 'Stumble', it promises to be a popular event, especially now that other well-known Porsche swapmeets are currently missing from the calendar. Open to buyers and sellers – but just keep it Porsche-related!

For further details, go to www.facebook.com/stumblejumble/ or call 07534 659055

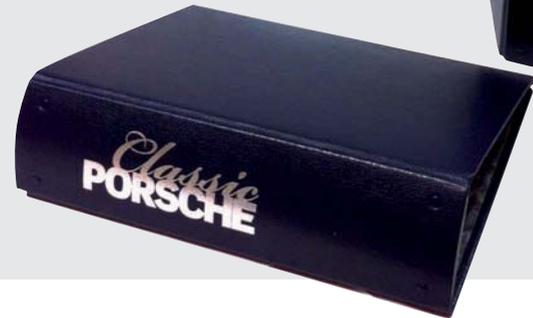


CLASSIC PORSCHE BACK ISSUES AND BINDERS

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16–36 (although at the time of writing we only have three copies of 34). The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: chp@chpltd.com.

And now that *Classic Porsche* is 37 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.



COMING IN THE NEXT ISSUE...



Classic
PORSCHE

GOING HOME: TO SICILY BY '73 RS

Contents subject to change

CLASSIC PORSCHE #38 – ON SALE AUGUST 25TH

longstone

**CLASSIC
CARS**



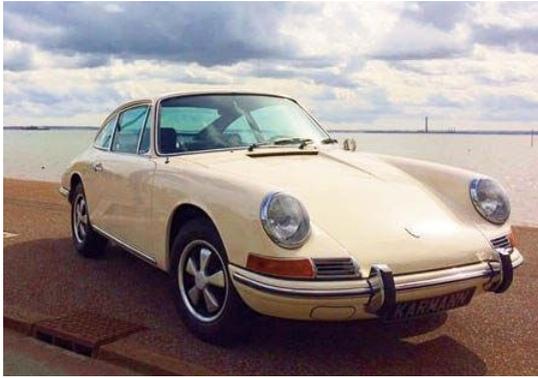
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PREVIEW • KINGS HEAD KLASSIK • 28TH AUGUST 2016



The crew at Karmann Konnection present their own Porsche show on the 28th August in the picturesque village of Bradwell in Essex, CM0 7QL. All Porsches are welcome, whether old or new

There will be trade stands, an outside swapmeet, Porsche cars for sale area, a Porsche 356 and 911 line-up covering all years from 1950 to 2016, along with designated model parking, superb catering choices, a bar, DJ and live music.

Tickets to the show are £10 per car and we advise you to book in advance, but entry will be available on the day, subject to availability.

Swapmeet or indoor toy and literature show tickets are from just £20 each. Trade stands are from £50 each.

The organisers are also looking for cars to enter the 1950–2016 line-up, with one car for each year (entry to the show is free if you participate in the line up). If you are interested please give Karmann Konnection a call on 01702 340613 to book your ticket, trade stand, swapmeet, toy and literature indoor space, or simply to find out more information about the event.

Fingers crossed for some sunshine. We'll see you there!



Picturesque Bradwell is the venue for the show, with a huge grassed recreation area hosting the outdoor activities. The local village hall will be home to a swapmeet and toy and literature show, while outside you'll find Porsches of all years, parked by model or taking part in a special display





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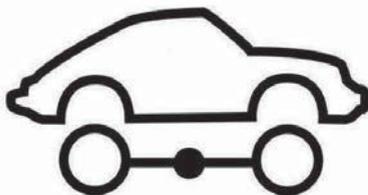
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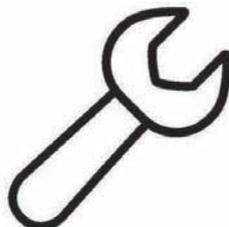
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RESTORATION



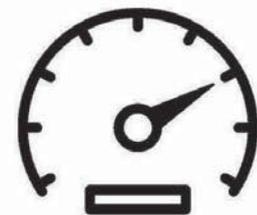
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STOP PRESS

1969 - 912, LWB **RHD**, Coupe, UK delivered -1290003XX. First run LWB's were made for about 6 months - only a handful were made RHD, UK spec/delivered. - This is only the second one we've seen in 5 years. - Call for details.

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

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Porsche 911SC 3.0L 1982 Targa, Manual Gearbox, LHD, Guards Red with Black interior



Porsche 912 1966 Coupe, Manual Gearbox, LHD, Slate Grey with Red interior



Porsche 911S 2.7L Coupe 1977, Manual Gearbox, LHD, India Red with Beige leatherette interior seats and Beige carpets



Porsche 912 1965 Karmann Coupe, Manual Gearbox, LHD, Champagne Yellow 6405 with Black Leatherette interior



Porsche 911 Carrera 3.2L 1986 Targa, Manual Gearbox, LHD, Red with Black interior

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DELWYN MALLETT

THEY SAY A WEEK IS A LONG TIME IN POLITICS AND FOR WE BRITS, THIS PAST WEEK HAS SEEMED LIKE A LIFETIME. MALLETT LOOKS BACK ON A REMARKABLY SIMILAR PERIOD IN UK HISTORY

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...



This month, unusual events compel me to ramble on about two topics for which, under normal circumstances, I have little interest: politics and football. As I write, our nation is still reeling from the 'Brexit' result. The blood of politicians is spraying in every direction as former colleagues knife each other back, front and sideways. Perhaps by the time you read this a civil war will have broken out. I hope not. Meanwhile, on the football front, England has been humiliated by Iceland in the Euros, not in itself that unusual, but what is unusual is that Wales (the land of my father, and mother) has astonished the pundits and pleased the natives by making it to the semi-finals.

As these events were unfolding I was in the midst of writing a piece for another classic car magazine about one of my non-Porsche cars, built by Mercedes-Benz on the other side of Stuttgart from Zuffenhausen and bought in 1974 when some of the parallels with our current economic and political confusion were uncannily similar.

What weren't similar, however, are footballers' wages. Back then, however, most footballers were happy to own a Ford Cortina and the best players were lucky to see £30 a week. A far cry from today when even the manager of the lacklustre England squad is (was) rewarded for failure with a quite absurd £4 million a year. (If you thought 'Brexit' was bad, the footy result merely served to rub salt in our wounds.)

Having had our application to join the European Economic Union (usually referred to as the 'Common Market') firmly rejected in the 1960s by France's General de Gaul, not once but twice (this despite the fact that Britain had given him refuge, and France more than a helping hand during WWII), we were finally granted membership in January 1971.

In 1974 Labour fought and won a General Election with the promise that a referendum – the first in British history – would be held for the country to decide on continued membership of the institution that was on the brink of transforming itself into the European Community.

As with the Conservative party in our recent referendum, Labour was split between the 'ins' and 'outs' but, unlike the current Conservative debacle, the 'ins' won. This was against a background of the biggest stock market crash in generations, with Britain suffering a 70 per cent plunge in the value of its shares, plus a banking crisis (not much new there, then) and a housing crisis.

The pound, as now, was at a 30-year low against the Dollar and, if my memory serves me correctly, it had lost almost half its value against the

German Mark (the Euro was still decades into the future). Interest rates in Britain were soaring, 13 per cent in 1973/74 rising to 17 per cent by the end of the decade. Good for savers, bad for borrowers, terrifying for mortgage holders.

My everyday car at the time was a BMW 2002tii and, in my fiscal naivety, I assumed its replacement would, as a result, cost twice as much.

About this time Mercedes ran a much commented upon full page press ad in *The Times* featuring a 300SL Gullwing that had sold at auction for a then remarkable £5000, noting that as an investment it had outperformed the stockmarket. (I suspect that this was the first time that a car manufacturer had

ever run an ad that didn't feature its latest product.) In light of the future direction of the classic car market the ad was prescient.

Having spent the prior four or five years using my Porsche Speedster as an everyday car, and its value being still roughly what I paid for it, I decided that I'd chop the BMW in and go once more for an 'inflation proof' oldie. I stress here that the objective was to lose as little money as possible in the next few years, rather than to gain. Old cars – the term 'classic' had not yet become common usage – were still seen as the preserve of the eccentric or those who could not afford a new one.

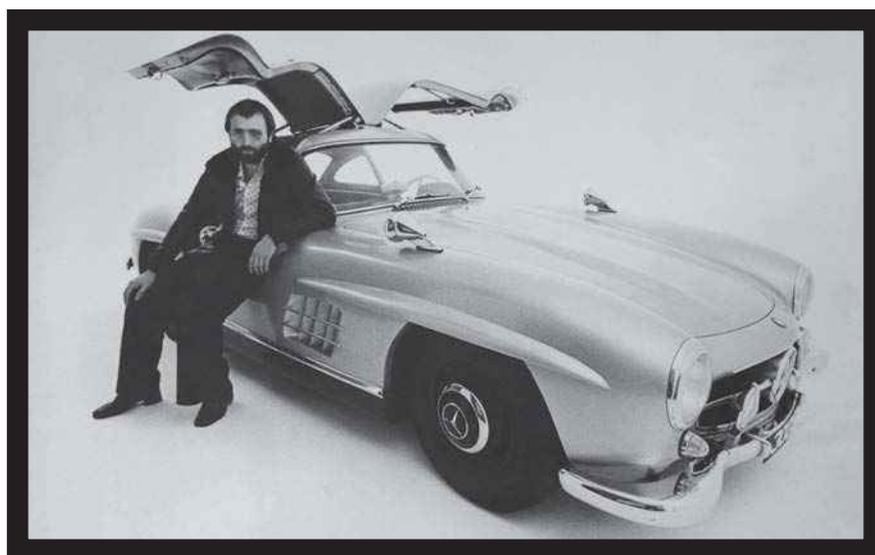
I bought my Gullwing for around £2200 (*Sigh – KS*). At the same time a work colleague bought a new Austin Allegro for something close to that figure and thought I was bonkers paying so much for a twenty-year-old car. Many years later I bumped into him and he asked if I still had the Gullwing and how much it

was now worth? The answer stunned him and after a considerable pause he speculated somewhat ruefully on how much his Allegro, if it had avoided the knacker's yard, might be worth.

Of course, despite the dire economic situation, the cost of a new BMW didn't double as I had expected. In fact prices barely changed year-on-year. Manufacturers need to keep their product moving down the production lines and generally profits can be balanced between different markets so that they can remain competitive in all territories.

So, despite the prophets of doom predicting a British meltdown and the German Chancellor saying that she won't go easy on us perfidious Brits, I suspect that the price of your next new Porsche (or Mercedes, or BMW, or Audi, or Volkswagen) will have barely been affected by the current events.

What I am sure of is that the 1970s copywriter who created the 'Gullwing' ad would never have imagined that by 2016 it would have appreciated by a factor of 500, or indeed that my Speedster by 1000 times! It took me by surprise, too. **CP**

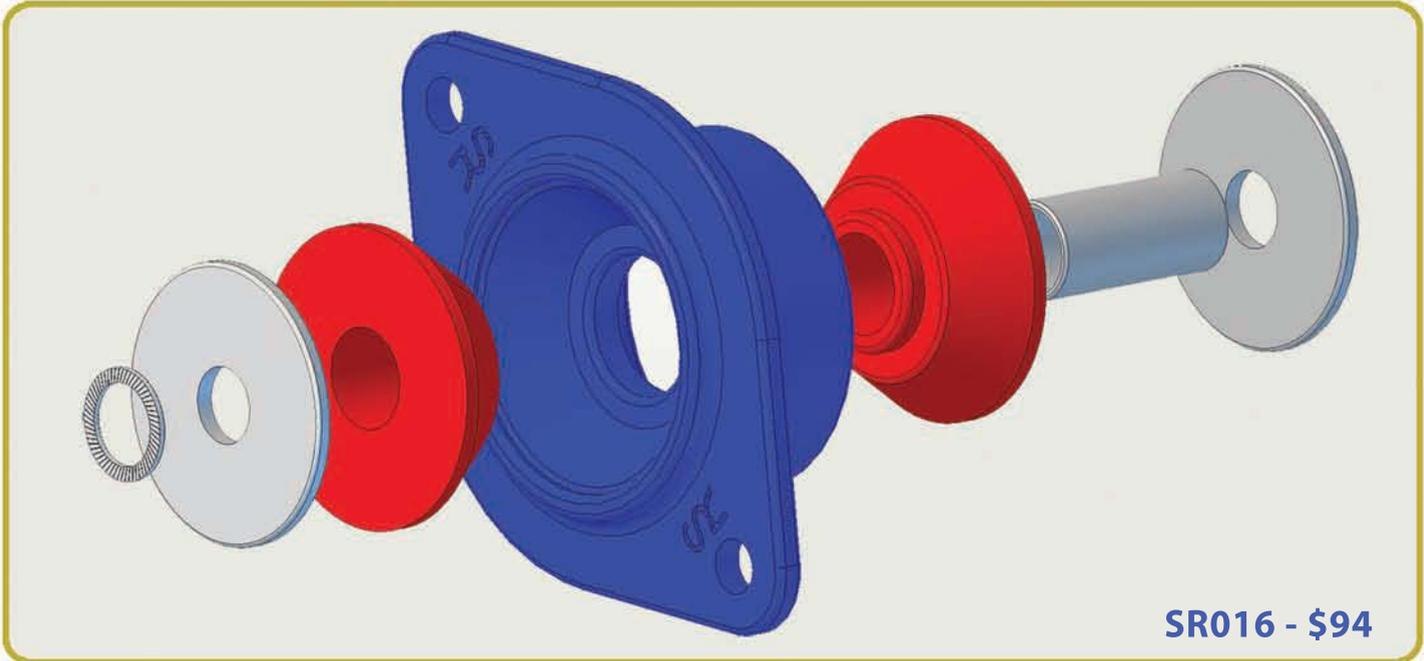


Dig the flares, man. Mallett poses with his recently-acquired Gullwing Mercedes back in the mid-1970s. With a £350 Speedster as his everyday car, a £2200 Merc was an extravagance

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ROBERT BARRIE

This time around sees Robert tackling the much-talked about North Coast 500 route round Scotland's rugged coastline. Following that, he tries to get to grips with the minutiae of 356As...

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 North Coast 500 is a new touring route around the far north of Scotland. Some parts of it will be familiar to historic rallyists who have taken part in the Scottish Malts or LeJog. It's a tremendous drive, with some challenging sections such as the Applecross pass on the west coast – ten miles or so of single-track wilderness with steep rises and falls and sharp twists and turns. Helpfully, there is a restorative pub on a picturesque harbour at the end. After a short break, everyone takes a picture of the same red tin roof soon afterwards in Sheldaig. Further north, the curved Kylesku bridge is the scene of many a modern car magazine photoshoot.

We went clockwise and found the north coast a little less wild than the west, and a little less characterful. Dunnet Head turns out to be the most northerly point on the UK mainland and John O'Groats turns out to be more than a car park, though not much more.

The east coast is a bit greener and busier again. Even then, a brief detour just before the swish town of Dornock led to a sandy bay in which fifty seals were gently snoozing. Next, a chance meeting with the local pop star in Helmsdale who had popped out to get some Phillips screwdrivers!

I am a Scot and slightly biased, but I thoroughly recommend the route. It's a long way from almost anywhere else in more ways than one.

Starting from London, we did over twice as many miles getting to it as we did going round it, but it was great fun and slightly demanding at the same time. As always with old cars, it's a good idea to take some well-chosen spares and a mobile phone – though you won't always get reception.

No sooner had we got back down south, by the way, than one of my neighbours announced that his grandfather was the first person to take a car over the Applecross pass and another that he was about to do Peking to Paris. Why can't they just nod appreciatively!

I recently sourced a pair of 1957 356As. Lovely cars and, as it happens, different shades of blue. As always, the devil is in the detail. The year saw some changes in spec and I gamely tried to get my head around it all. The earlier car, in Aquamarine metallic, was a T1 with two beehive rear lights per

side and a shine-down number plate light. No problem there. The later car, in Meissen, looked like a T2 with a pair of teardrop rear lights and a shine-up number plate light. Apparently not, however. It's not that straightforward. A late T1 from mid-1957, as the Meissen car was, can have features that more typically appear on a T2. The cognoscenti refer to the interim spec as a 'T1.5'.

Many important differences between a T1 and T2 are mechanical or beneath the skin, but you can see signs of them in the exhausts – under the bumpers on the T1 and through them on the T2 – and the door strikers – high on the door shuts on the T1 and in the middle of them on the T2.

As you get into your stride, you start to notice the shape of the door handles, the position of the cigarette lighter and the size of the discs in the centre of the dashboard dials. They are the most wonderful cars, but the succession of small changes can be a challenge to follow and understand.

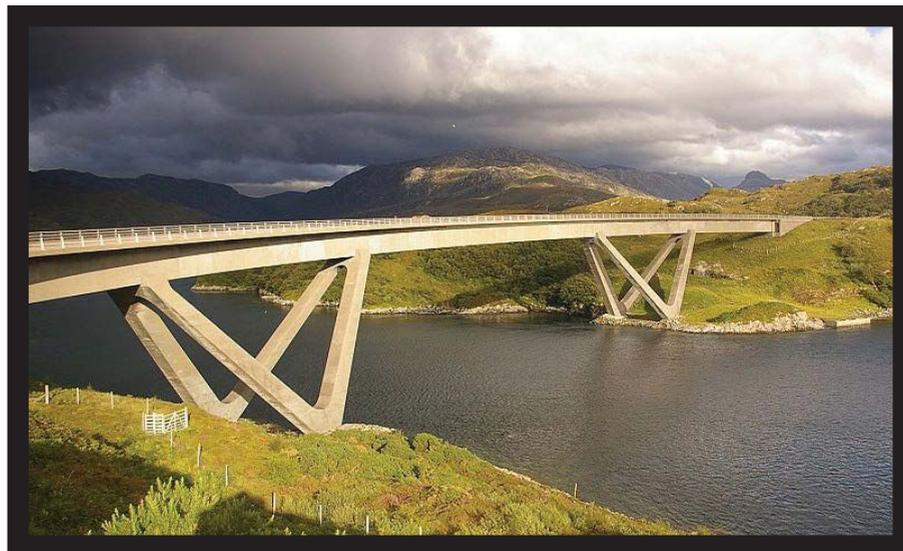
From small details to the big picture. I sometimes ask myself where all this old car stuff is going. I was recently told that we are witnessing the end of the car. No-one under 30 needs or wants one and old cars are rubbish anyway, was the line. My chum may have been a bit grumpy, but he is an experienced and proven trend-spotter.

He maintains that the old car movement was a response to how awful new cars were in the 1970s. Now, he says, contemporary super- and hyper-cars are fantastic and everything else is redundant, or will soon become so. Meanwhile, another pal reported the ongoing demise of a car club whose elderly members are passing on at a fearful rate with no-one

else stepping up to take their cars on.

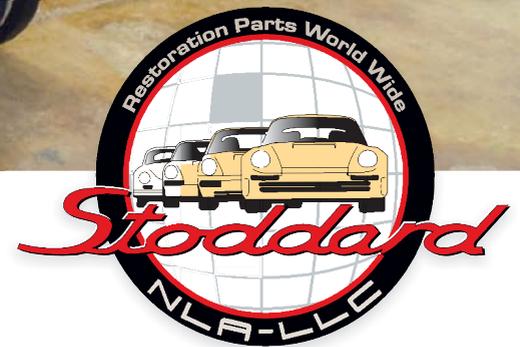
I don't subscribe to the gloom myself, but there are elements in the argument that we need to respond to. The era of technology and design that is so appealing to us may not be so to a generation that, before long, may not know what an internal combustion engine was. We need to explain why old cars are interesting and special, and accept that it may only be the most interesting and special examples that make the cut.

