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

Worldwide retail distribution
For worldwide newsstand
availability queries contact
Danielle Colley, CHP Distribution Manager,
Seymour Distribution Ltd.
Tel: 020 7429 4092
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For UK go to the Store Finder website:
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Classic Porsche® is published by
CHPublications Ltd,
1 The Alma Building,
Brewerstreet Dairy Business Park,
Brewer Street, Bletchingley
Surrey RH1 4QP
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

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It's been a busy time since the last issue, what with a trip to Le Mans Classic and time spent sorting out some more engine woes (more on that next issue), but I can't think of anything else I'd rather be doing than writing about, photographing and driving old Porsches. As they say, it beats working for a living!

In this issue, we couldn't resist bringing readers up to date with the heart-warming (or is it gut-wrenching?) tale of our columnist Delwyn Mallett's 40-year love/hate-affair with his 'split-screen' Pre-A 356 (see above). It's a salutary tale of how small projects grow into big ones, and dreams can easily turn

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

to dust if you're not careful. Delwyn stuck it out to the end and eventually got to drive his idea of the perfect Porsche: a Gmünd-inspired 'streamliner' that is truly unique.

I was 'lucky' to be involved with the final stages of this long-winded project, and had the honour of being the first person to drive the car after its four decades of slumber. My verdict? As I fell out of the car laughing, I turned to Del and uttered the immortal words: 'This is the worst car I've ever driven!'. After a hasty few days of work readying it for its first ever public appearance, it shook, rattled and rolled – but it lived! Old Porsches, you see, are meant to be driven, no matter what...

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PORSCHE

A QUESTION OF BALANCE

Kenny Rogers' song *The Gambler* contained the immortal line 'You've got to know when to hold 'em and know when to fold 'em – the decision's much the same when it comes to restoring a car: how far do you go? Go deep and destroy all traces of originality, or tread carefully and preserve the past? Tech 9 chose the latter with this brace of Targas

Words and photos: Bruce Holder





Balance is something that is often very hard to achieve, especially when it comes to cars. We hear the word used a lot regarding work/life and how to manage and maintain a good ratio between the two. But when it comes to our beloved automobiles, people's idea of what they want, and how they want their car to be, can end up at polar opposites of the automotive spectrum – especially when it comes to the condition, care, preservation and restoration of older cars.

Bringing something back to original condition, sometimes even better than 'fresh from the factory' condition, is often seen as the pinnacle of restoring a car. We've all admired those pristine examples that shine with immaculate paint, while every square inch of the underside oozes that squeaky-clean look of new zinc-plated hardware, smooth-painted surfaces and beautifully finished mechanicals.

Then there is the school of thought that fully restored cars lose a lot of their character: the history and charm that the slightly weathered look gives a car when it's left with its blemishes. The wear and tear that tells a story can be lost under a glossy and perfectly presented facade. We're not talking basket cases here, but used examples that have the natural patina and imperfections that come from the car having been driven and enjoyed.

Phil Hindley, proprietor and front man at Tech 9 Motorsport Ltd, knows this dilemma all too well when it comes to classic Porsches. Having been reviving, restoring, modifying and owning them for many years, he understands the ways in which a car can be presented in its best light without making it a clinical showpiece. Getting that balance of keeping the character while making everything 'just right' is evident in the two 911s you see here.

“A TACTILE REMINDER OF PAST ADVENTURES...”

An eye-catching combination of yellow and red greets me as I enter Tech 9's unit near Liverpool, the former being a 1972 911T and the latter a really rather rare 1975 911 Carrera 2.7, both Targas. The two cars have been the subjects of the full Tech 9 treatment, which is to make them as good as possible without removing the little touches that add the character.

The cars are super clean, almost immaculate but with just that hint of 'use' here and there which not only lends them a charm and character but also means they can be used and enjoyed without fear of gaining the odd mark: slight wear in the carpet, some creases in the leather seats to remind the holder of the keys that this car has had seat time before. The very slightly cracked leather on the steering wheel gives you a tactile reminder of the past adventures it has been on.

All of these elements, and more, could have been addressed through new trim on the steering wheel, new carpets and new upholstery, but at what cost?

Let's start with the yellow car, a LHD one-year model with the external oil filler flap. Pop the engine cover to reveal the 2.4 mechanically-injected motor and you can see the factory black sealant still present, with some of the Light Yellow paint just showing through in places. In many others' hands this would have been removed, cleaned up and made shiny. The floor mat has a worn patch, a declaration of where the driver's left foot rests between gear changes – and talking of



gears, the factory-original gear knob has signs of cracking in the plastic insert.