As classic Porsche enthusiasts, we are generally good at sharing information. Let's make sure that we keep it up. The alternative, as my miserable friends suggest, is that our world may start to shrink. **CP**



What could be better than stretching the legs of your early Porsche along 500 miles of twisty Scottish roads, including traversing the striking Kylesku bridge? Certainly Robert reckons it's time well spent – but then he is Scottish and, therefore, likely to be biased...

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A LIVING LEGEND

Calling any car 'the most successful of all time' is quite a claim, but in the case of AUI 1500, the ex-Cathal Curley 1973 RS, it is perfectly true: no other similar Carrera can match this legendary Porsche's competition history. After a hard life and an exacting restoration, it is now back on the road thanks to the exhausting research of marque specialist, Mark Waring

Words: Mark Waring
Photos: Antony Fraser and Mark Waring



AUI 1500 is immortalised in Mark Copeland's book, *The Porsche 911 in Irish Rallying*, as 'The most successful 2.7 Carrera RS of all time'. In my research of over 1200 records of Porsches in rallying, I concur. There is quite simply no other RS that has achieved anywhere close to the success AUI 1500 has enjoyed in rallying without any modification, straight off the showroom floor.

AUI 1500 is unique in winning three international rallies outright – The Circuit of Ireland, The Donegal and The Manx – against the stiffest opposition found anywhere in the world, competing against fourteen other RSs, at the same time ending the dominance of the works-backed Ford Escorts. This achievement was nothing short of sensational, but AUI 1500 is also a very special car due to its continuous competition history and miraculous survival.

Registered initially as OM 77, the last RS with Sport Equipment delivered to the UK, this car was the highest placed Porsche in the RAC Rally in 1973, winning the Team prize driven by 1972 Motoring News Rally Champion Harold Morley. Only a few other RSs have ever completed this gruelling world rally championship round in period out of the 11 that have tried.

By 1975, most RSs were entered as Group 4 cars with at least 2800cc and utilising other homologated parts, such as twin brake cylinders and larger brake discs. To succeed without these modifications proved to Porsche and the world a standard RS was a winner at a time when Porsche was, regrettably, concentrating on other forms of motorsport deemed more important for impressing the American market for which the RS was not eligible.

In 1974 AUI 1500 won events in three different formats, among them the Circuit of Ireland. This is the third oldest rally in the world and the jewel in the crown, for nowhere else was there a round of the European Rally Championship lasting five days and covering 1200 miles, of which 600 were stage miles. Two of those days, the rallying continued through the night and AUI 1500 won by a margin of 5 minutes 48 seconds, a record that still stands today.

Its pilot Cathal Curley followed this with a win on the three-day June Donegal Rally, and the September Castrol Manx rally, beating the great Roger Clark at the peak of his career into third place in a works-backed Escort.

The first international rally win for a 1973 Porsche 911 RS came at the hands of Jack Tordoff in 1973 on the Circuit of Ireland. He was one of three foreign drivers to return after it was cancelled in 1972 due to the political situation. His direct competition came from one other RS and a 911S. Adrian Boyd, driving a Ford Escort, led then retired on the penultimate stage, leaving the way clear for Tordoff. The following year eleven RSs entered the Circuit of Ireland. The touch paper had been lit and was to burn for six more years, lighting up fierce competition between the Porsches.

AUI 1500 changed hands several times after 1974, returning to England and eventually competing in over 42 rallies, fourteen of which were at international level. When homologation finally ran out for its eligibility as a rally car, it was subsequently sold to a buyer in South Africa. Briefly rallied again, it was converted to an RSR with parts supplied by Porsche that included a full 3.4-litre twin plug 'werks' engine. AUI 1500 evolved from a Group 3 2.7 RS to Group 4 RSR.

For three years, from 1984 to 1987, commercial property developer Albert Van Heerden raced the car in the Rolo Motors Historics Championship and PSCA events, by all accounts proving to be a very quick driver. In its last race, he achieved pole at the old Kyalami Formula 1 racing circuit, but

in a 155+mph accident, the car hit the wall separating the circuit from the town of Johannesburg.

The ensuing impact caused the car to cartwheel, ending on its roof with the engine running and on fire. Albert escaped unhurt but was so traumatised by the experience he never raced again. AUI 1500's long career as a competition car effectively ended, as it was deemed uneconomic to repair. The 'werks' engine and gearbox survived, however.

A private Porsche collector bought the damaged car and stored it for 23 years unbeknown to anyone save two of his closest friends. A private man, he wishes to remain anonymous but without his intervention AUI 1500 would have been lost forever. For that, every Porsche enthusiast should be eternally grateful.

And so began the rebuild. There is nothing original about a successful competition car. The legal identity of a vehicle is defined by its original chassis number for that is the process the registering authorities identified the car in period as meeting the type approval for its use on public roads.

I bought the entire damaged shell, so in that respect I had no concerns. But there was little else of the original car that survived.

The due diligence I carried out revealed the gearbox had been damaged on the second attempt on the RAC rally in 1978, and the right hand front strut on the Scarborough Stages in 1979. Front spoilers were damaged and replaced rally to rally, and several sets of wheels were used, both Fuchs and Minilites. The ducktail frame was replaced later, due to corrosion.

The tired engine was not suitable, or required, for an RSR and found its way into a 912 and, latterly, a 2.4T. It was rebuilt before, finally, the crankshaft broke – it was irreparable.

I inspected the damaged cases but the engine number did not appear original, and were magnesium not aluminium alloy cases, as expected. I located 911/83 crankcases and rebuilt an engine of the correct type.

To complete the transformation to RSR, the bodywork had been replaced with wider arches to cover 9J and 11J wheels, the front inner wing and struts modified for coil-over shock absorbers and holes cut for brake cooling ducts. Both battery boxes were removed, and a front oil cooler installed. Instruments were necessarily replaced due to the increased top speed and rpm.

In the accident all the glass was broken, the engine loom was burnt and the roof damaged. My trip to South Africa was successful, though, as I purchased from the first owner the two original seats and a prototype rally navigation aid trialled in the car.

On the matter of authentication, before restoration began the VIN numbers were inspected by Porsche AG and a new alloy chassis plate reissued. A letter was received stating all the requirements for doing so were met in full. The MD of Porsche Cars GB and the Register Secretary of the Porsche Club GB both wrote letters supporting the car and the reunification with its registration number AUI 1500.

The first task was to straighten the 'shell and after seven days of pulling and relaxing the metal, the car was sitting once again on a factory-spec jig. To ensure I had all the correct style of panels, I bought a very late M-registration accident-damaged RHD 2.4T which provided common parts; most critically it was a rare non-sunroof model.

The dials bearing the correct dates required only to be refurbished and the speedo and tachometer recalibrated to read 150mph and 7200rpm, respectively. Three of the 6J wheels were also in date range, so were ideal. Everything else was correct and most probably manufactured in the same batch,

“HIGHEST PLACED PORSCHE IN THE '73 RAC RALLY...”



or close to the manufacturing date, as everything originally fitted to AUI 1500. Clear glass I sourced along with the – unusual for an RS – two-stage rear screen that had originally been ordered for AUI 1500. A thinner front screen without manufacturer's marks was purchased new because of safety issues, and is complete with Glaverbel identification.

The roof from the 'T' was removed, leaving all the factory welds *in situ*, and re-attached using stronger invisible welds on the RS chassis. A third-series RS would not have been fitted with any thinner panels, so the donor roof was perfect. Alternatively, I could have bought all the individual roof panels from Porsche and assembled a new roof but without the appearance of an original, and that was never going to be acceptable.

Regrettably, the floor of AUI 1500 had been modified with twin brake master cylinders and seat braces, and had been the subject of numerous repairs. It was impossible to straighten the battered floor, but a new RHD floor panel has not been available from Porsche for twenty years.

I received a tip-off suggesting Porsche had two new old

stock RHD floors lost somewhere in its warehouse. With an appropriate part number they could be located, but which one? I ordered every superceded part number from 1973 until 1976 until I hit the jackpot. I bought them both!

The inner rear wings were more difficult. Only 1990s versions were available and required extensive modification. The 2.4T's inner rear wings were corroded beyond use. I was determined to fit new old stock wings and when I did locate a pair they were initially not for sale, but nine months later the owner changed his mind. It was game on!

Planning the restoration was helped by an improving market, but even in 2010 there was no guarantee costs would not exceed the ultimate value. Despite increased knowledge, better technology and improved parts availability since 1987, it still took a year in the planning as nothing of this magnitude had ever been undertaken before. What followed was executed with military-style precision and is almost certainly the most extensive and sympathetic restorative work carried out on a 1973 RS completed by a private individual.

“THAT WAS NEVER GOING TO BE ACCEPTABLE...”

Opposite page:

01. On the final stage of the 1974 Circuit of Ireland
02. Flying high! Greatest photo ever of AUI 1500 – Circuit of Ireland 1974
03. Cathal Curley hits the watersplash on the 1974 Manx Rally
04. To the victors, the spoils: celebrating victory in the 1974 Circuit of Ireland
05. Tarmac stage on the Donegal International Rally
06. Life as an RSR in South Africa in the hands of Albert van Heerden at Kyalami
07. 1974 Circuit of Ireland
08. After the big crash, AUI 1500 ends its first life...
09. ...before beginning its resurrection in the hands of Mark Waring
10. The guts of a legend – an immortal one at that...

Cathal 'CB' Curley *Cathal, or 'Cahal' Curley, as he is also known, was Ulster Rally Champion in 1968 and 1969 in a Ford Cortina and won the Galway international in 1971 in a Ford Escort Twin Cam. In 1972 he won three more rallies in a lightweight BMW, including the inaugural Donegal International Rally, and changed the BMW in 1973 for the ex-Ronnie McCartney Dalmatian Blue RS Touring, taking delivery in the car park prior to the 1973 event.*

Complaining that it didn't handle after the first stage, he soon changed his mind when informed he was already leading by ten seconds! He went on to win the Donegal Rally in June 1974 for the second time in a row. It was the first RS Touring to win an international rally outright.

Jack Tordoff beat him to the first International win in an RS by two months. In April 1974, Cathal Curley won the Circuit of Ireland International Rally in AUI 1500, when eleven RSs were entered, and returned to the Donegal International Rally in June, winning for the third time in a row.

Cathal also led two other rallies before retiring the cars. Using AUI 1500 in 1975 and leading the Galway International Rally, he slid into a ditch and the car rolled onto its roof. He sold it shortly afterwards and,

after a brief spell in a Lancia Stratos, which he described as 'handling like a cat walking on wet lino', he led the Donegal Rally for the fourth year in a row until damaging a rear trailing arm after hitting a rock. Both cars were supplied by London dealer Chequered Flag.

He did, however, win the Cork 20 Rally in 1975 (upgraded to an international a year later) with the 3.0RS. His total international rally wins in three different RSs was four, all in period against the stiffest opposition, by then over 15 different RSs. Only two other drivers achieved an outright win at international level in period in an unmodified RS in Irish rallies, matched by only three drivers on mainland Europe. Only one other driver achieved three, but not against the same level of competition.

Cathal also won the Ulster Rally in 1976 one year before it was upgraded to an international rally and was second twice in the Manx in 1973 and 1976. He is without doubt one of the greatest Porsche RS rally drivers, a fact overlooked by Porsche who had by that time turned its focus away from rallying, the discipline that earned its reputation as a world leader in sports car manufacturing.

Porsche was about to dominate Prototype racing for years to come. The 956 era was dawning. CP



Photos courtesy Mark Waring

AUI 1500: A LIFE WELL LIVED

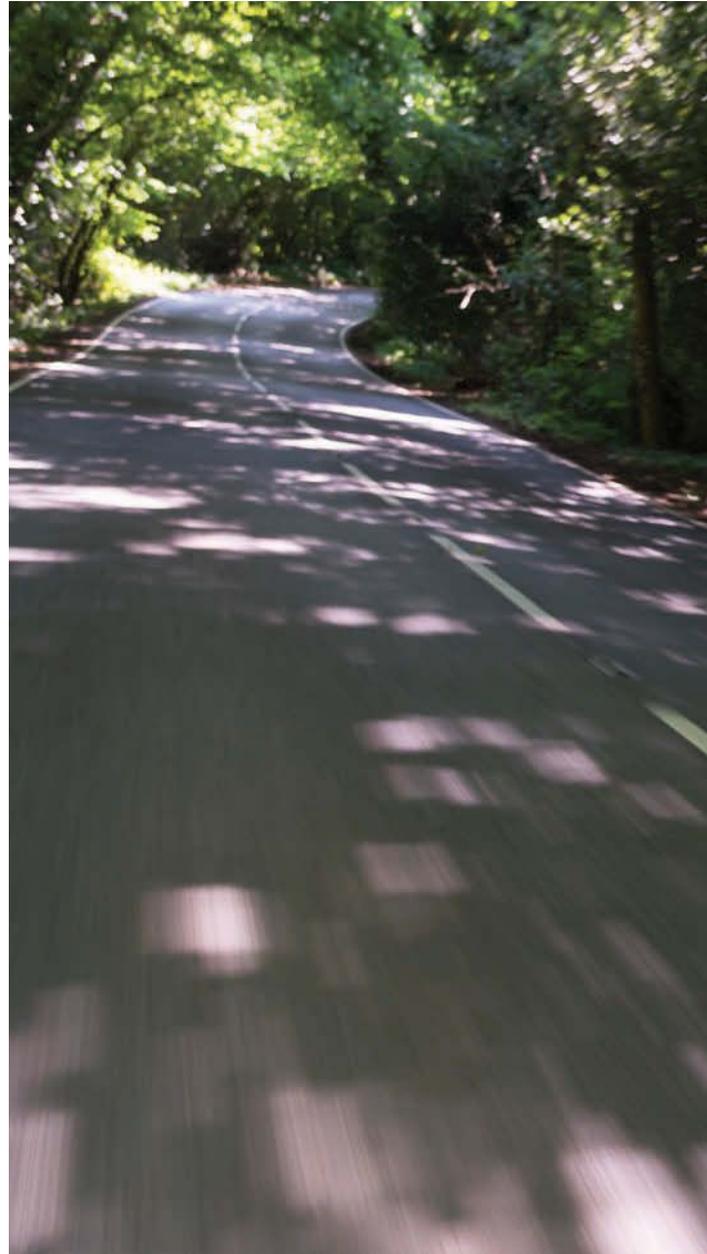




Original seats were purchased from its former South African owner. The restored AUI 1500 is a time-capsule, perfectly capturing the golden years of rallying in the 1970s. If only Porsche had stayed in the game, but the US market was deemed more important, and promotion of the 'impact bumper' models took priority



AUI 1500 is testimony to the exhausting research carried out by Mark Waring (left) who refused to let this legendary RS die. No wonder he looks pleased to be behind the wheel!



The principle of restoration was a simple one, to reuse as much of the salvageable metal from the original damaged shell as possible. To establish this every panel was removed piece by piece and before long I had a full-scale 'Airfix construction kit' of an RS on the floor in front of me!

Decisions had to be made about what metal to cut in order to leave factory welds on the panels I was going to reuse. The floor, for example, was cut 10mm from the edge and the metal ground away from behind the inner sills to leave them intact.

Refitting the panels was achieved by drilling holes in between the factory welds and welding panels together with a weld in the new hole, then grinding these flat. This resulted in only factory welds being visible, and a stronger chassis. Where new panels were used, we counted the old welds and their position, and replicated them. This approach was necessarily much more time consuming and the bodywork took two years to complete.

My sanity was questioned, especially after fitting the perfectly good inner rear wings and then instructing my bodywork specialist to cut a third away and reinstate the original metal we had saved. I can honestly say the people that built AUI 1500 would not be able to tell their work from ours as we even copied their less than perfect work that had been original to the car!



With the bodywork complete, a factory-manufactured ducktail was fitted, along with a rare front bumper. The car was then finished in Glasurit Grand Prix White. A period-correct date stamped wheel and rear half cage were installed, the latter extended as it had been in 1974 to a full cage, with period-style fixings.

The exterior is as it won the Circuit of Ireland, complete with alloy sill covers, which are immediately recognisable in photographs. Unlike the original full undertray, they are for show only and attached with industrial Velcro, thus avoiding making any more holes in the bodywork. The rally equipment is period-correct and mounted on a removable board utilising the original mounting holes under the dashboard.

Finished in April 2014, AUJ 1500 was unveiled in a special ceremony at Porsche Centre Isaac Agnew in Belfast. I had promised Cathal Curley throughout the four year restoration he would be the first person to see the finished

car. Joined by navigator Austin Frazer the car was kept under cover whilst the waiting press and invited guests turned their back as it was unveiled. The following day it was photographed on the start/finish ramp of the 2014 Circuit of Ireland, which celebrated 40 years winning the event.

Returning in June for the Donegal International Rally and the Manx Rally in September, I was honoured to be invited to drive as a 'Double Zero' car ahead of the rally on several

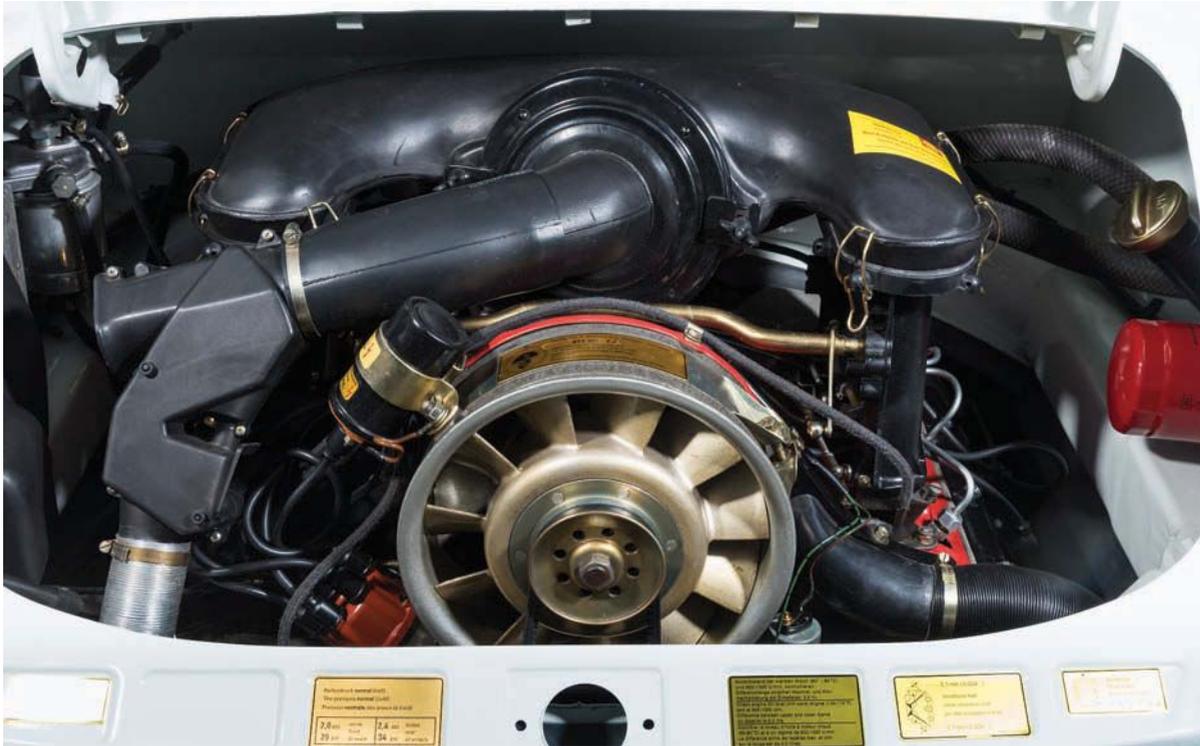
stages before being photographed on the start/finish ramp of both events. No other RS has ever received this accolade.

AUJ 1500 gained high level sponsorship after winning the Circuit of Ireland, when Porsche Cars GB provided a full engine rebuild kit, offering to carry out the

work. Porsche AG sent a letter of congratulations and an unexpected cheque equivalent to £1000.

So impressed were they by mechanic Patsy Donaghy that they flew a representative over especially to offer him a job. Patsy was looking after eleven RSs at the time, had just got

“ATTENTION TO DETAIL REIGNED SUPREME...”



married and bought a new house, so turned down the offer.

I visited the garage where he rebuilt the engine and we drove the test route he used. Even when AUI 1500 raced in South Africa it managed to obtain the patronage of importers, Lindsay Sakers, providing service and mechanical support.

AUI 1500 became quite the media star. An RS rarely appears in advertising, Pirelli being the exception, but AUI 1500 appears on rally tyre sponsor Dunlop's advertising campaign, plus Porsche direct advertising. There is little actual film of any Porsche RS in rallying in the 1970s but when it was recorded, it was courtesy of the BBC/RTE. As the winner of three events there is naturally footage of AUI 1500, affectionately described thus or simply 'AUI'. This footage can now be seen on five different DVDs.

The most iconic photo ever of an RS rallying is arguably AUI 1500 landing from three feet high and appears on the

front cover of Marc Copeland's book in which several pages are dedicated to the driver and car. *Motor* magazine, one of several that covered the continued success of the car, depicts AUI 1500 in a water splash, and most popular motoring press reported all the wins with accompanying photos.

Bizarrely, AUI 1500 was also the inspiration for a pop song! Written by longtime friend and fellow Porsche rally driver Phil Coulter, 'Hey CB' chronicles the struggle by fellow competitors to keep up with 'C'athal 'B'rendon Curley and his car. 'Hey CB' was released on vinyl by '70s pop sensations The Bay City Rollers. Phil Coulter wrote two Eurovision Song Contest winning songs, 'Puppet on a String' and 'Congratulations', performed by Sandy Shaw and Sir Cliff Richard, respectively.

In 2014, AUI 1500 joined by special invitation a selection of Porsche factory Museum cars performing display laps at Brands Hatch. It has recently been filmed at the same circuit

Engine was rebuilt using correct 911/83 cases – AUI 1500 was mechanically stock, although prepped to withstand the rigours of international rallying

Driver/navigator list reads like a who's who of Irish rallying in the 1970s

“AUI 1500 BECAME QUITE THE MEDIA STAR...”



for a TV programme and displayed at two Porsche Centres and various club events.

In a re-enactment in Ireland April 2016, AUI 1500 joined 172 rally cars on six special stages and was displayed in the hotel headquarters at the gala banquet. Both Cathal Curley and co-driver Austin Frazer drove the car before a delighted and enthusiastic public. AUI 1500 has now covered 2000 miles, mostly on Irish and Isle of Man stages, including a special lap of the TT circuit with seventeen-times side-car champion, David Molyneux.

As owners we are just custodians of the cars we cherish and, by restoring AUI 1500, I hope I have preserved a legacy of Porsche that will endure for ever. AUI 1500 is now a permanent reminder of what Porsche could have achieved in rallying with the car most collectors now consider the most iconic 911 ever produced. But in hindsight, with the Suez Crisis in 1973 affecting European sales, it was the correct decision by Porsche to focus on the US market with the impact bumper model, thus ensuring the company's survival.

Undeniably AUI 1500 is a very special RS. It is a testament to Porsche of the quality of a car built so well 43 years ago that it survived to be restored, and throughout its life protected

its drivers from injury. It proved its versatility as a Group 3 and 4 car but should be remembered most for what it achieved straight off the showroom floor, doing exactly what Professor Porsche designed it for. Most of us could never afford an RSR but we all could have owned this car and that's probably why we all identify so much with the 1973 2.7 Carrera RS. **CP**

For more photos and details visit www.porschers.com

Thanks to: Esler Crawford, Leslie Ashe, Fergus McAnallen, Robin Parkes for the period photos; my wife Sarah and all like her who enable enthusiasts like me to enjoy and realise our dreams; Chris Craft, Managing Director PCGB; Joe Duggan for his unequalled depth and knowledge of rallying history in Ireland, and for being a true and valued friend; Fred Hampton, PCGB; Richard Clarke for pushing himself to achieve work at the highest level; Paul Robe of Parr for help finishing the car in time for Ireland; all my friends (you know who you are) for the unstinting support and belief in my abilities during the challenging moments of the restoration, and help sourcing parts; Porsche AG for continued support and making a great car in the first place – and for making available the parts to repair it; Carl Russell, MD Porsche Belfast, for hosting the unveiling, vacating half his showroom to display the car at short notice during the week of the Macan launch; the 1000s of rally enthusiasts in Ireland and the UK that have made me and the car so welcome.



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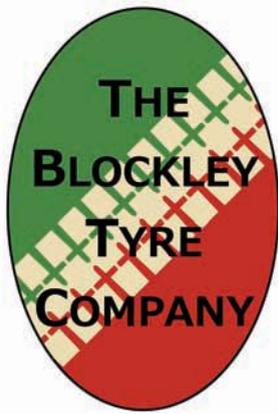


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CALIFORNIA DREAMING

When you're a long-term Porsche addict with four decades spent working on Stuttgart's most desirable metal under your belt, how do you make the drive home special? John Esposito reckons he's found the answer, and it's pretty hard to argue with...

Words & Photos: Andy Tipping



I'm starting to envy John Esposito. Not only does he get to make a living working on some of the most desirable Porsches ever made, but he's used that experience to build possibly the ultimate motorsport replica for enjoying the miles of incredible driving roads on his doorstep. Half an hour winding through the Californian countryside under the glow of an autumn sunset, and it's a lifestyle I could get used to pretty quickly.

A legend of California's world-famous classic Porsche scene, John's carved out a reputation for meticulously executed restorations, backdating and modifying Stuttgart metal at his eponymous workshop.

A bodyshop guy with 43 years of experience under his belt, he's developed an infectious enthusiasm for his work which is reflected by the contents of his garage. He's had 12 356s since he bought his first '58 coupé in the late 1970s, and this is one of four 911s which make up his current fleet.

To classify it as a simple 'replica' would be ignoring most of what makes this so special, and so personal to John. It's an interpretation of the road-going 911SC RS, built as a homologation special for the Rothmans-sponsored Group B rally cars of 1984 and 1985.

It's an homage to one of the rarest Porsches ever made, and a cherry-picked selection of parts he's become familiar with through four decades working with the brand's most desirable models. This might not be a car for the purists, but a short blast on one of John's favourite local routes has shown it's definitely a car for the road.

Ironically, the original SC RS was just as much of a 'parts-bin' car. Porsche had needed a stop-gap competitor for its Group B rally efforts while the four-wheel drive 959 was under development, so it turned to Prodrive in the UK to construct a homologation special for the 1984 season, bankrolled by main sponsor Rothmans.

The 3.0-litre SC had just been replaced, but Porsche opted to base its new rally car on the outgoing car instead of the newer 3.2-litre Carrera, in turn meaning only a handful of road cars had to be built. Exterior panels and mechanical parts were based on 1970s racers, such as the 3.0 RSR, while the bodywork was a stripped, stiffened and weight-deprived version of the 930 Turbo. Only 21 were ever built.

This car started with a helping of good luck: 'The idea came from a client,' says John. 'He approached me to build him an SC RS replica, but he changed his mind at the last minute and opted for an ST in the Toad Hall livery instead, suggesting I should build an SC RS for myself.'

Delighted with his ST, that same client even donated the rolling bodyshell to get John's project moving: the rust-bitten remains of a 1975 coupé with most of the interior and all of the drivetrain missing. It was the perfect starting point.

'The 'shell was a lucky find, but it needed extensive metalwork before it was solid enough to begin building into an SC RS



replica,' he recalls. 'There was plenty of rust and some damage from storage, so I wasn't starting with an immaculate, original car. We even changed the roof panel to one without a sunroof while we were restoring it.'

With the coupé's skeletal structure free from rot and strengthened ready for its extra power, John was able to seek out all of the parts needed to take it beyond its original proportions. Potentially a headache on low-volume homologation cars, the SC RS proved easier than most. The wider arches are identical to those of the 930 Turbo, a relatively easy find for someone so well connected, while the glassfibre bumpers turned up on-line.

“ WIDER ARCHES ARE IDENTICAL TO THOSE OF THE 930 TURBO... ”



It's hard to imagine a better driving environment than the mountains of southern California. For Esposito, it's his every day driving route...

Full black leather interior was pulled from a donor Turbo – the car was designed to be a daily driver rather than a true SC RS replica, hence the desire for home comforts, such as air-con and a radio!



Chassis parts were no more of a challenge. Prodrive had used the 930 Turbo as the basis for the chassis setup on the roadgoing SC RS cars, which meant the brakes, suspension and torsion tube could be pulled from crashed donors. John even managed to find a genuine set of 930-spec Fuchs, repainting the centres white as on the original SC RS.

A donor Turbo was also able to donate its entire black leather interior. With no roll cage to avoid when getting in and out, it's perhaps the most obvious sign that John's put his own stamp on the Group B rally car.

'It's inspired by the SC RS – it's not an exact replica,' he explains. 'I decided early on that I wanted to be able to use



it every day, which meant I could keep the audio and fit air-conditioning. It's built to be driven on the road.'

John lifts the decklid, and more signs of his own take on Prodrive's work live beneath. Tony Gerace of nearby Porsche specialist TLG Auto rebuilt the 964-sourced 3.6-litre engine to fast-road spec, which means this produces 290bhp. That's more than any cars running under the Rothmans livery, and a significant uplift on the 255bhp of the roadgoing versions – and plenty to offset the weight of the immaculate leather interior.

Unsurprisingly, it doesn't spend much time sat still: 'I

don't think I'd change anything on it,' says John as the flat-six barks into life for the drive back to the workshop. 'I drive it every day – it's a blast. It's really fast, the handling is incredible, and I know exactly what it's going to do.'

That bare 'shell, which could so easily have followed the fashion for backdated early 911 projects, took an unusual twist in John's hands. Instead of a retro homage, he's taken the ingredients of one of the rarest motorsport Porsches ever built and modified the recipe to suit the driving heaven in his back yard.

Fast, impeccably built and used every day, it's a truly enviable product of a life well lived. **CP**

Out on the open road, at first glance it's hard to tell this from an original SC RS – even the licence plate will make you think again...

“ IMPECCABLY BUILT AND USED EVERY DAY... ”



Engine is 3.6-litre 964 unit built to fast-road spec by Tony Gerace at TLG Auto. It produces a cool 290bhp, more than enough to put a smile on John Esposito's face every time he gets behind the wheel



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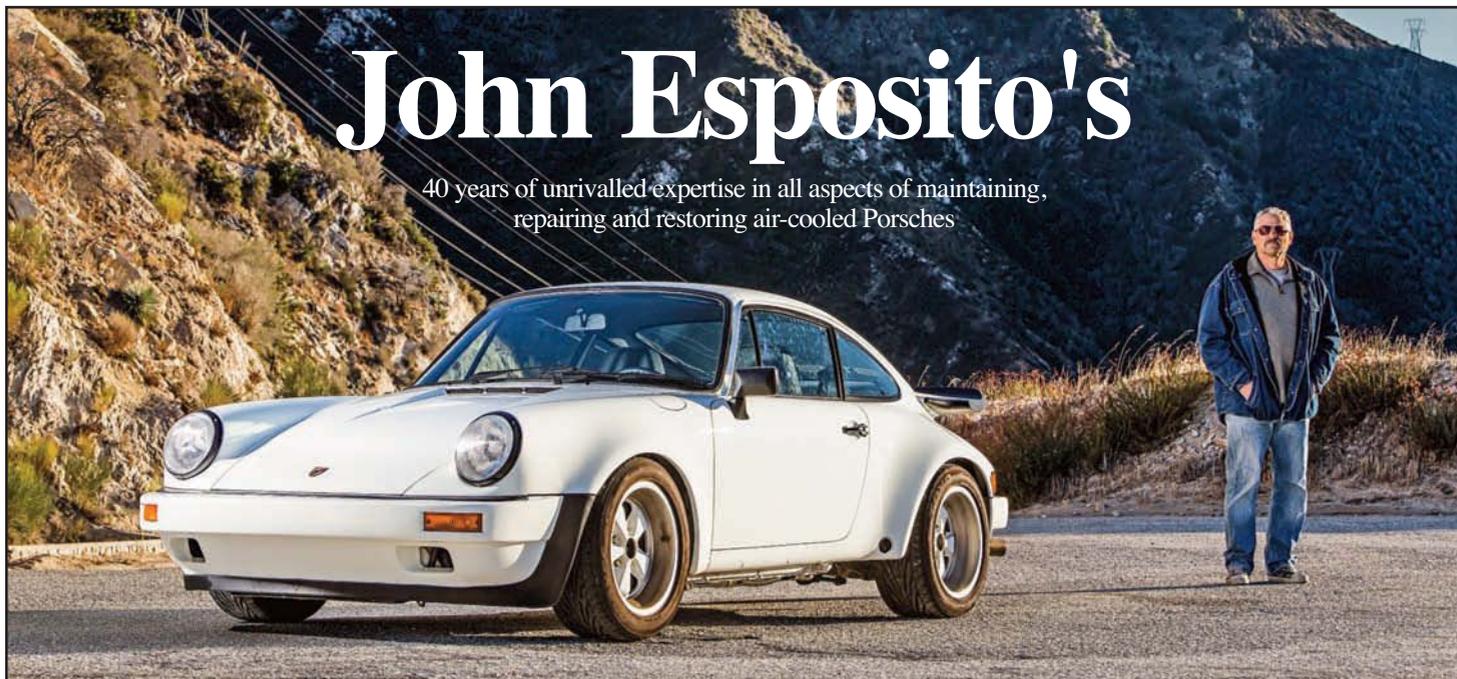
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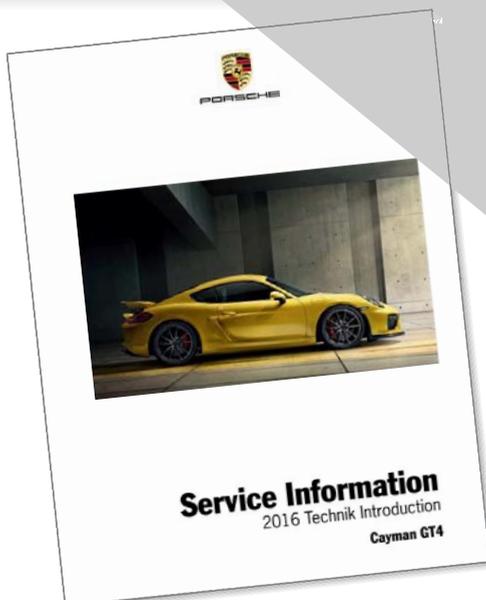
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PAINT TO SAMPLE

In 1968, for some people, it wasn't enough that you could order your new 911 in one of almost 40 different colours – they wanted to stamp their own character on the car. For these customers, Porsche offered the 'paint to sample' scheme...

Words: Keith Seume Photos: Matthew Dear



What a great day it must have been. Can you imagine how it must have felt for somebody to have saved up for their dream sports car – a Porsche, naturally – and then headed down to the local dealership to discuss what model, what specification and, of course, what colour it should be?

Back in 1968, when this particular 911 was sold, the customer could have chosen from a range of four models, each available as either a coupé or a Targa. At the bottom of the range, so to speak, was the basic '911', which was destined to be joined, and then replaced, by the better-equipped 911L (for 'Lux'), each boasting 130bhp from their carburetted 'sixes'.

Then there was the 911T (for 'Touring'), a model that was intended to replace the four-cylinder 912 (whose place as the entry-level model in the Porsche line-up had now been taken by the VW-Porsche 914). Equipped as standard with a four-speed gearbox, the 'T' produced only 10bhp more than its four-cylinder forebear, 110bhp being deemed adequate for a 'beginner's 911'. At the top of the range was the 911S, a rev-happy 160bhp screamer first introduced to the world in October 1967.

The 1968 model year – or A-Model – range was first available in August 1967 (with the exception of the 911s as noted above) and was easily distinguishable from its immediate predecessors by the black wipers and recessed push-buttons on the door handles. The latter were principally intended to prevent the accidental opening of the door in a roll-over situation.

Closer inspection would show that the door window frames were now formed from anodised aluminium instead of chromed brass, along with sundry other detail changes to trim and badging. The trademark Fuchs wheels supplied as standard on the 911S now measured 5.5in in width, compared to the 4.5in of those fitted to the first 911Ss.

Over and above the basic specification and bodystyle, the customer had the chance to choose from a not-inconsiderable range of options. These ranged from tyres – Dunlop SPs were a popular choice – to the type of gearbox: manual or Sportomatic. The quirky yet easy to use four-speed semi-automatic gearbox was not a natural choice for the sport 'S' but it was available all the same.

Other options included a range of different radios, some aimed at specific markets only, sports Recaro seats – which are, today, probably one of the most sought after of all – leather, hounds-tooth and cord seat trim, luggage racks and far, far more. It must have been pretty daunting trying to decide what boxes to tick... And then there was the matter of colour.

For 1968, you could order your 911 in nine basic colours: Slate Grey, Polo Red, Gulf Blue, Light Ivory, Bahama Yellow, Irish Green, Sand Beige, Aga Blue and Black. On



top of that list, there were some 30 'special order' colours available, including the wonderfully named Golden Green, Lido Yellow and Crystal Blue.

But if none of these suited your taste, you could tick the option box '9400 – special paint, according to special colour book' or '9403 – special paint outside special colour book', otherwise known as 'paint to sample'.

And that's precisely what the original purchaser of John Traynor's recently-restored 1968 MY 911S did. The chosen colour was Jaguar Indigo Blue, a deep, slightly purple-tinged

blue which changes colour with the light, sometimes appearing simply dark blue, other times having an almost petroly tinge. It is a colour which truly flatters the Porsche's

many curves. The car was also ordered with a beige/tan leather interior and a factory-fitted sunroof, all adding up to a package that must have made heads turn back in the day.