These, and other aspects of the car, create a sense of character that is easily removed. They work so well with the tidy seats, spotless bodywork and beautifully-restored wheels. Phil and his team have done a fantastic job of bringing this car up to top condition without taking it too far.

The red Targa is much the same. It's a right-hand drive UK-market car, built in 1975 and wearing the legendary Carrera script down the sides. Stunning in its bright paintwork, which really pops in the sun, there are still traces of the old which take you back on a journey through the car's previous ownership.

As mentioned, there's that light patina on the steering wheel and minor creasing in the front leather seats which, incidentally, do not match the rears. This is not because someone has changed the front perches in favour of black leather ones (the original interior trim is

very dark blue vinyl) but rather that the genuine, optional upgrade to leather did not include the rear seats. So you are left with a factory-produced car with black hide for the front row occupants and deep blue vinyl in the rear. It's an unusual but authentic touch to the car.

Externally there are also some gentle scuffs on the stainless section of the Targa hoop, and the Targa badges themselves look great in their 'tidy but not immaculate' state. Again, the balance between old and new is absolutely right, a fine line to tread and all too easy to get wrong. But Phil knows what he's doing and both cars really do represent the best of what Porsche ownership is about.

Then there is the mechanical side of things. Both 911s have been subjected to a major mechanical overhaul, the Carrera to an even greater extent than the 2.4, and this shows when you turn the key. A brief whirr of the starter and

The Light Yellow '72 has a delicacy of style that remains timeless. Within two years, the arrival of impact bumpers would transform the 911

**“IT’S AN UNUSUAL
BUT AUTHENTIC
TOUCH...”**

Earlier model is LHD and equipped with the standard vinyl-trimmed seats. Targa tails (below) with or without spoiler – it’s your choice...







the engines spring into life, settling almost immediately into that lovely, distinctive thrum that epitomises the flat-sixes. It's an often overused word, but the motors in both of these cars really are sweet.

With the engine running, you get the slight whiff of petrol, with a teeny hint of oil and heat, that takes you on another sensory journey to remind you of the basic nature of these cars in comparison to the modern engineering that can leave you far removed from the all important, simple joys of motoring. Even sat stationary, idling away, these cars treat you to simple pleasures that mean so much to every petrolhead.

The drive is no different, both a joy and testament to the work that has gone into them, but it's the red car, as one might expect, that shines the brightest here. The Carrera graphics adorning the lower flanks aren't just a flamboyant statement for the sake of it, they spell out in brazen lettering the true intentions of this car: to go fast, to excite, to enthrall. And these it does in equal measure.

Taut suspension aided by brand new Bilstein dampers handles the corners superbly yet not at the expense of comfort. 911s have always been touted as sports cars, even more so the sportier models like this Carrera, yet they fit equally well into the grand tourer category, too. Firm but compliant manners allow for some hard driving or, if you want it, relaxed cruising. Or both. All things to all men...

And this particular Carrera adds an extra layer to the mix by allowing the outside elements to add to the driving experience courtesy of the removable Targa top, the exhaust note giving the occupants an additional aural experience

through the generous roof opening. The air rushing past, buffeting the driver and passenger, the sun shining down and, on deceleration, that wonderful hint of mechanical goings on from behind comes flooding into the cabin as that faint but intoxicating smell of engine oil and fuel drifts up the rear screen and over the roll hoop.

Press the loud pedal again and the car surges effortlessly through the landscape; a power output of 210bhp might not sound a lot these days but in a car that only just nudges over a ton in weight, it really leaves its mark.

With only six Carrera Targas ever made in right-hand drive, getting to enjoy the benefits of the open air with the added benefit of the extra power was a very rare treat in the UK. Many prefer the purer style and extra rigidity that comes

from the coupé, but that doesn't mean this is a lesser car. Far from it, for what it might lose in these areas, the Targa more than makes up for with the *al fresco* experience. And let's face it, the structural alterations didn't have too drastic an impact on the handling characteristics on a true day to day basis.