John found his car for sale back in 2008 – it

was largely complete but in need of a full restoration. In fact, as is so often the way, it proved to be far worse than expected. We'll let John take up the story: 'Every element of the car needed work, and the restoration of the body proved

Surely the most flattering view of any early 911 – the way the light catches the top of the rear quarters shows the lines to perfection

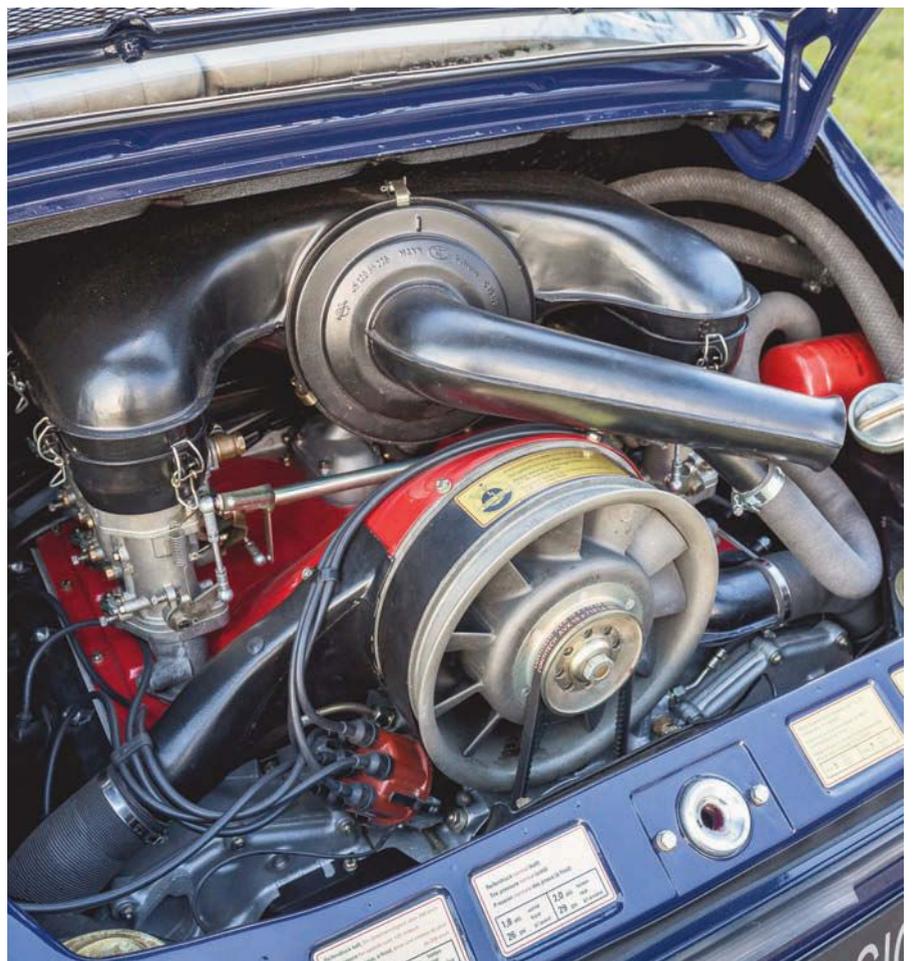
“ THE CHOSEN COLOUR WAS JAGUAR INDIGO BLUE... ”



John's car is nicely detailed throughout, the combination of that lustrous Indigo Blue and fresh chrome making it a real standout. Canford Classics' attention to fit and finish is exemplary



High-revving 160bhp 2.0-litre engine was the top of the line in 1968 – rebuilt by Canford Classics and carefully detailed, the engine in John Traynor's 911S is about as good as it gets



to be fairly stressful due to all the usual issues associated with the restoration of a 48-year-old 911.

'Many times constantly sourcing the no longer available parts which was par for the course throughout the restoration. Once the body was completed I took a break from the restoration due to various commitments, and the car was put into storage until time and funds were available.

'I spent many hours speaking with various specialists, but it was a telephone call with Alan Drayson of Canford Classics that made my mind up as to where the car was going. Alan and I may be based 300 miles apart (East Yorkshire and Dorset) but that was never really to prove an issue.

'I arranged for the car to be sent to him and after a few weeks a schedule was put together, and a comprehensive "to do" list drawn up. I booked a flight from Leeds Bradford airport to Southampton where I met Alan for the first time. We spent the day discussing the project, and meeting his



engine builder, before flying back later that evening.

'Alan and his staff would regularly keep me up to date on progress and send me lists of parts which I could possibly source. It worked really well.

'From memory I visited the car three times throughout the restoration, but it was the last I made once the car was finished which was the most memorable of all.

'Six years after starting the project I was finally going to drive this "S"! It looked amazing and was ready for its 'snagging' and running-in drives. It was a really hot, sunny day, so I headed for the Jurassic Coast road.

'The car sounded lovely and drove really well. I stopped for a drink after about an hour of driving, it was a surreal

experience, knowing the time and effort that had gone into the restoration. I found myself just sat looking at it for ages!

Once the car was back at Canford Classics, we agreed on a few adjustments and discussed getting the car back to East Yorkshire. To be honest, driving it 300 miles back on a motorway didn't appeal, so it made the journey back on a covered trailer.

'The car is now used fairly regularly, but only in the dry. It's really fun to drive, the higher the revs the better it sounds! It has performance as well – it must have felt ballistic back in 1968.

'Would I do it all again? Yes, but not on such an extensive scale as this. It was expensive, the time required for research phenomenal – it seemed never ending!' **CP**

You just want to climb in behind the wheel and take the revvy 2.0-litre 'six' all the way to the 7300rpm red line

“ IT MUST HAVE FELT BALLISTIC BACK IN 1968... ”



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The screenshot shows the ROSE PASSION website interface. At the top, there is a search bar with options for 'Search by keyword' and 'Entry by reference'. Below this, the text reads 'All the parts for all the vehicles!' followed by a list of Porsche models: 'Porsche 356, 911, 912, 914, 924, 928, 944, 964, 965, 968, 993, 996, 997, Turbo, GT2, GT3, RS, Boxster, Cayman and Cayenne'. There are three images showing car parts: a wheel, a rearview mirror, and a headlight. Below the images is a 'SELECT YOUR VEHICLE' section with a carousel of car models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. There are also dropdown menus for '2005', '997 C2S', 'COUPE', and 'MANUAL GEARBOX, 6'. At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor is pointing at the bottom right of the screenshot.

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THE GREAT ESCAPE

No doubt – creating a car show in the memory of Steve McQueen makes sense. Automobiles often played centre stage in his 30 movies, notably with Porsches as seen in his legendary film *Le Mans*. *Classic Porsche* made the trek to Chino Hills, California, to see what the 9th Steve McQueen Car & Motorcycle Show had to offer – it was a grand experience!

Words & photos: Stephan Szantai



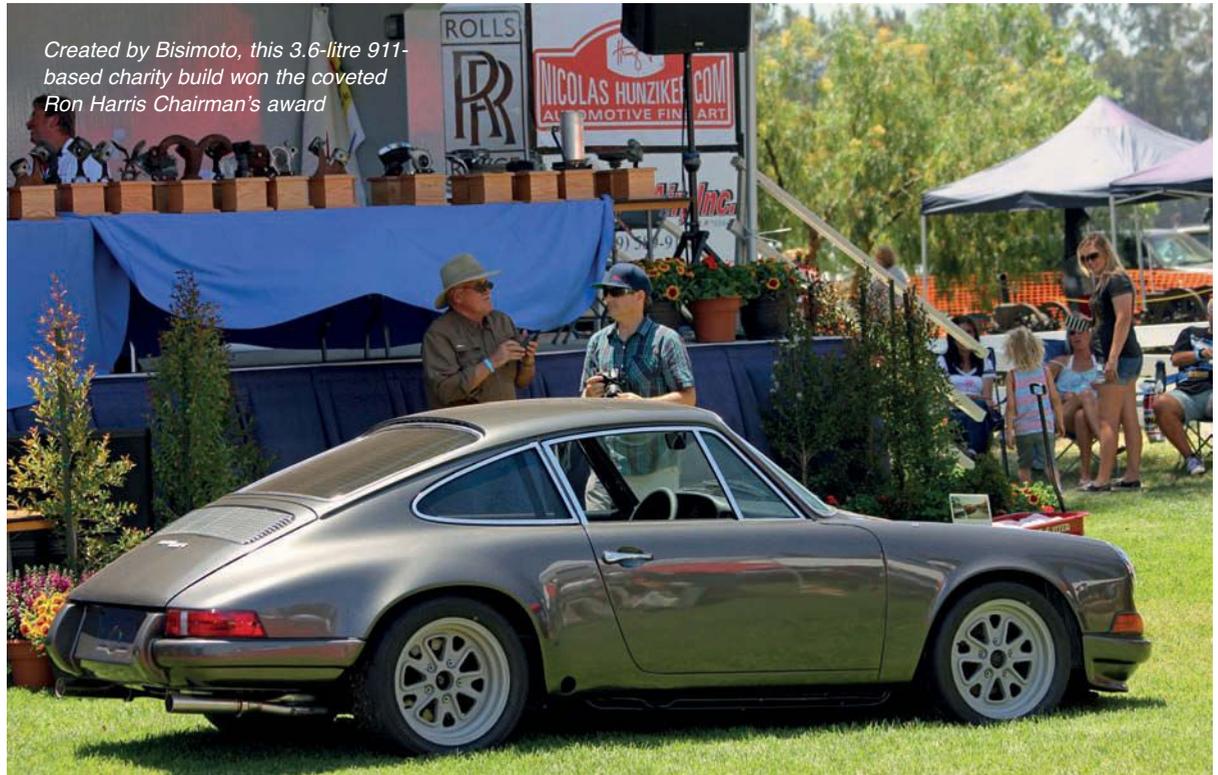
You have to know a little bit about Steve McQueen's filmography to truly appreciate the show created in his memory. Well, if you don't we'll be glad to walk you through the grounds for a quick tour. One area in particular features a line up of green 1968 Ford Mustangs, as seen in the movie *Bullitt*.

Further, you'll discover a group of Dune Buggies, a nod to *The Thomas Crown Affair*, which featured a Manx buggy equipped with an air-cooled, flat-six engine (sorry, it came from a Chevrolet Corvair). You like motorcycles? Steve did, too, and he skilfully rode one in *The Great Escape*; so a bunch of enthusiasts and their bikes came *en masse* to celebrate his passion.

The list goes on with vehicles as eclectic as military trucks – and Porsches, of course. McQueen (1930–1980) loved these German sports cars, having owned a few of them over the years. In fact, his son Chad is the caretaker of two of his former cars, a black 356 Speedster and a Slate Grey 911 (remember, Steve had an almost identical model that sold at auction for over \$1.3 million in 2011). His garage additionally houses an ST-inspired 911, so you can say that Porsches are in his blood, as well.

Since the apple doesn't fall far from the tree, Chad became an actor at an early age, appearing in movies such as *Karate Kid*. He later turned into an avid automobile and motorcycle racer, most notably competing in the gruelling Baja 1000 in Mexico. However, his driving/riding days are now over following a nasty crash in 2006, which nearly killed him during practice at the 24 Hours of Daytona.





Created by Bisimoto, this 3.6-litre 911-based charity build won the coveted Ron Harris Chairman's award



Left: Chad McQueen has been an avid supporter of the show, created in the memory of his late father



Right: Dean Spooner purchased his 1959 Convertible 'D' (number 325) way back in 1974



Right: R-Gruppe member Daniel Reese is a regular participant in the club's outings

Below left: A faithful replica, Herb Wysard's 917 (one of 17 built in Australia) sees plenty of street use





Incidentally, Chad is involved hands-on in the annual Steve McQueen Car & Motorcycle Show, this year's being the ninth such event. We should also mention Chad's dedication to the Boys Republic, a school put to good use during the one-day happening – the site attracted over 400 cars and bikes this year. This non-profit educational centre has been helping children in need since 1907, with Steve McQueen having been one of its students.

He credited the organisation with turning his life around and thereby donated money to the school for years. His memory lives on thanks to the car show, with all proceeds benefiting the Boys Republic. Since 2008, the event has raised over \$1,000,000, used to improve the campus and renovate buildings.

Most of the show entries park on the grass in the middle

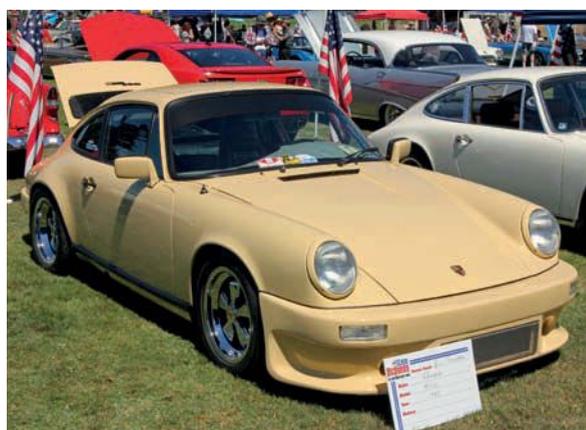
of the school's track field. Besides the aforementioned rides, the affair offers an assortment of vintage two- and four-wheel vehicles, as promoters won't turn any of them away. Visitors can even enjoy looking at travel trailers and antique steam engines! This eclectic bunch lines up in an orderly fashion, with the Porsche corner representing about 20 per cent of the participants.

Having several clubs involved helped with the turnout last June; they included the Porsche 356 Club of Southern California, the R-Gruppe and the Porsche Club of America, in addition to the group in charge of the well-known Cars & Coffee weekly get-togethers.

Another piece of lawn featured several race cars, with the most noticeable being a 906 Carrera 6 restored by the Porsche factory Race Department. Symbolic International

Above: Plenty of sun and nice colours such as Scott Hooks' red 1965... It was the perfect day for a car get-together in SoCal

Below: Bruce Brown's 1958 genuine Speedster keeps company with artist Claude Dudit's '57 replica in the background





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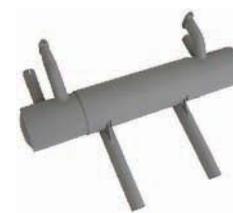
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Left: John Risvold went 'Outlaw' with his 1973 911, now equipped with a 3.2-litre flat-six

Below: As you can see from this picture, Porsches mixed with a vast array of other automobiles, both American and European



displayed this rare survivor, which was never involved in any accident despite competing in no fewer than 51 races between 1966 and 1973. Other pros of the industry such as Benton Performance brought their share of automobiles, along with Auto Kennel, which exhibited a gorgeous 1967 911S – it had covered less than 100 miles since undergoing an extensive restoration.

The event additionally showcased the 911BR (for 'Boys Republic'), a charity build that came to fruition thanks to a high-performance shop called Bisimoto. This backdated 1980 911 runs a healthy 3.6-litre motor and certainly looks great, sitting on its Magnus Walker-series Fifteen52 rims. The project car will be auctioned at a later date.

But enough with the talk and check out our selection of pictures... Or better yet, try to attend next year's meet, which typically takes place early in June. It will be a fantastic experience! **CP**

Right: A healthy 2240cc Type 1 engine motivates Ron Harris's swift 1957 coupé, equipped with seven-inch alloy wheels



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The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-header for 'Advanced Suspension Systems For Porsche Cars Design & Development' with a globe icon for 'Fast Shipping Worldwide' and a phone number for 'Sales & Support +1.408.297.2789'. A secondary navigation bar lists model years (911, 964, 993, 996/997, 991) and models (Boxster/Cayman, 914, 944, 356), along with 'Merchandise' and a 'Search' button. The main content area is titled 'Suspension Builder' and includes 'ONLINE TOOLS' for 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. 'Select Year & Model' with dropdowns for Year (2004) and Model (911, 996/997/986/987, 991, 993, 914, 964, 944); 2. 'Select Your Package' with a dropdown for 'Street Performance 2'; 3. 'Review & Approve' with instructions to 'Add, update, or remove parts using the tables below' and an 'Add To Cart' button. The 'Front' and 'Rear' suspension components are displayed in a grid format. A 'PACKAGE CHARACTERISTICS' table is visible on the right side of the interface.

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|---------------------------|----|
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| PERFORMANCE | 63 |



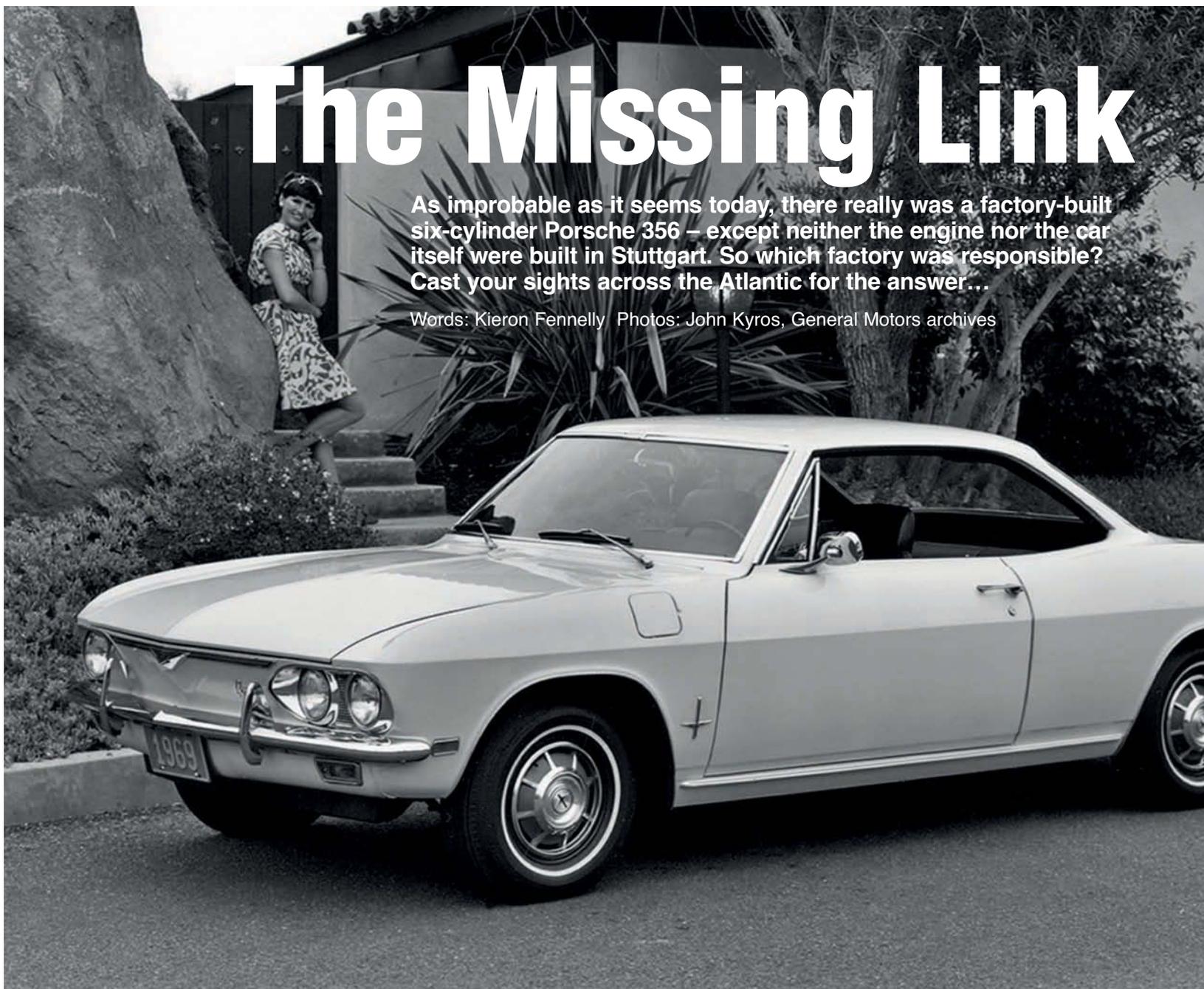
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The Missing Link

As improbable as it seems today, there really was a factory-built six-cylinder Porsche 356 – except neither the engine nor the car itself were built in Stuttgart. So which factory was responsible? Cast your sights across the Atlantic for the answer...

Words: Kieron Fennelly Photos: John Kyros, General Motors archives



People usually recall the Chevrolet Corvair as the car that was 'unsafe at any speed', which is rather unfair because General Motors' compact sedan occupied barely a chapter in Ralph Nader's seminal infamous book of the same name. Indeed, amongst others, the VW Beetle also received a pasting, while Mr Nader thought the VW Microbus was too dangerous to even be on the road.

The real fascination of the Corvair, though, is how a General Motors known for its V8-powered, front-engined, quintessentially 'American' products could turn to an air-cooled, rear-engined compact which, at first sight, appeared to owe more to the Germano-Czech engineering traditions of Hans Ledwinke and Ferdinand Porsche.

The Corvair was GM's counter to the increasing numbers of imported cars that were nibbling away at the second car, or lower end, of the US market place, a segment of the market where there were few noteworthy US-built offerings. Though it would be considered large by European standards, the Chevrolet Corvair was typical of a new compact class in its native North America – Ford's effort here would be the

Falcon – and was aimed squarely at Renault Dauphines, Volvos, Fiats and most notably the VW Beetle.

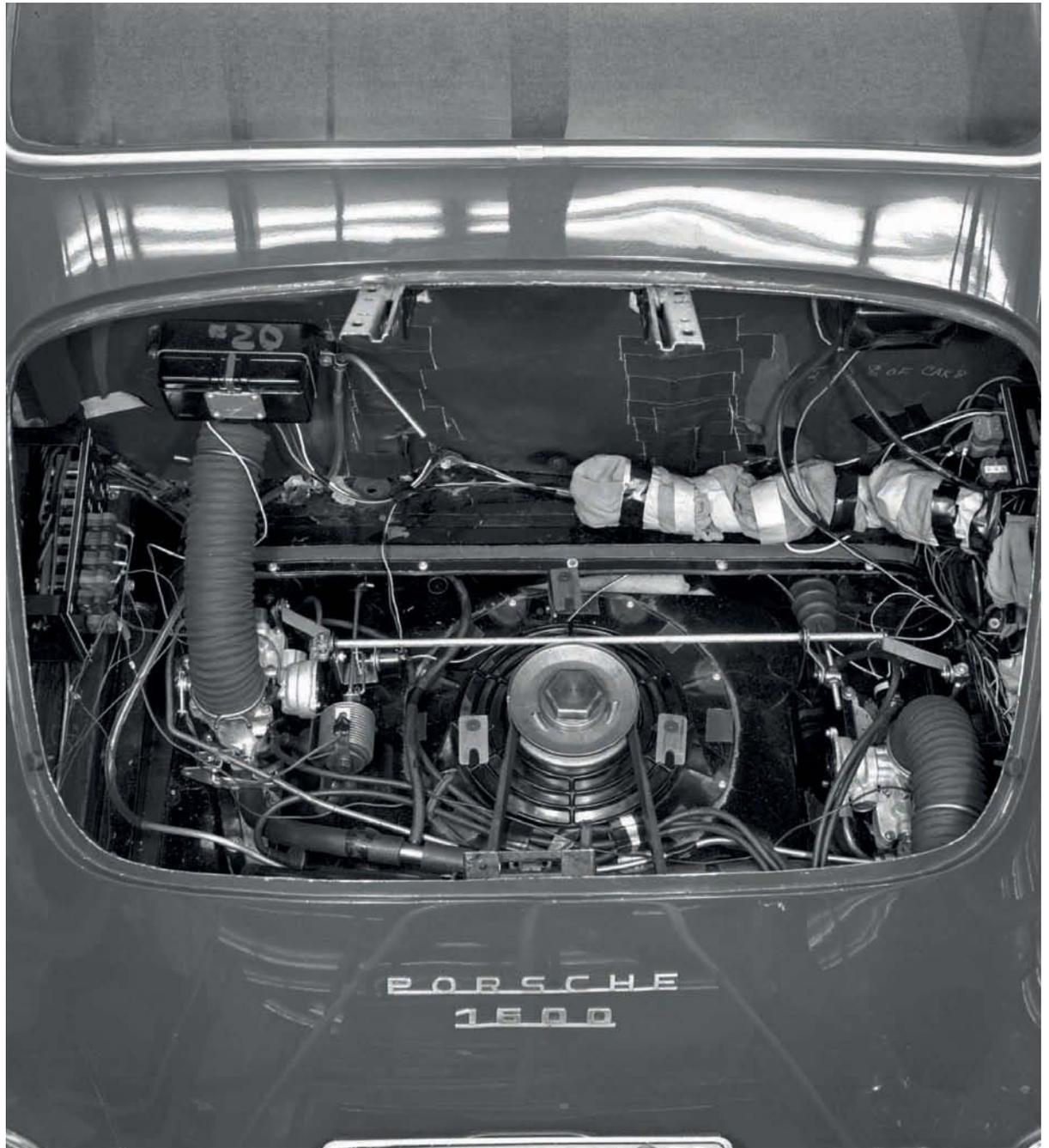
Market leader in the upper segments, Chevrolet had no small car in its range. Edward N Cole, a career GM engineer, became general manager in 1956 and immediately planned a light, low cost and sporty model which would appeal to adventurous and younger price-conscious buyers.

Cole, who designed the 'small-block' Chevrolet V8 engine (which is still being made for competition cars some 50 years later), decided to use the new Corvair to put into practice an idea he had had for some years: to position the engine at the rear. Volkswagen's success in the USA endowed the concept with credibility, while a relatively small 'flat' air-cooled engine would allow the car a lower silhouette and enhance passenger space within relatively modest overall dimensions.

As a major supplier to the US military, GM was no stranger to horizontally-opposed air-cooled engines; in the early 1950s its Cadillac division developed a 14.7-litre flat-six for a light tank, a project in which Cole as a senior engineer was closely involved.

The low profile required by the Corvair made an opposed

The Corvair – seen here in its second generation bodystyle – was Chevrolet's attempt to build a sporty car to rival European imports. Combination of rear engine and, on the early models, swing-axle suspension did little to endear it to the public



cylinder engine eminently suitable, and by opting for six rather than the four cylinders of European competitors, the new Chevrolet would be noticeably smoother in operation.

Light aircraft engines from manufacturers like Lycoming and Continental also used air-cooled flat-six configurations and Cole, as the holder of a pilot's licence, was not alone in being impressed by their rugged reliability.

Records show that, in 1957, Chevrolet acquired a Porsche 356 1600 and subjected the engine to a series of bench tests to examine amongst other details what was involved in cooling a rear-mounted engine in a confined space. Architecturally, the Corvair's 2.3 'six' would owe more to tank engine experience than to Dr Porsche's 'four', having not just two more cylinders, but a geared drive for the camshaft at the flywheel end and a horizontal, rather than vertical, cooling fan. As on the 356, though, each cylinder bank had its own carburettor.

The influence of Volkswagen engineering was fairly minimal, although Cole did admit he'd had some contact with VW personnel through his old colleague Heinz Nordhoff, who was general manager at GM's German offshoot Opel before



Prototype Corvair engine installed in a 356 'mule' intended to check the viability of the design without drawing attention to the 'secret' project. Note the flat-fan – a design only used by Porsche on racing models

Edward Cole, left, was the man behind the Corvair project and, as a pilot, a fan of horizontally-opposed air-cooled engines. Behind Cole in this photo is a first-generation, swing-axle model



he joined Volkswagen as CEO in 1948.

Once a prototype Corvair engine was ready for road trials, it was installed, complete with Chevrolet's own transmission in the rear of at least two 356s, everything apparently fitting without too much difficulty. Before the Corvair prototypes were themselves ready, an enthusiastic Ed Cole drove one of these unusual development hacks extensively at Chevrolet's Millford proving grounds, enjoying it so much he even ventured up Pikes Peak in one.

When the Corvair was launched in 1959, Ferry Porsche was naturally interested: Detroit had been a source of inspiration to him since his first visit there in 1937, and he acquired an early Corvair through Hushke von Hanstein. Indeed, von Hanstein himself was sufficiently taken to run a second-generation Corvair Monza himself for a few years.

Although there was no obvious direct or indirect co-operation between GM and Porsche, it appears that Porsche returned GM's compliment: some early development work on Porsche's own flat-six was reputedly carried out in a couple of Corvair Lakewoods, the station wagon version of the American sedan. This model was perhaps chosen as it would

allow more headroom for Porsche's vertical-fan flat six.

The Corvair was light enough not to need power steering and its elegant styling would influence such European offerings as the NSU Prinz and the Hillman Imp. The Chevrolet was also quite advanced with its 2.3-litre flat-six, which sat so low there was even room to install the spare wheel in the engine compartment. It sold well, too: from its

1959 introduction, the plants turned out an average of 250,000 units a year until 1965, with a peak of 337,000 units in 1961.

There was a variety of body styles – the initial four-door saloon was quickly followed by two-door convertible and coupé body types, the aforementioned

Lakewood, a panel van, known as the Greenbriar, and a 'ramp-side' pick-up. The two-door version became known as the poor man's Porsche and a variety of aftermarket tuning kits soon appeared. The factory built a turbocharged version, the Monza Spyder, which was rated at 150bhp, rising to 180bhp on its replacement, the 1965 Corvair Corsa.

The Corvair's originality pleased the motoring press and in the early 1960s brought Chevrolet a new seam of customers, whereas its contemporary, the similarly-sized Ford Falcon

Chevrolet engineers prepare the stripped-out bodyshell of a 356 in readiness to accept the Corvair drivetrain. Colour variations show that there were at least two built. Do any survive, we wonder?

‘THE CHEVROLET WAS QUITE ADVANCED WITH ITS 2.3-LITRE SIX’



largely served to steal sales from Ford's own bigger and more profitable sedans.

In 1966, just as Porsche's flat-six 911 was starting to make an impact, the Corvair entered a steady decline. Attractive as it was, the compact had not been without flaws. It was advanced, but it was also built to a price – at launch it was marketed at \$1900.

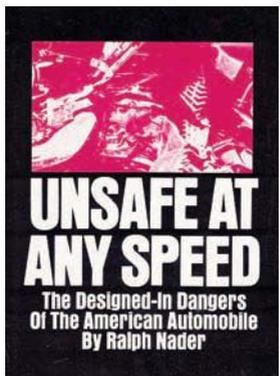
Such budgeting meant not just a basic specification – it was available only with a three-speed manual gearbox or two-speed automatic – it also meant engineering compromises. While the Corvair pioneered unibody build – its glass and doors were integral parts of the construction – this contrasted with a relatively crude swing-axle rear suspension. Cheap to make, robust and offering a comfortable ride, the predilection to oversteer was exacerbated by the absence (for cost reasons) of an anti-roll bar and, *in extremis*, the camber of the rear wheels could allow the car to overturn.

It was this handling deficiency which Ralph Nader focused on in his book 'Unsafe At Any Speed' and suddenly the ultimately ill-fated Corvair appeared to symbolise the uncaring attitude of the entire auto industry towards its customers. Nader made much of the fact that in order to offset the tendency to oversteer, Chevrolet instructed owners that they should maintain tyre pressures of 15psi front, but 26psi at the rear, tacit admission that the front of the car was too light. However, this vital information was frequently not communicated and garages would usually inflate all tyres to the same pressure.

In reality, the early Corvair was hardly worse than other

As test mules, the 356s built by Chevrolet were packed with instrumentation to monitor every aspect of the new engine's performance

Right, top to bottom: Porsche bodyshell readied for the engine and transmission transplant. Wiring and hoses hooked up to gauges in cockpit; self-contained drivetrain in its own subframe was installed as one unit into the 356; it was a tight squeeze, but it all fitted...



Consumer lawyer Ralph Nader turned his sights on the automobile industry in his seminal book 'Unsafe At Any Speed', with the Corvair chosen as an example of how the industry didn't really care about safety. Roll-over accidents (above right) were invariably due to driver error

Second test mule (below) shows signs of extensive use. Corvair engine (below right) owed more to aircraft and tank engine design

cars in this respect – in the 1950s the swing-axle was in common use on European models such as Mercedes and Volkswagens, not to mention Porsches. Ironically, by the time Nader's book was published, the now 2.7-litre Corvair had evolved into a handsomely-restyled Mk2, having not only better brakes and a front anti-roll bar, but independent rear suspension derived from the much admired Corvette. *Car and Driver* called the second generation Corvair the most important car of the 1965 model year.

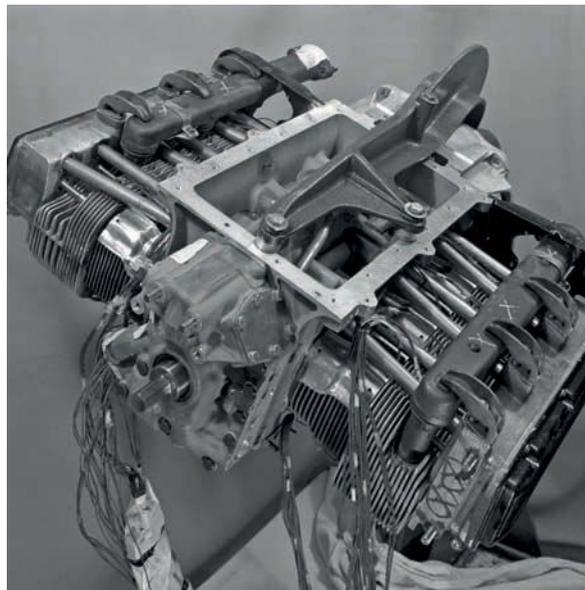
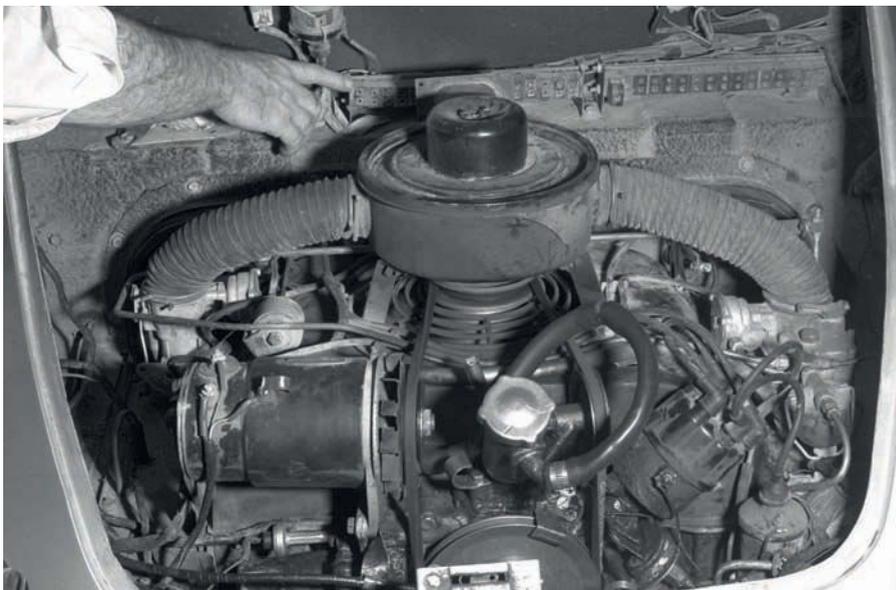
Inevitably, though, Nader's book and attendant press and TV coverage would spoil the market for the Corvair, but the real blow to Chevrolet's elegant compact was the Ford Mustang. Launched in 1964 with hopes of selling 100,000 in a year, the new Ford compact sports model was an unprecedented success.

By mid-1966, Dearborn had sold a million, culling more than a few potential Corvair customers in the process. A

disillusioned Chevrolet, now led by a certain John Delorean, stopped all Corvair promotion and the rapidly declining production of this original and stylish car ended in 1969.

Seen from the uncertain perspective of 1970, the 911, half of whose sales were to America, might have gone the same way as the Corvair: as the decade began, Renault and Fiat rapidly got out of rear engines and VW, for which Porsche did much of the R&D, was casting about to replace both the Beetle and its larger derivatives.

New CEO Ernst Fuhrmann would persuade the board at Zuffenhausen it needed a conventional sports car – the 928 – and planned to phase out the 911. But ultimately Porsche would have more faith in its traditional engineering than Chevrolet had in Ed Cole's Corvair. Which is in part why the 911, now legendary, continues today while Chevrolet's compact sedan is only a footnote, albeit a fascinating one, in automobile history. **CP**



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FRIENDS REUNITED

Keen to hook up former garage pals, Chris Knowles splashed out on this Lime Green 914 to re-join the 911S it previously shared space with in Wexford, Ireland

Words: Johnny Tipler Photos: Antony Fraser

Blame the yellow 911S. Pining for its former garage-mate of ten years' standing – or so its owner Chris Knowles imagined – its longing tore at his heartstrings, and when he finally tracked down this lime 914, it was a simple matter of reuniting the two cars. Chris outlines the background to the reunion: 'I had a 911S done up by Autofarm four years ago, and it took a couple of years to restore that from the bare 'shell up, finally being finished in its original Signal Yellow. When it was stripped down they discovered the score of a Germany-England football match (3-2 to Germany, so presumably the 1970 FIFA World Cup game in Mexico), written in felt-tip pen on the bulkhead by whoever painted the car originally! Anyway, I tracked back its history, and found it originally came from Wexford in Ireland.'

He got in touch with the car's original owner, who invited him to visit the family in Wexford. 'Unfortunately the father was pretty ill with leukaemia, but the son lived in the same house

as his dad, and we went round for dinner. A file was produced with all the original paperwork for the 911, but along with that were papers for a 914, which he owned along with the 'S'.

'I didn't do anything about it immediately, but later on I got to thinking how apt it would be to get the two cars back together again, because they'd been garage-mates almost from the word go.' Signal Yellow and Lime Green? What could possibly go wrong? Absolutely nothing, so long as there were sunglasses to hand!

The Irish owner was canny, as Chris explains: 'His fiancée, who lived in Wales, had the 914 for about a year, and then he

imported it into Ireland, because that was one way of avoiding duties on new and expensive kit. In those days anything going into Ireland had a very big tariff on it.

'He farmed by the river which flows into the sea at Wexford, and he dredged the sand out of the riverbed and used it to create concrete and concrete products, and so on. He had three or four of these places around Ireland, making concrete blocks for construction.'

The Wexford garage partnership between the 911S and 914 lasted the best part of a decade. 'He sold the 911S in '85 – there was a divorce – but he kept hold of the 914, and it had been in the one family right up to the time I bought it.' But, even with the best will in the world, three decades take their

toll on classic Porsches.

'The son had always intended doing it up, and he tried several times to get it going, but not very successfully, because in Ireland people didn't appear so confident at doing this sort of thing. Paperwork detailing its refurbishment suggests that was attended to, although when they put

on the final coat I don't think they dried it off properly, so it's got a number of small bubbles in the paintwork. But I think from a structural point of view the car is pretty sound.'

The 914 was shipped to England in 2015. 'A friend and I went over with a trailer last year and brought it back, and Mark at Autofarm got the engine going, although I think the 2.0-litre engine can be quite tricky to get running right. Anyway, the engine's been overhauled now and that's running fine.' The 911S and the 914 made a nice pair in Chris's Chipping Norton garage and, side by side, represented a memorable period in Porsche history when VW and Porsche joined forces.