As for the styling, the aesthetics of the Targa have really

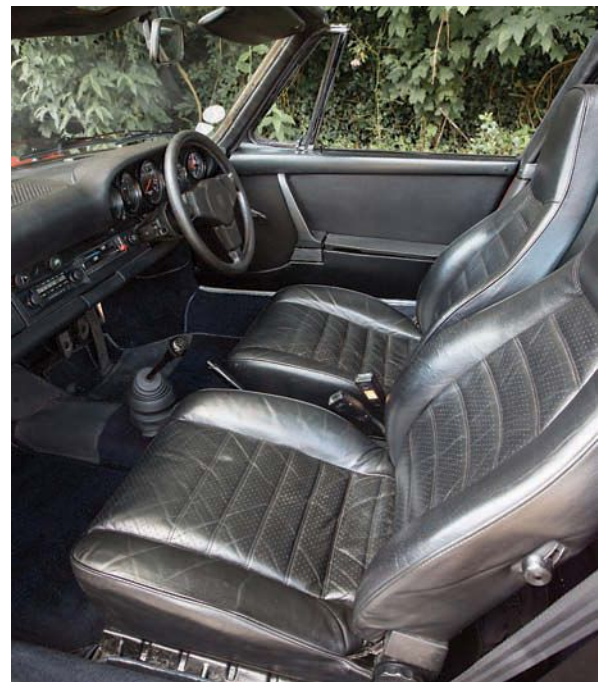
come into their own of late, aided undoubtedly by the 'retro' looks of the current 991 Targa.

The 15-inch Fuchs in 7- and 8-inch widths, with their accompanying wider arches and that iconic whale tail, all add to the visual drama of this car. It would be so easy for these elements to conflict when seen alongside the Targa body style, but it's a credit to the versatile characteristics of the 911's stunning design that allow these elements to work well together.

It's that balance thing again – seeing it in real life, it's

Out on the open road, the 210bhp Carrera Targa is clearly streets ahead in performance terms. Open air option only serves to add to the aural experience

**“TO GO FAST,
TO EXCITE,
TO ENTHRALL...”**



2.7-litre mechanically-injected Carrera engine is the same as that used in the 1973 Carrera RS. Front seats are optional leather, but the remainder of the interior is trimmed in vinyl

every bit as appealing as the equivalent, and inevitably more popular, coupé.

It would be easy just to say that none of this matters from behind the wheel, but it does. If cars were purely about the driving experience and not the way they make your heart skip a beat when you look at them, then we'd be missing out on a huge part of what our love of cars is all about.

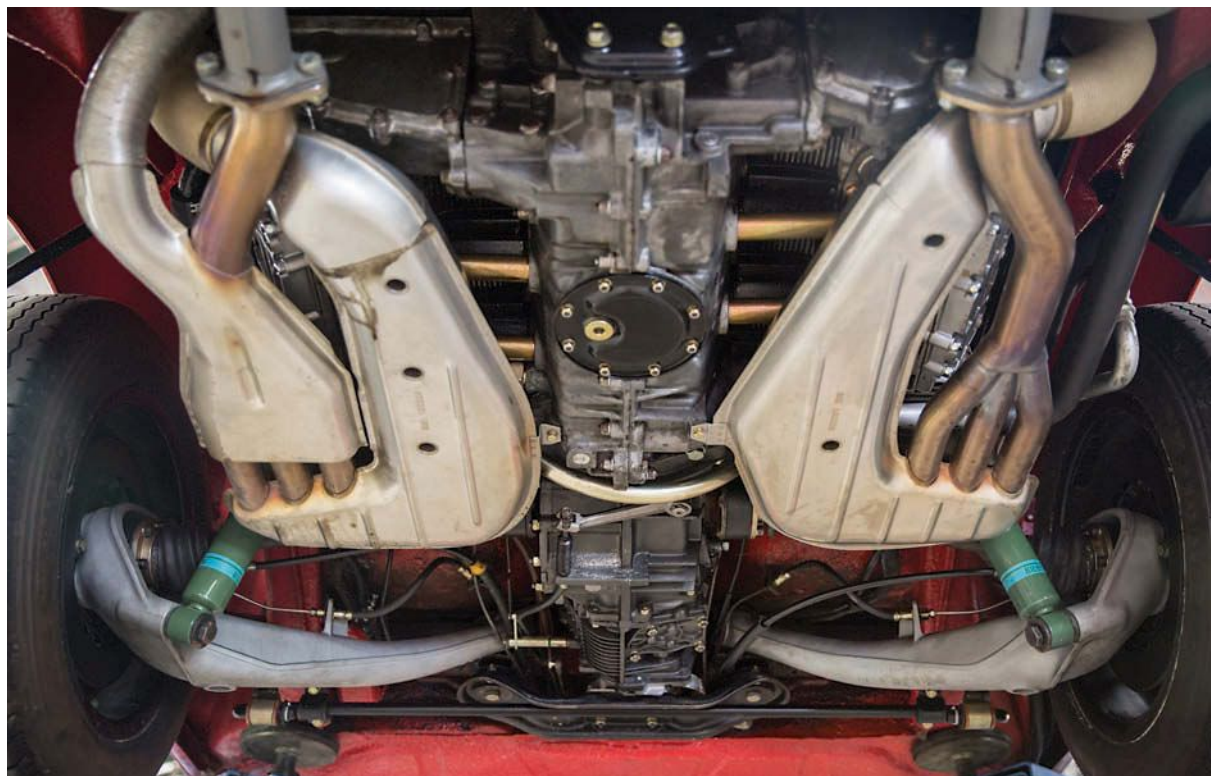
Luckily the 911, in pretty much any guise, is very much one of those cars that you can stand and stare at for a long time. Drink it in, study the lines, the curves, the shapes, time and time again. Not only does it go fast, handle well and reward you greatly but it also brings a smile to your face when you walk up to it – or walk away and look back over your shoulder. Twice. Like a piece of classic architecture or hand-crafted piece of jewellery, it's timeless.