**“THEY'D BEEN
GARAGE-MATES
ALMOST FROM THE
WORD GO...”**





The 911S dates from October 1971, making it an early 2.4, and the 914 is a 2.0-litre flat-four from '73. 'The intention was to do them up and have them as a pair, a proposition driven more by sentiment rather than anything else.' A Porsche connoisseur, Chris had done his homework. 'People say the 2.0-litre flat-four is the best of all the engines fitted in 914s because the balance is very good; in 1970 they had the 1.7 flat-four and the 2.0-litre flat-six, then the 2.0-litre flat-four for the '73 model year and the 1.8 impact bumper version for the '74 model year.'

Performance-wise, there's not a lot to choose between the two 2.0-litre engines employed by the 914 – the flat-six early in its career and the flat-four towards the end. 'The six-cylinder unit is more refined in the way it delivers the power,' he

reflects, 'and its high-pitched bark obviously sounds the part. But the rasping flat-four is arguably slightly better because of its gutsy torque,' Chris believes.

Back in the day, as Porsche buffs know, the model started life as a joint venture between Porsche and Volkswagen, who sought a replacement for the curvaceous VW Karmann Ghia models. Porsche, on the other hand, was after an alternative entry-level car to the 912, something that would be a technologically innovative starter package for less well-off fans of the marque. The story has been covered many times, and featured in some detail in issue #34 of *Classic Porsche*.

Getting down to specifics, our subject car has a distinctive registration number, XMI 351, which remains with it, and it's got driving lights with polished metal bezels housed in the

Interior is spacious – there's room enough for three abreast. Gauges are similar to those of contemporary 911. Left-hand drive was the only factory option

Tall windscreen deflects wind away from Tipler's hat. With roof panel removed, it's the next best thing to driving a full convertible



front plastic panel, which itself leaves a certain amount to be desired in terms of fit and finish. It's got the correct four-stud Fuchs-made wheels, and the tyres are Hankook Optimo K406, 185/65 R15s all round.

It has small chrome mirrors on the doors, screwed in place with big Phillips screws, and a '914 VW Porsche 2.0' badge on the rear. Whilst some of the paraphernalia in the engine bay is labelled Porsche, the air filter clearly states

Volkswagen on the top of it.

Although it is currently for sale, Chris remains a fan of the 914. 'It's got a lot going for it in terms of practicality,' he avers; 'with plenty of room in the cockpit, storage at both ends, plus it's got a bit more instrumentation in the centre console than the early ones. There's an arm rest and glove pocket between the two seats, and it's got the non-inertia-reel belts.

'That Targa top is very practical in the way it's stored – clipping into the rear boot – and because of the curvature of the roof panel you can still stow a certain amount of luggage in the compartment, and that's a good bit of ergonomics.' The top comes off via two clamps on the header rail and two on the

under-side of the Targa hoop.

The lid's similar to the 911 Targa's, but whereas the 911's folds in half, the 914's lid is a solid one-piece item. The cockpit's pretty roomy, it's got the basic heater lever in the centre tunnel, and a folding handbrake lever is on the left-hand side, between the seat and the sill (all 914s were produced in left-hand drive only, with a small number being converted to

right-hand drive, primarily by Crayford in the UK). The seats feature corduroy centre sections lined with leather and are in decent condition, and it seems to have new mats, as well.

Once you've taken on board the

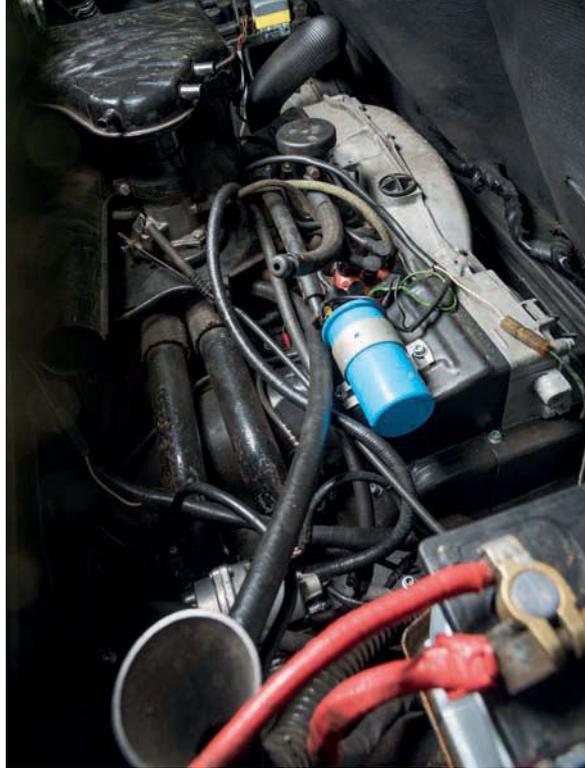
striking bodily hue, the next thing you notice is the distressed area across the top of the boot-lid. Overenthusiastic polisher, you wonder; or the wrong chemical compound, perhaps?

No, simpler and crasser than that. Chris explains: 'That damage was done when it was brought back to the owner's house from the place where the paint was attended to; someone put a canvas strap across the back to hold it onto the

“THE TARGA TOP IS VERY PRACTICAL IN THE WAY IT'S STORED”

The styling divides opinion, but the 914 is well proportioned. Lime Green paintwork formed part of the Porsche 'safety colour' range





trailer, and it chafed a patch of paint off. It's a completely nuts thing to do, but that's unfortunately the sort of thing that seemed to happen in Ireland!

So, now we know something of the provenance, it's time for a workout on the Oxfordshire back lanes. As noted above, all 914s are left-hookers, and the driving position is fine, knees slightly bent, footrest for left foot, hands ten-to-two on the four-spoke wheel with its integral horn butterfly. Don't forget there's the dogleg first gear and the ignition switch is on the right of the steering column (914/4s used a VW steering column, 'sixes' using that of a 911, placing the ignition switch on the left of the dashboard, 911-style).

The rorty exhaust note is enhanced by the strong suction of the induction system inhaling under acceleration, while the brakes need firm pressure to actuate – like its contemporary 911. The performance is lusty rather than vivid, and it's certainly a willing and torquy motor; the gearbox is sweet enough, though the lever is a little slack. It's a highly entertaining car, requiring constant steering input, and the gearbox is earning its

keep along undulating Oxfordshire lanes.

It's nimble and chuckable, with no risk of the back end getting out of shape. A properly sorted 914 is exhilarating, goes where you point it, with plenty of low-down torque from the 2.0-litre flat-four. Haven't they just brought out a new model with similar attributes in the form of the latest Boxster?

So is Chris sad about disbanding the old team? Pragmatic, rather, because he now has a '65 soft-window 911 Targa, and that explains why he's decided to shed one or two of his six-strong Porsche fleet – a 924 Carrera GT was another recent departure. 'The reason I'm letting the 914 go is because the idea of getting these two cars together and replicating their life together has been fulfilled, and it's time to move on now.'

The 914 went to the Restoration Show at the NEC and was put in the Silverstone Auctions, though clearly there were no takers, hence its vibrant green-hued presence in the Autofarm showroom. Like that recently demised mate-matcher, Friends Reunited, this fraternal connection is fractured. Still, the two 911s that remain are possibly more natural bedfellows. **CP**

Targa roof panel stows in rear boot, leaving space for luggage underneath; 2.0-litre 'four' is fuel-injected and provides excellent performance; period photograph (above) shows the car with original owner in Ireland in the 1970s

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THRILLSEEKER!

Scorching across the sky in a Mirage jet fighter, piloting a helicopter gun-ship in Vietnam and sailing a 37ft yacht round the world in an epic, eight-year voyage; Norman 'Norm' Goodall has done it all. But he still gets the biggest thrills from putting his Porsche 911SC first on the starting grid of race tracks around Australia

Words: Richard Holdsworth Photos: Richard Holdsworth/Ray Clements/Bob Taylor

Norm's enthusiasm for air-cooled Porsches is evident from the fact that the race-bred SC is not the only Porsche in his garage; supplementing his Martini-striped, track-only car is a road-going SC Targa he uses to pop down to the shops when the need arises.

But on race day, there's no 'popping down' anywhere; Norm is competitive and the SC has – over the years – been tuned from 180bhp to 298bhp. And the car flies. I can vouch for this as I was treated to a passenger ride up Collingrove Hill Climb in South Australia's Barossa Valley during the lunchtime lull in racing. Norm propelled us off the start line with the verve and dash which we suspect he's applied to everything in his very full life.

To testify to this, Norm and the Porsche were captured on film with two wheels off the ground in Senna Chicane by a Porsche Club member when competing in the Adelaide Motorsport Festival staged around the old Formula One track in Adelaide. The man behind the camera commented that Norm 'may be the oldest competitor but (he's) the most aggressive.' Norm's response to that was 'I haven't come here to make up numbers...'

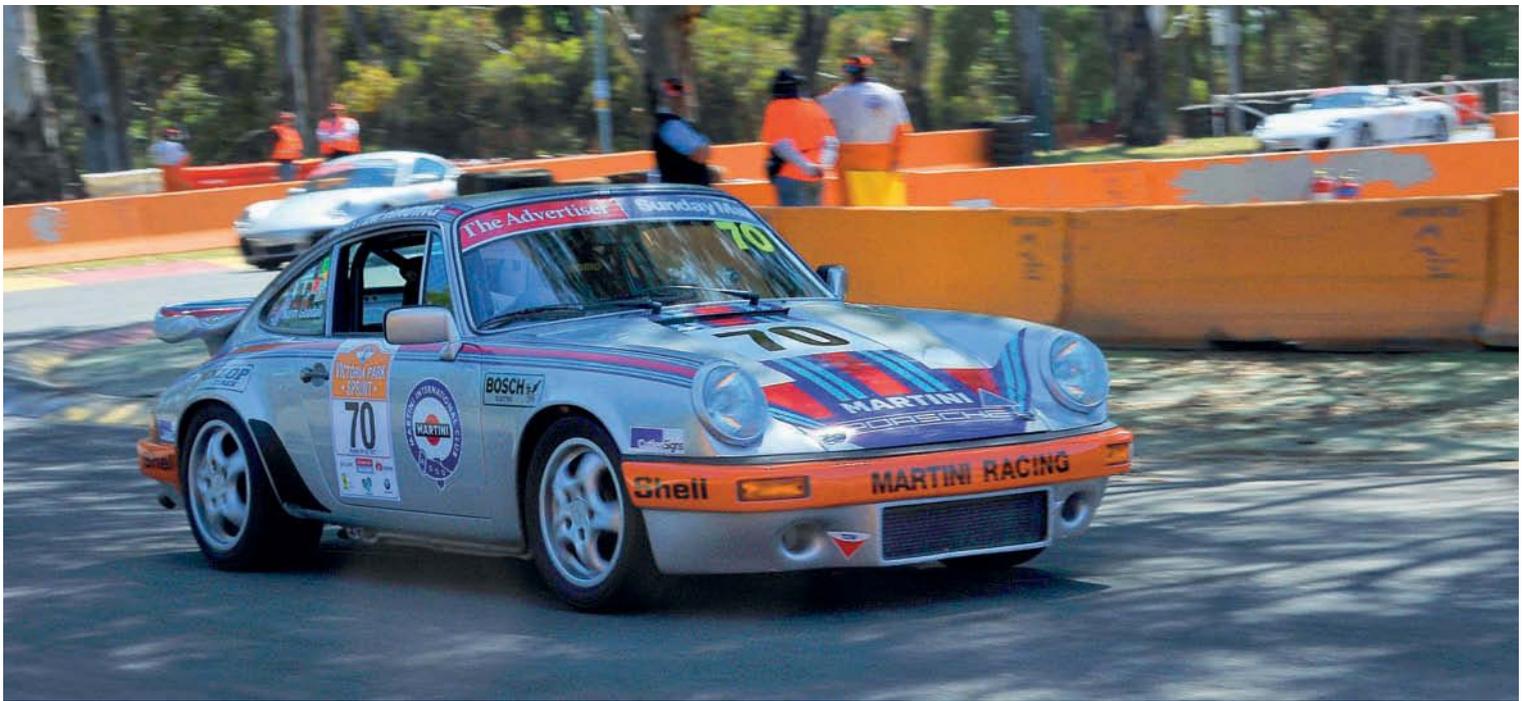
In person, Norm Goodall looks anything but aggressive; but then he is no longer a youngster. He claims to be '22 with 50 years' experience', he is tall and one wonders how he squeezed himself into the cockpit of the Mirage supersonic fighter before the SC came into his life. Climbing in this race car

is a challenge; the last time I went up Collingrove Hill was back in the 1960s in my Porsche Speedster and it was positively cavernous compared with the passenger seat in the SC, with its roll bars, racing seats, harnesses, fire extinguisher and all the other bits of kit needed to make a Porsche fully race-ready.

And the sound of my old 356A's flat-four bears absolutely no resemblance to the SC and its near 300bhp 'six'. Norm is only a matter of inches from my right ear but has to shout to make himself heard. The marshal on the start line leans down and clears us for take-off, with the previous car on the hill having cleared the electronic beam at the top. 'Hang on,' says Norm and I can just about hear above the clatter of the Porsche engine. Norm has already told me he prefers the sound of the air-cooled cars over the modern water-cooled versions and I shout above the din that I wholeheartedly agree.

Collingrove Hill Climb is organised by Events Manager, Keith Williamson, at the South Australian Sporting Car Club and is loved by drivers, Norm included. I'm told to 'Hang on' again and Norm boots the car forwards, thrusting me back into the seat. Straight up, slight turn to the right and then sharpish left where the car three-wheels before going down into the dip with a bang, and then faces the thin sliver of asphalt affectionately known as 'The Wall'. My experience is that Porsches stick to the seemingly vertical like glue and this SC under Norm's guidance is no exception. Long before this Norm has taken his foot off the accelerator – this is not competition and, anyway, he said he didn't want to terrify me!

Norm Goodall gets airborne while pressing on hard at the Adelaide Motorsport Festival in 2015



Back down to earth again but still 'pedal to the metal', Norm takes no prisoners in his 300bhp 911SC

The fascination for cars and competition started for Norm in 1963 when he was training for his RAAF pilot's licence in Western Australia; a Ford Anglia was the first of a long string of cars and rallying was the introduction to competitive events behind a steering wheel.

The Anglia was followed by Cortina GT, then a Cortina GT 500 and the scene changed to track events, those tracks being Warwick Farm and the internationally-known Bathurst circuit, both in New South Wales. By then Norm was based at nearby Williamstown and flying Mirage jet fighters.

In fact, Flying Officer Norman Goodall was the first Aussie pilot to clock 1000 hours in this state-of-the-art French-built jet fighter, and before he left fixed-wing aircraft for helicopters he had piloted Mirages for a total of 2100 hours. This took place between 1965 and 1981 in Australia and at Butterworth RAAF base in Malaysia.

Despite being on call for the RAAF, Norm managed some mild competition behind the wheel of an Alfa Giulia and the Cicada Ford, an Australian-built Group A sports car, 'to keep his hand in'.

The next challenge was getting a pilot's licence on helicopters with the RAAF's Bell UH1 Iroquois; this led to a dramatic change – by then Australia had entered the Vietnam war and Norman Goodall wanted military action. He got it, becoming the Flight Commander of the 'Bushranger' gunships in No 9 Squadron.

Owning the two Porsches came after the elders in the RAAF

felt that Norm had had enough excitement in his life with the Mirages, then enemy action in the Vietnam war, and offered him a desk job as Assistant Defence Attaché in Bangkok. Norm saw relaxation slightly differently so went out and built – yes, built –

a beautiful 37ft yacht and, after filling it with provisions, set sail with wife, Cate, and daughter Emma, then just three-and-a-half years old. They sailed west, called in at Perth and Darwin before taking on the Southern Indian Ocean, followed by Port Sudan and the Mediterranean...

Porsches didn't come into Norm's life until 1999 after he had taken the 'easy life' with the eight years' voyage around the world behind him. The first Porsche was a 1982 911SC

“HE HAD PILOTED MIRAGES FOR A TOTAL OF 2100 HOURS...”

Almost 50 year separate these two photos – the one on the right shows Norm as a Mirage pilot in No 75 Squadron, RAAF





In action at Mallala Motor Sport Park, 55km to the north of Adelaide. Martini striping gives the SC an aggressive retro look. (Bob Taylor)



After the Mirages came the helicopters. Norm served in Vietnam as Flight Commander of the 'Bushranger' gunships in No 9 Squadron, RAAF

Targa with 142,000km on the clock, which cost \$42,000 Australian Dollars (there were roughly two Dollars to the Pound at the time of writing). Today Norm uses it as his long distance road car – he is the car's fourth owner, it having now covered 180,000 km.

Porsche number two is the 1978 911SC that he uses in competition. He is the seventh owner of the car, which he bought for \$37,000 having already covered 230,000km. That was in the year 2000; its new owner immediately set about making the car highly competitive on track and hill climbs and his first stop in the transformation was a meeting with Mark Buick of Buick Motorworks, Porsche specialists in Adelaide.

Mark, awarded Porsche Specialist Technician status on two occasions while working for the main South Australian Porsche dealer, has held track records in his own cars, and started Buick Motorworks in 1993. The company is invaluable for the likes of Norm Goodall.

Turbo brakes were one of the first spec changes made on the SC by Buick, followed by coil-over suspension and then high-compression pistons, lifting the compression up to 10.85:1. Twin-spark cylinder heads were bought from the United States and fitted by Buick Motorworks, along with a Microteck Engine



Management Systems electronic fuel-injection, which was installed in place of the standard Porsche CSI. With other work on the car, power output has been increased from 180bhp to the present 298bhp. Norm also points out the car went on a diet, its weight now down to 1000kg.

The list of successes for Norm and his Porsche is as long as your arm – but some of the most notable include winning the South Australian Porsche Club championship in 2011 and ending runner-up a year later. Then came the 2015 Mount Gambier 'Legend of the Lakes' Hill Climb in South Australia, while Norm was quickest and crowned 'King of the Mountains' across the border in Victoria at the Ararat Hill Climb both in 2014 and 2015 and fastest (with 13.79 seconds) for the Tailendbend quarter-mile sprint.

But maybe his proudest achievement was taking first in the SA Sporting Car Club Winter Series at Collingrove Hill Climb in 2006, 2008, 2009, 2011 and again in 2012. All these in the

“CLEARLY NORM DOESN'T DO THINGS BY HALVES...”

Marque sports car group, 2001 to 3000cc. And the one Norm laughs about most was at the Australian Hill Climb championship at Mount Panorama – the Porsche crossed the line at over 100mph; unfortunately, the car was going backwards at the time, Norm having lost it coming out of the last corner!

Norman 'Norm' Goodall has, literally, had a chequered career. He joined the Air Training Corps at 14, made his first solo flight just 10 days after his 16th birthday and with only eight hours' training under his belt. He joined the RAAF as a trainee pilot in 1962 and by 1963 graduated as the top pilot flying Avon F-86 Sabres and De Havilland Vampires and, as we have seen, was first to 1000 hours with the supersonic Mirage. He was awarded the DFC for his time with the Bushranger squadron in Vietnam. He then sailed around the world in a self-built yacht...

Clearly Norm doesn't do things by halves – and that epitomises his approach to racing his SC. Let's hope he continues to thrill himself – and the crowds – for many years to come. **CP**

After flying Mirage jets, even a Porsche 911 must seem tame! But Norm gets just as much a thrill at the wheel as he did at the joystick...