Both cars here are stunning in their own way. I've waxed lyrical about the Carrera, and rightly so, but that's not to say the older 2.4 is any less alluring. Certainly not. It has a purity, almost an innocence about it in the presence of the red car, that draws you in for a closer look. Despite being an eye-popping yellow, it's not as loud or 'shouty' as its later, faster

sibling here. What it lacks visually in wider wheels, bold graphics and rear spoilers it gains in grace and understated elegance. It's a very different car to the 2.7 and not simply because of the 346cc reduction in engine capacity.

Being a '72 it's from the true old school, a 'long hood' with the delicate horn grilles and those stylish wrap-around front indicators accompanied by chrome over-riders and a smooth rump – it's altogether more 'classic' in feel than impact bumpers and whale tails. It's the foundation upon which all other 911s were built. OK, so the SWB came before it, but the essence of the styling remained pretty much unchanged bar a few minor differences – and it just works. Phil's attention to detail in getting the car right play a big part in this, too. The choice of wrapping the immaculately refurbished 6Jx15 Fuchs in period-correct Pirelli CN36s was a wise one.

As was the decision to leave the paintwork well alone, save for giving it a lot of TLC to bring it back to its shining glory. It's not perfect, but it's so right with its patina that to consider repainting it would be a crying shame. Many probably would, but as it sits here with its few very minor



Tech 9 gave the Carrera Targa a thorough mechanical overhaul but went to great lengths to ensure the car lost none of its character. They're only original once...



blemishes, glimmering in the sun, it looks pretty much perfect to me.

The same goes for the interior. The black vinyl seats and door cards have not made way to a fresh covering of cow hide. The smell as you enter the cabin is one of pure nostalgia, that scent of leatherette seats that have been sat in the sun for a while so redolent of the 1970s. Each sensory experience with the yellow 2.4 is different to that of the red Carrera, yet still capable of achieving the same ultimate goal: to make you feel special.

Having had a top-end rebuild on the engine and a general overhaul of all other mechanical components, this car starts, runs and drives beautifully. Predictably it's not as fast as the Carrera, but it's just as enjoyable for different reasons. With that sweet free-revving engine singing away, the roof off and fine weather to relish as it hustles along, this car is just a joy to behold.

Both these Porsches delight and entertain in equal measure. The fact that they are Targas shouldn't count as a

negative in a world where many obsess over the merits of the coupé. They reward in their own way which makes you appreciate the outside world whizzing past more than being in an enclosed coupé ever can, while still allowing you to enjoy the wonderful engineering which is the very hallmark of the Porsche 911.

“FOR THAT THE PORSCHE WORLD IS A BETTER PLACE...”

thing enough that these cars can be used and enjoyed as they should, and not just become cherished possessions.

I leave Tech 9 with a sad heart knowing my time with these beautiful cars has come to an end, but also with a smile at the thought that there are people out there doing their absolute best by these cars. And, for that, the Porsche world is a better place. **CP**

Phil and his team at Tech 9 know how to build a car. More importantly, and something that is often overlooked in this day and age of striving for perfection, they know where to stop. Like the nature of the cars themselves, these guys truly know about balance.

I just hope future owners manage to sort the work/life

In recent times, the Targa has finally been accepted by a wider audience, after years of being overshadowed by the more popular coupé. The new 991-series Targa has undoubtedly helped...

Six-inch Fuchs or sevens? Carrera wears the optional 7J and 8J wheels, while the 2.4 still rides on original sixes





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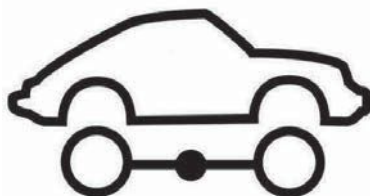
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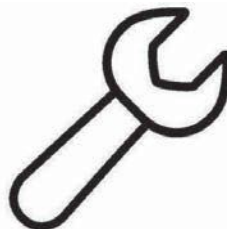
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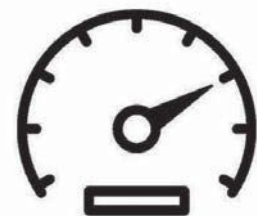
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NEWS & PRODUCTS

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

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

DIARY DATES MAKE MINE A TRIPLE...

Some dates for your diary – first of all, of course, don't forget our very own Porsche Picnic, to be held on Sunday 25th September at Mapledurham House, near Reading. Full details can be found later in this very issue, or call Wildside on **0118 947 5200** for information...

If you're a subscriber, you'd have got this issue in good time to pop along to Canford Classics' open day on Saturday 27th August, followed by a trip to Essex for the Kings Head Klassic, hosted by Karmann Konnection the very next day. Check www.canfordclassics.co.uk and www.karmannkonnection.com for details of these two gatherings. We hope to see you at both!

The 75th Goodwood Members' meeting is to be held on 18–19th March 2017. Unlike past years, a limited number of tickets will be on sale to non-GRRC members... www.goodwoodnews.com

The crew at Triple Espresso has launched a new range of Porsche-oriented T-shirts, the designs of which are heavily influenced by Porsche's racing exploits in the 1970s, from Can-Am to IROC. We think they look great and, at £25 a pop, they won't break the bank, either. Visit the website to see the full range...

But that's not all, for Triple Espresso is also organising regular 'Breakfast Klub' meetings, held at the World Famous Comfort Cafe, Fourwentways Service Area, Little Abington, Cambridge CB1 6AP on 28th August and 23rd October from 9.00am to midday.

To give you a flavour of the event, check a video of the last meeting at <https://youtu.be/OWN9JpFdzz0> For all enquiries about the new T-shirts or the rest of the Triple Espresso range – and of course the Breakfast Klub – visit www.triplespresso.co.uk



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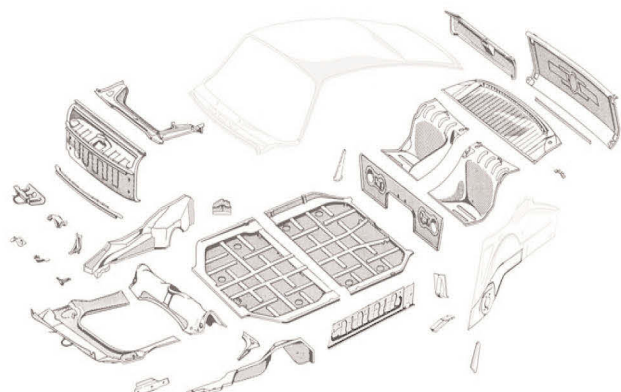
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RESTORATION DESIGN

Restoration Design Europe began when Marcel Tromp was in the process of restoring a 1972 Porsche 911T in the Netherlands. He needed specific panels and his searches led him to Restoration Design Inc in Canada. Marcel got in contact with RDI with an interest in pursuing the option of importing parts to the European Union and the rest, as they say, is history.

The company can provide restorers with virtually every panel they might need to rebuild a rusty or accident-damaged Porsche, from the earliest 356s to the later classic 911s. New panels are being added to the range all the time, so check the latest stock at www.restoration-design.eu



CREATE YOUR 911R

The desire to replicate the original air-cooled 911R is still strong amongst enthusiasts, says EB Motorsport. The Yorkshire Porsche parts and bodywork manufacturer has experienced a steady stream of enquiries for its lightweight 911R body panel set from Porsche fans worldwide since mid-2015 and the announcement of the new 911R from Porsche.

'The original 911R is an important car in Porsche history and there is great interest in this rare Porsche racer amongst enthusiasts,' says EB Motorsport boss, Mark Bates. 'Our full 911R body panel kits substantially reduce the weight of an early 911, so restoring a SWB car which may have rusty body panels using our 911R panels is a straightforward way to go about building a great racing car, an entertaining road car – or both.'

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Maxilite now has in stock the hard to find 911R wheel in 7Jx15 to fit the narrow-bodied 911 with little or no modification – as with the original, rolling the lip or moving an oil line might be necessary. They've modified the original offset slightly from ET49 to ET47 to make fitting easier.