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Part two of Bruce Holder's epic tale of buying and importing the 'Chump', a fire-damaged 911 racer, from the 'wrong side' of the Rockies proves there's more to life than polishing your Porsche at a concours event...

Words & photos: Bruce Holder





When was the last time you woke up on the other side of the world and said to yourself, 'I'm buying a 911 today'? For me, this was certainly a new and very unique experience. What made it even more memorable was the fact I'd been sleeping in the back of a race car trailer, sat on a farm in the remote farmlands of Alberta, Canada. Add to that the unusual nature of the car itself and the completely spontaneous way this purchase had come about and you end up with a car buying experience that I doubt I'll ever get close to repeating.

In the last issue I covered details on how the car came about, how it had been 'saved', how it had evolved and how I'd come to Canada to buy it. To summarise, the car had been the pride and joy of a top member of the Canadian Porsche club which subsequently got destroyed in a garage fire. The charred, burnt out bare shell was then bought by Scott Sherman and Andrew Murchison to turn into a budget endurance racer and then subsequently entered into and raced in a number of endurance races in Canada and the USA.

Having seen a single photograph of the car posted on an internet page, I got in touch with the owner, Scott, to tell him how much I loved the look of the car. Conversations ensued and before I knew it I had agreed to buy the car along with my good friend, Bryn.

And so I found myself staying on Scott's farm in Alberta for a week while working on the car which hadn't been touched for three years, since its last race. I'd flown over not only to see the car in person before buying it (Scott's description of the car was never in doubt, it was just a good excuse for an adventure!) but also to work on the car in readiness for shipping it back to the UK.

“I GOT TO WITNESS THE 911 COME TO LIFE...”

The engine had been out of the car for the three years since it had last raced, oil seals had been replaced following a leak on track and it had sat in the workshop ever since while Scott concentrated on finishing the newly-built family home and sorting other aspects of the farm. Refitting the engine was one of the list of things to do before shipping the car home, and on my arrival I found that was one job that had already been done.

A few days before I landed, Scott had taken some time out to reunite the car with its powerplant. Within moments of getting to the farm, jet-lag completely forgotten, I got to witness the 911 come to life for the first time since 2012. While I was completely mesmerised by the incredible aesthetics of the car, Scott was busy making final checks and topping up the oil. The sound of the engine cranking over soon snapped me out of my trance. A huge grin spread across my face as the six cylinders sprang to life and let out a raspy bark from the exhaust. It was alive and it sounded amazing.

Over the coming days we worked on the car, gradually ticking off items from the list of jobs to do: welding side-mount brackets in so a temporary seat could be fitted, allowing the car to be driven, and fitting front and rear lights, both absent in its race car guise. Wiring them up could wait until the car was in the UK.

It had originally been running a stripped out shell of an impact bumper on the rear and a pretty beaten up RS style GRP front bumper. A slightly neater RS-style front bumper and an original metal early bumper on the rear really did change the aesthetics of the car for the better.

The clutch was adjusted, tweaks made to the engine, a complete handbrake system removed from another one of



Scott's cars (it had been removed from this one because it wasn't needed for racing) and various other jobs were completed throughout the week.

Each night, after spending time with the family, I returned to my temporary race car trailer 'home' to sleep. Each morning I awoke, spent some time soaking in the stunning scenery and then continued, with Scott and the help of his five-year-old assistant, Clay, to make progress on the car. Finally, on the penultimate day of my time in Alberta, it was declared as ready as it'll ever be and then put on the trailer ready for taking to the shipping agents in Vancouver.

But not before giving the car a celebratory 'shake down' in the form of a hoon around the field, kicking up some dirt, all in the name of checking the clutch was adjusted correctly. Fun over, it was time to pack bags and get some rest.

That night sleep did not come easily. Many things could be attributed to my lack of sleep, but the excitement of knowing the car was heading to the docks in the morning was the most likely candidate. It had been over six months since first seeing that photo of the car and here I was, in a transporter trailer on the other side of the world having just spent a week working on the coolest 911 I'd ever laid eyes on, knowing it was mine and that it was making the start of its journey to Bristol in a matter of hours. It felt so surreal.

With the prospect of a 14-hour drive ahead of us, Scott, Clay

and myself were loaded and on the road early that morning. The excitement of what was ahead was tinged by the sad sight of the farm disappearing behind us, knowing my time in Alberta with this incredible family was all but over. The counterpoint to that sadness was seeing the 911 in the rear view mirror, bobbing happily on the trailer as we made our way down the dirt road from the farm.

The tow vehicle, a 5.7-litre Toyota Tundra pickup, was pointed westward and for the next few hours I watched as the distant mountains grew ever larger, until the flat plains of Alberta were behind us and we were firmly into the Rockies.

If ever there was a word to describe the Rocky mountains, it would have to be 'epic'. Stunning, breathtaking, awe-inspiring and jaw-dropping would be up there, but epic takes the crown. It's an often overused word which I feel has lost its significance as a result,

but when surrounded by the sheer enormity of these mountains, knowing that they dominate the landscape for thousands of miles, it's about as fitting a title as it gets.

Before flying out to Canada, one of the plans Scott and I had discussed was to get some shots of the car in the Rockies. It seemed fitting to use this not insignificant backdrop as a visual farewell from the Canadian side but also as a good starting point of the journey in its new life. A set of photos to symbolise the handover. Plus, it gave Scott a great opportunity to give the car a last drive before it was to be put in a container and shipped

Spectacular scenery in the Rockies was all the excuse needed to blow the cobwebs out of the ex-race 911 in front of the camera, prior to its trip down the Pacific coast, through the Panama Canal and across the Atlantic Ocean to the UK

**“STUNNING,
BREATHTAKING,
AWE-INSPIRING...”**



down the Pacific, through the Panama Canal and all the way up the Atlantic to a port in England.

And boy did he have a blast! I'm not sure who enjoyed it more: the driver, who got to relish taking this thing up and down the stunning mountain pass on the Trans Canada Highway? Or the new owner/photographer who got to witness the car in this spectacular environment? It didn't matter, I think we both got the same amount of joy out of this little deviation from our trip. The sound of the flat-six bellowing off the mountain sides, then echoing back to give you an audible rerun of the pass. Only to be drowned out as the car speeds past again, a rusty, paint-blistered spectacle against one of the world's most stunning backdrops.

As I type this now, the hairs on the back of my neck are standing on end. The memory is still there like it was only yesterday, engrained in my mind as a genuine highlight of my life. I've been very fortunate to be allowed to photograph some incredible cars and see some amazing places, but this moment will be a hard one to beat, if it ever can be? A defining moment in my automotive life. In my life as a whole.

On the last pass, just after I'd let go of the shutter button and dropped the camera away from my face, I heard the sound of screeching tyres. I looked up to see the 911 disappearing into a cloud of its own tyre smoke, big white swirls of vapourised rubber spinning up from the front of the car while it headed dead straight, tyres locked, towards a full-size bull moose that had run out from the thick brush.

My heart was in my mouth as the moose, seemingly oblivious, continued its steady trot across the road and the Porsche continued past, clearing the wild animal's rear legs by inches, still with a maelstrom of smoke pouring from both sides.

To call it close would be an understatement and I think Scott summed it up in his typically dry and modest style when he returned with the car and sat silent for a good, long, few minutes before declaring, 'I'm a lucky guy, so is the moose. So is the car'. Lucky indeed, with no short thanks to Scott's lightning-quick reactions.

Before loading the car back on the trailer, I took the opportunity to have a quick drive, and I was not disappointed. It was running a bit lumpy, the legacy of a carburated car set up for racing at sea level being run at nearly 4000 metres, but that did not diminish the enjoyment one little bit.

All loaded up, we continued on our journey to Vancouver. Still another nine or so hours to go, the rest of the journey seemed a little less exciting. The mini adventure in the Rockies behind us, the week in Alberta firmly over and the scale of the mountain passes gradually becoming less and less imposing as the landscape started to flatten out again, all added up to a more sombre mood.

In the early hours of the morning we rolled into Vancouver. The journey had been smooth, the tow vehicle faultless, the roads impressively free from traffic, construction, rock slides etc, and we got to our motel near the docks in time for a few hours' sleep before meeting the shipping agent at 8am.

Having never shipped a vehicle before I didn't know what to expect of the process, but it was painless and incredibly easy. We rolled the car off the trailer, parked it in the allocated space, I signed a couple of forms, handed over my documents to be copied and that was it, all done. I wouldn't see or hear anything of the car until it arrived in the UK in around four weeks' time. In the meantime, it was in other people's safe hands.

Before flying out to Canada I'd arranged to have the car

Beauty and the beast: beautiful mountain scenery and a real beast of a Porsche! Majority of journey to the port was on a trailer but it was hard to resist putting some Tarmac beneath the tyres when the opportunity arose...



shipped through Kingstown Shipping and Mark, the owner, had laid all my doubts to rest, but it was only when handing the car over in Vancouver that I actually realised how simple it really was. Everything Mark had reassured me about regarding the simple process was absolutely true. Shipping a car from the other side of the world is child's play if you get a good agent, and Kingstown proved to be very much that.

With the car now out of our hands, Scott took me to the airport where I said a sad goodbye to him and Clay. The adventure had been unforgettable, the most amazing 'holiday' in the most perfect way with the nicest of people. You can keep your Disneylands, your beach resorts, your Mediterranean cruises. This is how to holiday if you're a petrolhead! Now for a plane back to England, my own bed, some sleep and an impatient wait for the 911 to arrive on UK shores.

On the 12th December, after some delays due to a misunderstanding with the Vancouver shipping agent over the onboard fire extinguisher system in the car, Kingstown informed me the car was landed, customs cleared and ready for collection. Two days later, after transferring the money for the shipping and import/customs duties, I was up early and on my way to collect the car from Dartford. My friend, Bryn, who went halves on the purchase with me, sadly couldn't make it so, like the trip to Canada, this was a part of the adventure I wasn't able to share with him.

Just like the process of dropping the car off in Vancouver,

collecting it was an exercise in simplicity. After showing my driving licence and copy of the shipping details from Kingstown to prove the shipping and duties had been paid, I loaded the 911 onto the trailer and headed back to Bristol. The process of buying a car from abroad, shipping it to the UK and retrieving it really couldn't have been any easier.

Once back, the car quickly found itself a space in my lock-up ready to be worked on, with the ultimate aim of getting it registered and road legal. When Bryn managed to get some time off work to come and see the car, his expression probably mirrored mine the first time

I saw it in the flesh. It has since become evident that photos do not do the car justice and anyone who has subsequently seen it and been able to take in all the details has commented accordingly.

But before we could even start work on the car, it was invited to be on the London Motor Film Festival stand at the Autosport Show at the NEC. It had only been in the country for a fortnight and it was already being asked to make appearances.

Who'd have known this rusty, burnt out husk of a thing could have brought about such an amazing adventure, such a huge amount of attention and all of this before it's even really had chance to shine in our ownership? That will start the day we take it for its first adventure, road trip or track day here in the UK. Just the idea of seeing it out there, lapping circuits or tearing up the Tarmac is what really excites both Bryn and I about this car. Long live The Chump! **CP**

Within days of arriving in the UK, the battered, burnt and bruised 911 played a starring role at the Autosport Show at Birmingham's NEC

Now all that remains is to sort out all the wiring and get the car registered for UK roads. The plan then is to use the 911 on road and track, as it was meant to be

“ALREADY BEING ASKED TO MAKE APPEARANCES...”

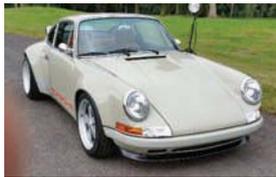


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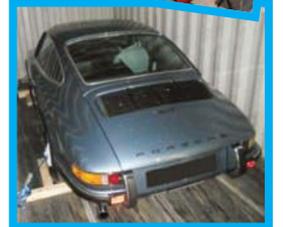
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BUSYBUSYBUSY

It's been a busy time here at the *El Chucho* ranch, sorting out cam chain tensioners, misfires, alternators and side stripes. We've fitted some new tyres, too. And now it's off to Le Mans Classic!

Words & photos: Keith Seume



'Porsche' stripes change the character of the car – for the better, we think! We tried silver first but opted for white as we preferred the contrast. Tail end has settled, so we now need to drop the front slightly to match...

Some good news at last (well, for me at least): no more misfire! Bad news is that the bank balance has inevitably suffered along the way. Still, what price can you put on having a car that will allow you to drive at a steady speed without trying to imitate a bucking bronco?

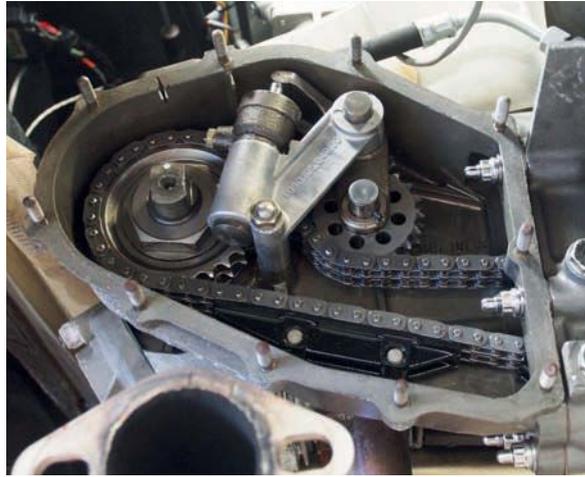
Almost since day one, the '912/6' has been plagued with a misfire which drove me mad. At wide-open throttle, everything was OK. Even accelerating reasonably gently, things were fine. But try to drive at a steady throttle at somewhere between 2000- and 3000rpm and it all got a bit messy. There was a persistent misfire which caused the car to buck and spit, meaning I had to drop down a gear to keep the rpm a little higher.

I took datalogs from the ECU but couldn't see anything obvious – I'd suspected a faulty throttle position sensor – and

began to wonder if it was down to fuelling. I looked at the fuel maps and, sure enough, there was a bit of a trough at that rpm range, so tried richening the mixture. No difference. I even bought an Innovate AFR controller and gauge, hoping to see the air-fuel ratio go haywire at that point, but it didn't. I was at a loss.

Then one afternoon I was out for a test drive, laptop on the passenger seat, when the engine cut onto five cylinders while idling, and refused to clear when I drove away. I pulled over and took a look, disconnecting each fuel injector lead in turn to find which cylinder wasn't firing: it was number one. With the engine idling, I pulled the plug lead and as I did so, the cylinder cut back in again. That was when I noticed a spark-fest going on between the plug cap and the cylinder head. The insulation had broken down.

I ordered a new set of Beru leads (I only needed the plug



We had mechanical tensioners installed and decided to replace them with rebuilt 930-style hydraulic items, but one failed after less than 50 miles...



The complete pressure-fed tensioner upgrade kit – you'll need the longer extra oil line if fitting to early engine. Cam chain covers are aluminium, rather than the magnesium used on early engines



930 cam-chain tensioner is on the left, later Carrera pressure-fed type on the right – the latter is shown fitted in the photo on the right. Don't forget to remove these two retaining pins!

caps, but it was cheaper to buy the whole lot) and hey presto! The misfire disappeared. At last I had a car that would drive like it should. It was quite a relief, I can tell you.

Prior to this, I'd had another mystery problem: a flat battery for no reason at all. This proved to be the result of a faulty alternator, or rather, faulty alternator diodes. Diodes are like one-way valves, allowing current to pass in one direction but not the other. Their purpose is to stop the battery draining back to earth through the alternator when the engine isn't running. Mine had failed, meaning that the battery drained to earth overnight.

“THE NEXT DRAMA WAS SELF-INFLICTED”

The faulty unit was sent away to be repaired by Broadway Electrical and, in the meantime, Alan and Scott at Canford Classics sent me one of their rebuilt units to get me back on the road. Another

problem solved, albeit one which I hadn't seen coming as my alternator had supposedly been 'rebuilt' once before...

The next drama was slightly self-inflicted.

When Bob Watson originally built my engine, he was quite keen to use 'solid' mechanical cam-chain tensioners. He used them on race engines and said they'd be fine on the road, only needing to be checked once a year. Well, to be honest, I did wonder

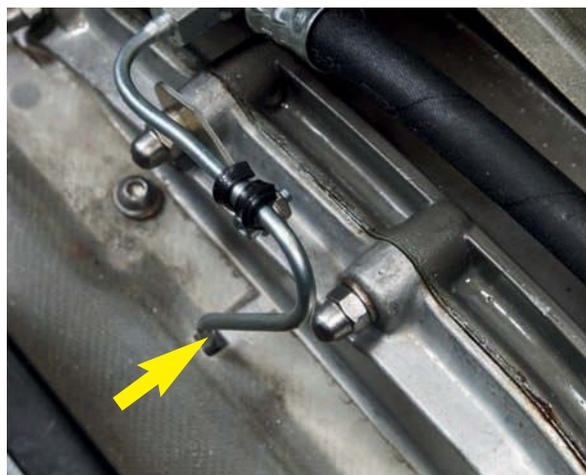
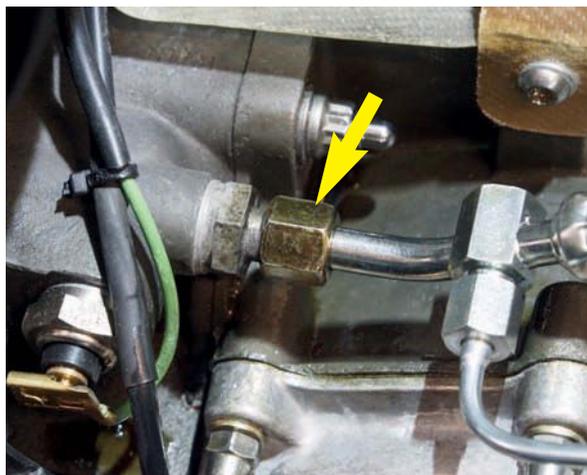
If using the earlier idler arms, you must install this spacer (arrowed). Tensioner kit includes new cam chain covers – you need to change a couple of the mounting studs for longer ones to cater for increased thickness



It's important to use a torque wrench when installing the tensioners, especially where early magnesium chain cases are concerned. Photo on far right shows left-side oil line in place



The longer oil line required for installation on earlier engines fits to the right side – this negates the need to install a later adaptor piece. You'll need to trim the engine tray to clear the oil feed line on the right side, too



about that and as I had already racked up more miles in the car in six months than I'd anticipated, I started to think that I'd rather not have to worry about manually adjusting cam-chain tension.

I had a pair of 930-style hydraulic tensioners and had them rebuilt using a Porsche kit. The car was booked into my 'local', Williams-Crawford at Saltash, where Dean spent an hour or two installing them. But just a day later, there was an ominous clatter from the back of the car when I lifted off the throttle – a tensioner had failed!

I tried to convince myself it was something else, but as

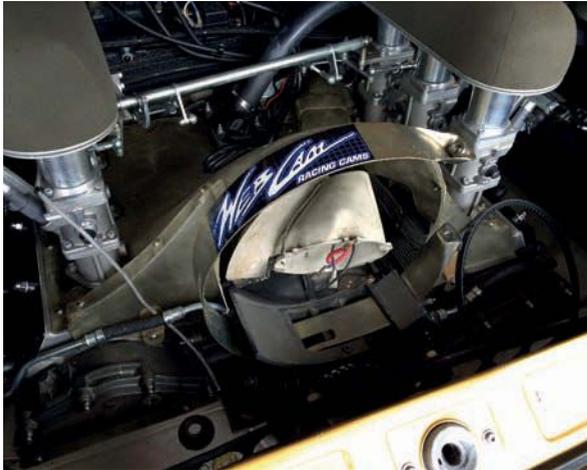
Andy Prill said to me over the phone: 'I don't believe in coincidences'. He was right – one of the tensioners had gone 'soft' and would compress easily but was slow to return to full extension.