A fully-polished wheel is treated and powder-coated to replicate the original paint detailing. Although the finish is highly labour intensive, Maxilite has kept the costs down and is able to offer the wheels at €450 a piece for the 7Jx15 and €345 for the deep six (6Jx15), including VAT. They are delivered without centre caps but original Porsche caps fit. For details, contact mikko.tirronen@maxilite.ch



THE SOUND OF PERFECTION...

Ah, the sound of Porsche in the morning. Or any other time of day, for that matter. If you can't get enough of that distinctive Porsche howl, we recommend this unusual history of the marque. Compiled with the help of Porsche HQ and recently revised, Porsche Sounds is a lavish coffee-table tome stuffed with stunning images and descriptive text in both German and English. The narrative arc inevitably covers major milestones in Porsche's history. The twist is an audiophile quality CD crammed full of original engine sounds from Porsche's back catalogue. Everything from classics like the 356 Roadster through iconic racers such as the 956C and the modernist machine that is the Panamera Turbo are included. As we go to press, the collection is available through Amazon for just £23.79.

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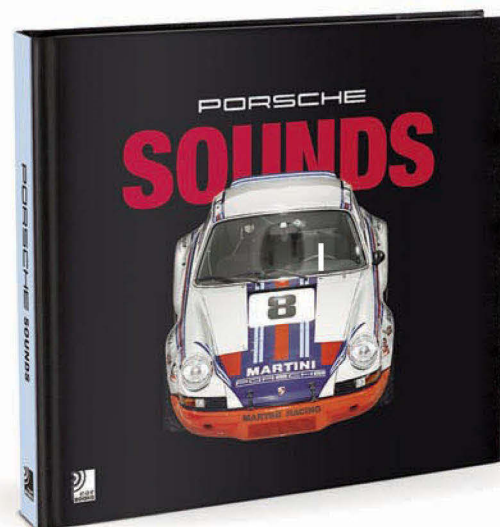
KEY FEATURES

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Choose the bits you like from each era of air-cooled to create a modern classic in your own image. A long hood here, a wide arch there, maybe a cylinder – or six. But if the big choices are fun, the little things can be a delight in their own right – details like a period tax disc, an old dealer sticker or these natty little ignition switch covers from Car Bone.

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Check www.car-bone.pl.



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More details from www.gunson.co.uk

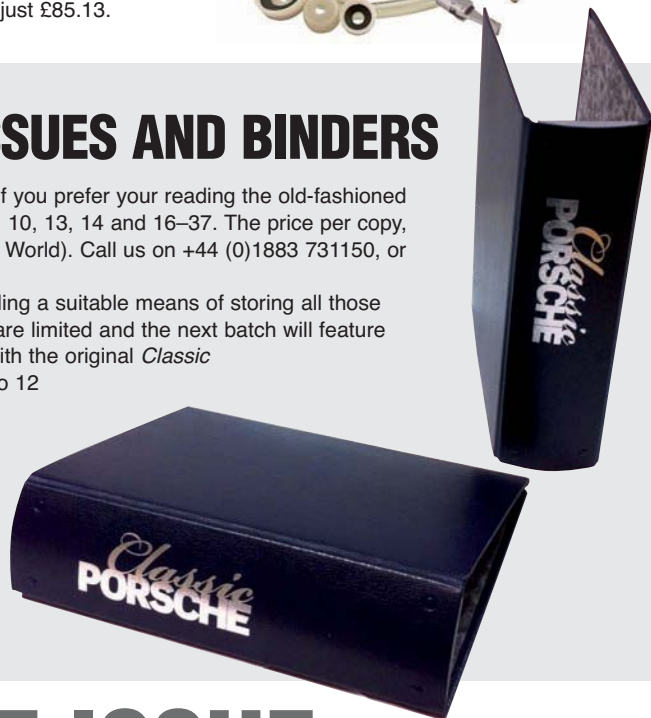


CLASSIC PORSCHE BACK ISSUES AND BINDERS

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 16–37. 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 38 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 our 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.

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DELWYN MALLETT

OUR MAN ABOUT TOWN GETS ALL EXCITED AS HE WITNESSES HIS DREAM CAR IN ACTION AT THE OLDEST ACTIVE MOTORSPORT VENUE...

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...



In July, for the first time, I visited the world's oldest operational motor sport venue, Shelsley Walsh. In continuous use since 1905 the event that finally lured me to this 1000 yards of Tarmac coiling its way up the side of an idyllic valley in the Worcestershire countryside was the appearance of one of Professor Ferdinand Porsche's finest creations, the legendary V16 Auto Union Grand Prix car.

We have all arrived at our addiction to Porsche by different routes. (I assume that if you are reading a magazine devoted exclusively to Porsche that you, too, to a greater or lesser degree, can be categorised as an addict.) In my case, being older than a lot of you, it was via the Professor's pre-Porsche achievements and in particular the Auto Unions of the 1930s (no, I didn't see them race in period, I'm not that old. *Really? – KS*).

In the dim and distant days of black and white television a favourite series of mine was the 'Shell History of Motor Racing' documentaries written and directed by Bill Mason, Nick Mason's dad. The episode that really fired my schoolboy imagination was titled 'Clash of the Titans' and focused on the battles between the 'Silver Arrows', the cars of Mercedes and Auto Union that effectively dominated the years from 1934 until the outbreak of World War Two.

I was totally in awe of the drivers, drifting these awesome machines around tracks like the Nürburgring at astonishing speeds, shredding their tyres in the process. The Auto Unions, with their rear-mounted engines were particularly spectacular and difficult to master, their tails constantly stepping out of line as their intrepid pilots struggled to apply over 500bhp to the road.

In July 1936, for what would be the first appearance of a Silver Arrow in Britain, Auto Union sent one of their special short-chassis 'Type C' cars to have a crack at the Shelsley Walsh hill climb record in the hands of their star driver Hans Stuck. On the surface this seems like an odd venue to debut their car on these shores but Stuck had history at Shelsley.

In 1930, driving an Austro-Daimler, he had set a new course record that lasted for three years – it was obviously time for the European *Bergkönig* to take the record back. The silver *P-Wagen* (as it was invariably referred to, 'P' of course, for Porsche), with its streamlined cigar-shaped fuselage and its extra wide rear axle with massive twin rear wheels must have had the impact of an alien space craft setting down in this rural idyll.

Practice, not officially timed, was run in the dry and Stuck is reported to have equalled the course record but the timed runs on the following day were

beset by torrential rain. Even sporting its twin rear wheels there was no hope that Stuck could get the power down on the narrow track, at some points only twelve feet wide, but, nevertheless, he put on a show for the enthusiastic crowd, producing a thousand yards of wheel-spinning, tail-wagging excitement.

The second run of the day fared no better and as the contemporary report in *Motor Sport* related, if anything, was more spectacular than the first. '... in a final desperate effort to show what the car could do, he ventured to put his foot down on the last stretch.

'He was rewarded by the most ferocious series of tail-wags we have ever

witnessed, his elbows in turn rising high above the car's side as he corrected the skids, and finished the run with a skid across the line which must have made the timing officials jump for their lives...'

Exactly eighty-years later Audi Heritage sent over their stunning replica of the Stuck car – complete with Hans Stuck junior to fling it up the course – obviously a day not to be missed.

The weather gods this time chose to smile on the Worcestershire valley, but in deference to the multi-million pound investment that Audi have made in recreating the Grand Prix cars Stuck Junior was not going to blitz the hill during his runs. Nevertheless, standing inches from the car, the eardrum-numbing wail of the six-litre supercharged sixteen-cylinder engine being warmed up in a barn at the bottom of the hill was alone worth the trip.

Curiously, the following day, still tingling from the

thrill of seeing but mainly hearing the Auto Union, I tuned into a documentary on the box, entitled 'Hitler's Champions' and had to restrain myself from throwing a shoe at the screen.

Although a rather good account of how Hitler's regime used sport and sporting heroes as propaganda, the section on motor racing was either put together by someone who knew little about the subject or wilfully ignored the chronology of the period on the basis that the audience would be too ignorant to notice.

A sequence purporting to show a specific race cut between Auto Unions from all six seasons in which they competed, jumbling the V16-engined cars with the later V12 variants. Much of the film was 'colorised', and done rather well, but when referring to the fact that the legendary Italian, Tazio Nuvolari, was one of their prime rivals they showed him driving an Auto Union – colorised red! What sacrilege! It almost spoiled a perfect weekend. **CP**



Even twin rear wheels couldn't tame the mighty Auto Unions in period, although the value of Audi Heritage's modern day recreation makes tyre-shredding antics a thing of the past...

“ THEIR INTREPID PILOTS STRUGGLED TO APPLY OVER 500BHP TO THE ROAD...”

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ROBERT BARRIE

All eyes turned towards the classic car scene when prices started going through the roof, but have things changed? Robert looks at how the three main price indices work...