I bit the bullet and bought a set of 'Carrera' pressure-fed tensioners from Euro Car Parts and had Williams-Crawford fit them. Dean loves taking the silencer off my car and refitting it – it's good

exercise, I tell him. The result was no more clatter on the over-run and a sense that, at last, I might be able to start driving the car without listening out for odd noises.

I'd long agonised over whether to put 'Porsche' side-

“I DON'T BELIEVE IN COINCIDENCES...”



Changing the alternator on a 911 is a fiddly process but it had to be done as the diodes had failed in the original unit. Rebuilt one came via Canford Classics



We couldn't face fitting the second set of stripes, so had Simon at our local sign experts, Hotdog, show us how it's done. Needless to say, he made it look easy...



Maxilite wheels are TÜV approved and very accurate replicas of the 'deep-six' Fuchs. Blockley's new 185/70x15 tyres are V-rated – they have a classic look and offer plenty of grip once properly scrubbed in

stripes on the car, or not. My original plan was to do so, but then when it came out of the paint booth, I quite liked it plain. However, as the months have passed, I started to feel it looked a little bare without anything, so decided I'd give some side-stripes a try.

I ordered a set in silver from Carbone but after I'd fitted them to one side, realised that silver just didn't work against the gold, even though the bonnet and engine lid are both striped in silver. At a loss, I bought another kit in white, this time from Tom Lubbock ('Bootsy' on DDK-online.co.uk) and applied them to one side of the car. It immediately looked better – in my eyes, at least.

However, to be frank, I found the process of applying the vinyl script rather traumatic, so called on my friends at Hotdog, a promotional printers and vinyl graphics specialists here in Lostwithiel, Cornwall, to apply the other set for me.

Simon made it look easy compared to my ham-fisted efforts!

Another change I had considered was to fit some Fuchs-style wheels. Maxilite make some of the very best, most accurate replicas in a classic 'deep-six' style so I had a set detailed by Ben Lewis and fitted with the new 185/70VR15 Blockley tyres. They look great but I ran into a problem in that the wheels didn't fit over my far larger than stock six-pot front brake calipers. So the space-savers remain – but they're now fitted with the Blockleys, which I have to say I am very pleased with, indeed. I've only covered around 500 miles on them so far but am impressed with the ride quality, grip once scrubbed in and their classic appearance.

So now the car has no misfire, a working alternator, new cam-chain tensioners, posh side-stripes and some new tyres. All I need now is some sunshine on the way to this year's Le Mans Classic – or is that asking for too much? **CP**

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Graham Kidd our Master restorer is nearing the completion of a 58' 356A T2, shipped to us for full restoration from Texas. See its journey start to finish on our Facebook or Blog.

Gavin Peacock is making the finishing touches to a very special 964 that will find its way to the magazines. We have completely reworked this 911, the body, roof, interior, chassis and it now features a supercharger. You are welcome to visit.

Two very rare birds flew in this week – smaller jobs but requiring equally careful and exacting attention. Only six 964 Turbo 2 cabriolets were ever produced by the Porsche Special Wishes Department. We have had our hands on three of those six. Rare? In sales we have a 993 of which only one was built, it's in British Racing Green.

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LONGING FOR PERFECTION

When it comes to restoring Porsches, one name regularly pops up within the American scene: Steve Hogue Enterprises. Amazingly talented, Steve has been a long time sports car enthusiast and came to appreciate Stuttgart's offerings at an early age. And while not solely specialising in these specific vehicles, they represent the bulk of his business

Words & photos: Stephan Szantai





Small but highly-skilled team is ready to tackle anything from rebodding a Cobra to doing a ground-up restoration on a 550 Spyder. Although Hogue tackles all marques, his main emphasis today is Porsche...

For Steve Hogue, sports cars and Porsches in particular have been a passion since growing up in Venice, a city west of Los Angeles. The coastal community also used to be home to the race shop of Carroll Shelby, who went on to create one of the most iconic sports/race cars ever, the Anglo-American AC Cobra.

'A few friends of the family and neighbours worked there', Steve told *Classic Porsche*. So, not surprisingly, fast automobiles became part of his childhood environment when growing up in the '60s. 'My dad never owned any special car, although he enjoyed them. But he was a good welder and fabricator, and he would help me with my projects, such as modifying my bicycles.'

After tinkering with a variety of older vehicles, he purchased his first Porsche, a black European 1978 911SC that he truly enjoyed. Yet his first shop catered first and foremost for...street rods. 'The market was good for these cars in the '90s. This explains why I became involved with them through my first company, Steve's Custom Shop', he adds.

“THIS CONNECTION LED STEVE BACK TO HIS FIRST LOVE, SPORTS CARS...”

Back then, he befriended Kevin Masson, still one of his employees to this day, who worked at McCluskey Ltd, one of the leading AC Cobra specialists in the world. This connection led Steve to get back to his first love, sports cars, through his second shop: Steve Hogue Enterprises. He settled in Torrance, a city located south of LA, in 1997, a vast improvement over his previous facility – a large garage in the backyard of a house.

The company's mission changed in the process to encompass a broader range of vehicles, as attested to by the statement on Steve's website: 'Vintage Coachbuilding and Reconstruction – Aluminium and Steel'. You can certainly say that he stayed true to his ambition, as the list of rides being resurrected at the present time will make any enthusiast go weak at the knees. They follow numerous past projects, which have established the firm's reputation with the vintage car and Porsche hobbies, such as a gorgeously restored and rare 1950 356 in black.

One of the team's ongoing projects has also been a clone





Planishing hammer and English wheel allow the skilled workforce to recreate virtually any shape of body panel in steel or aluminium



High on the wall sits a pair of Pre-A 356s awaiting their time in the restoration shop. Nothing is too far gone these days – everything has the potential to be restored

of a mid-engined Glöckler-Porsche. A successful auto dealer based in Frankfurt, Walter Glöckler created several Porsche-based race cars, with Hogue's tub replicating model Nr. 2. It weighed less than 1100lb, while delivering 86 horsepower thanks to a 1500cc alcohol-burning flat-four.

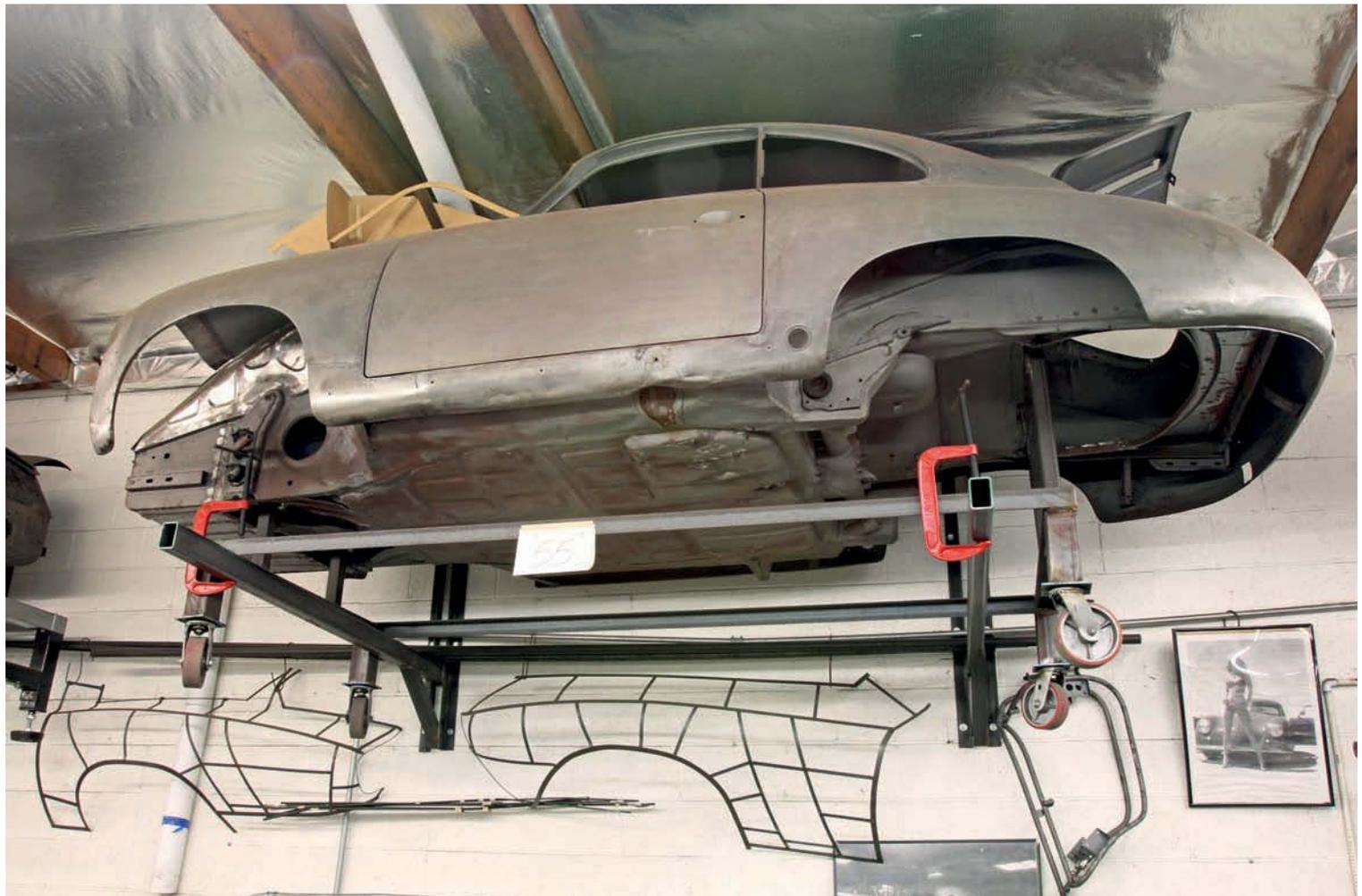
Although Steve doesn't hide his passion for the Porsche marque, he is quick to point out that 'the market is good' for these vehicles right now, which explains why their owners have been contacting him more often than in years past. 'I tend to hover towards areas where the markets are strong', he ponders.

'I originally stayed away from 356s because they were so rusty, banged up and labour intensive – and they weren't worth

that much money. They eventually became valuable and people started looking at Pre-As. Suddenly, they increased in value – it was worth having them redone correctly.'

This led to the restoration of a 1955 coupé and soon Steve started pounding a few replacement panels for 356s, displaying them at Porsche events such as the All Porsche Swap & Car Display at the Phoenix Club (see issue #35).

As you can tell from the pictures, the company is currently working on a handful of outstanding cars, including a 1955 Jaguar XK140 and a 1949 Lancia Aprilia prototype with a body by Ghia, plus a 1963 AC Cobra that has been raced since new. Nice automobiles for sure; but let's concentrate on the Porsche brand...





The tubular frame sans body belongs to a 1961 RS61 – once that’s been revived, a new aluminium body will follow, since not much is left from the original shell. Steve explains: ‘The car probably had three different bodies in its lifetime. The last one that came off was totally incorrect, so the chassis was repaired incorrectly as well, years ago.’

Sitting nearby, a second chassis has been entirely reconstructed – this 1953 356 was in horrible shape. Steve Hogue Enterprises can create one for you, too, as long as you supply the original torsion tubes. For this project, the crew will make a complete body as well, as the original ‘shell happened to be too far gone. Steve explains: ‘The original sheet metal wasn’t reusable, so the easiest way to restore the car was to take the torsion tubes, put them on a table and put new panels on them.’ He makes it look and sound so easy, doesn’t he?

Next on the list is the 1968 911R, refurbished with the collaboration of another shop based in Torrance, Callas Rennsport. Being raced extensively by independent teams since new translated into serious wear and tear, along with several crashes. In fact the whole car was twisted when it arrived at the shop, as it had been rolled in Japan in the past; unfortunately, repairs were not up to par. The restoration process also led to the discovery of rust issues, while fender flares adorned the back of the coupé at one point. To put it mildly, this is a major project.

A few more vehicles currently await their turn, including a barn-found, matching numbers 1957 Speedster which has

never been apart. It turned out to be in decent shape, apart from the clearly visible front end damage that took place in 1971. Steve currently stores two more early 356s (they sit high in the air on tubular jigs mounted on the wall!), specifically a tired 1951 split-window and a 1955 Pre-A coupé requiring a new nose.

As mentioned, the company also manufactures 356 panels (mostly for Pre-As), from noses and bumpers, to deck lids and fenders – and pretty much everything in between. But Steve has slowed production down as their construction is time

consuming. Besides, buying quality aluminium and steel has been an issue recently, as the US market has been flooded with cheap foreign material. The latter does not compare with its American counterpart, sadly difficult to come by, used by the shop.

The 2500sq ft facility welcomes a number of ‘old school’ tools: English wheel, four planishing hammers, power hammer, Pullmax forming

machine, shrinker/stretcher machine, bead roller, mill and lathe... Quite a list, eh? They allow the staff to perform most anything in-house. Speaking of the staff, Steve has surrounded himself with talented metal shapers, specifically Nathan Cruz and two Brits, Kevin Masson and Peter Malin.

Classic Porsche has been visiting Steve Hogue Enterprises for several years, and watching how some of the projects evolve over time can be both a fascinating and humbling experience. Let’s thank Steve and his team for keeping that old German metal alive! **CP**

911R restoration project showed all the signs of a hard life on the track, including being rolled in Japan. 550 Spyder is a major project, too...

Contact:

Steve Hogue Enterprises
22416 S Normandie Ave,
Unit D,
Torrance CA 90502
Tel: 310-787-1001
stevehogueenterprises.com

Glöckler-Porsche recreation is being carried out for a customer – it should be a heck of a car once complete. Porsches aren’t the only cars in the workshop as a Jaguar XK roadster next to the Speedster proves

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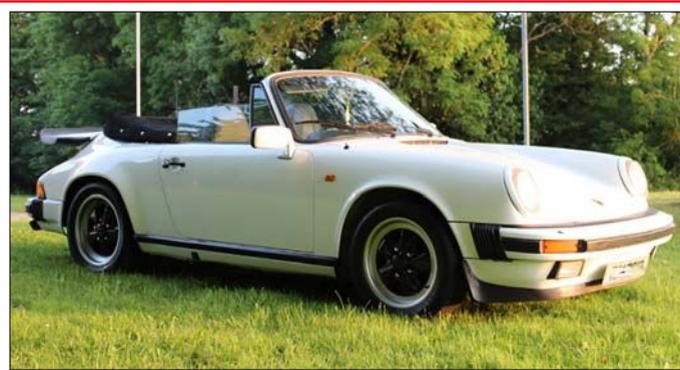
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Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in *911 & Porsche World*, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C37/004

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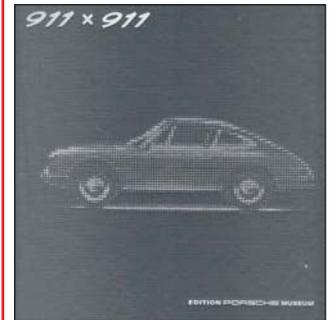
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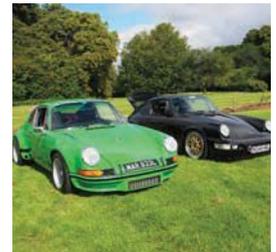
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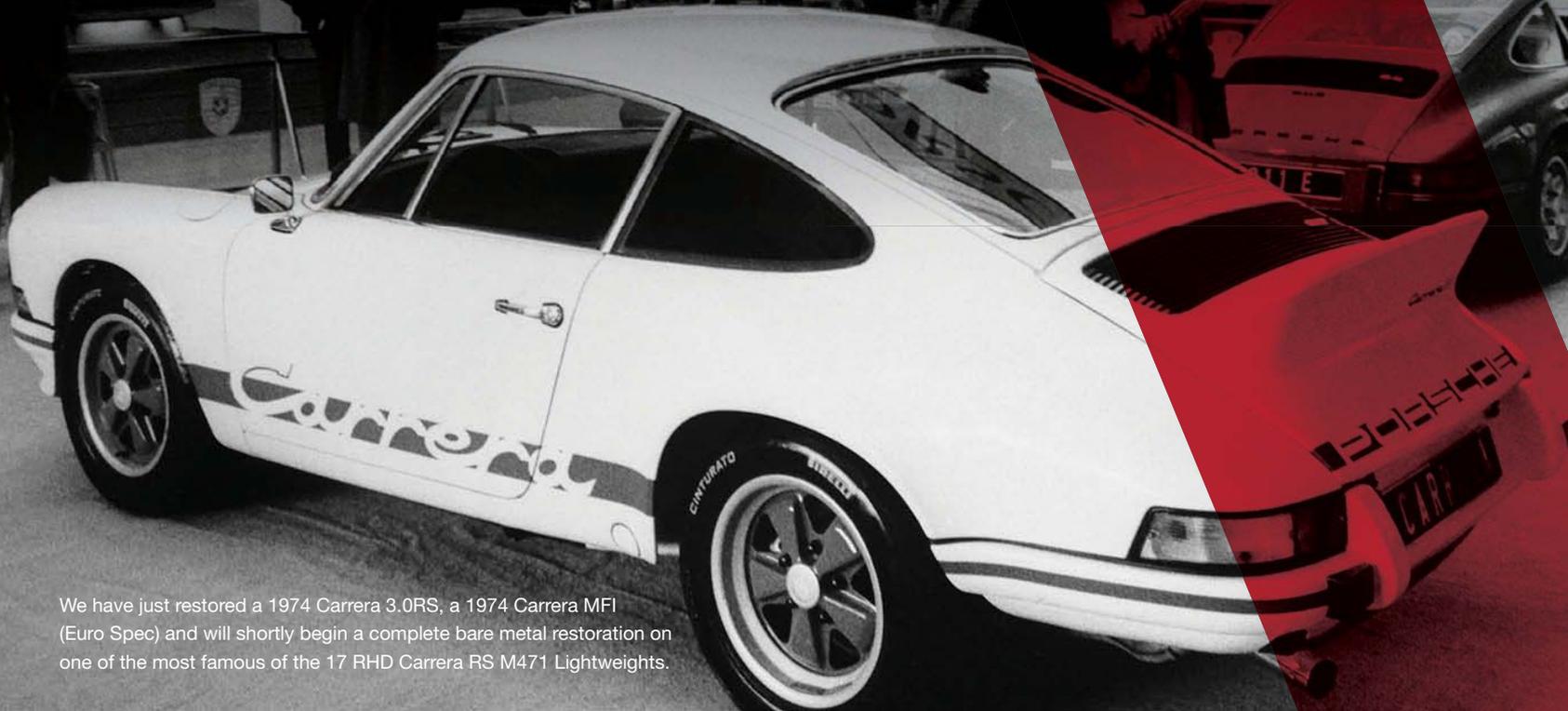
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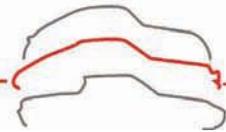
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