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



It's not so long since *Financial Times* reported that historic cars had been the best performing asset class over the previous ten years. Wow, did prices really rise by nearly 500 per cent? And what are they doing now? It's widely accepted that the market has slowed, but has it done so by a little or by a lot? The main historic car price indices – HAGI, from the Historic Automobile International Group, K500 from Simon Kidston's team and Hagerty, from the insurer, should provide some answers. First, though, it's helpful to know a little about the indices themselves.

We can start with coverage. The headline HAGI index is based on a portfolio of fifty rare and high-value cars, including a small number of modern classics including the mid-engined Carrera GT. There are sub-indices for the main constituents including Porsche. As its name suggests, the K500 index is based on a broader and more representative sample of 500 cars, including a number of so-called affordable classics. Again, there are sub-indices for the main constituents including Porsche. Hagerty publishes a blue-chip index of twenty-five high-value cars – previously known as the cars to own – as well as additional indices covering, among others, German cars.

Next, to the prices themselves. The aim is to compare apples with apples. It's not as straightforward as it sounds. Is a 356A the same thing as a 356B or a 356C? Is a 1973 911 2.7 RS lightweight the same thing as a 1973 911 2.7 RS Touring?

Some models rarely trade and, when they do, it's not clear how examples compare to each other. Are they more or less original, in better or worse condition and is the history more or less complete? Apparently similar cars can trade at very different prices on the basis of these characteristics.

The indices deal with this in different ways. The HAGI index is based on a range of raw prices and can be volatile as a result. K500 uses a smoothed average of auction prices. Hagerty, on the other hand, uses a range of prices as well as an element of judgment.

Having established the coverage and collected the prices, it remains to combine the latter into an index. The key issue is weighting. How should the prices for, say, a Ferrari 250 SWB and a 1973 911 Carrera 2.7 RS be added together? The HAGI index is weighted using the market cap of each model – an average price multiplied by the number of examples still around. In the

case of the SWB and the RS, the market cap weight might be two-to-one. K500 compiles a series of sub-indices using equal weights and then weights those equally to compile the overall index. The Hagerty index is effectively based on price weights. In the case of the Ferrari 250 SWB and the 1973 911 Carrera 2.7 RS, the price weight might be twenty-to-one.

What do the indices say about the last ten years? It was the headline HAGI index that recorded the nearly 500 per cent price rise. For what it's worth, its Porsche component looks to have done something similar.

As discussed, both cover a portfolio of rare and relatively high-value cars,

including some modern classics. The broader and more representative headline K500 index merely doubled over the same period. Again, its Porsche component looks to have done something similar.

There's nothing wrong with doubling, but it's less spectacular than the headlines would have us believe! In the time that the Hagerty blue chip index has been compiled, its performance has been somewhere between the HAGI and K500 indices.

To answer the question we started with, the prices of a small number of very special cars – including a small number of very special Porsches – do appear to have risen at an extraordinary rate over the past five to ten years.

If you were lucky or smart enough to own a collection of cars similar to those in the HAGI indices you are likely to have seen very strong returns. Meanwhile, the market as a whole was more pedestrian. It was a period in which the most expensive cars got

even more expensive and the less expensive didn't.

To bring the story up to date, all the indices suggest prices have slowed more recently. The annual rate of increase in the headline HAGI index is back down in single figures. The K500 index is slightly up on the year, but the most recent quarters show small falls. The Hagerty blue chip index is roughly five per cent up on the year, but the most recent observation also shows a small fall.

It's not unreasonable to suggest – ahead of processing the results from Monterey – that the market has been more or less flat for a large part of this year. As a final observation, the indices are necessarily based on sales. When cars sell well, the indices record the higher prices as they occur. If they don't sell, on the other hand, the indices don't immediately fall. That can take more time. **CP**



Special cars will always command a high price, but it's the way prices of individual cars are compared which makes the difference to the indices. As Robert says, the aim is to compare apples with apples, which is not always as easy as it sounds...

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LETTERS

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AN ITALIAN WELCOME

Hello and good morning from Italy. I have just received your latest 'new look' issue and noticed you have a feature set in Sicilia coming soon (*it's in this issue, in fact – KS*). I have a wonderful collection of 11 cars from 1973 to 1996 in Santa Venerina, near Catania. If you are ever near, you are very welcome to come and look!

By the way I am English, 68 years young and obviously have the illness with which we are all afflicted. My 1973 911T is the star of my collection. It's had just one owner for 41 years and has covered only 13,000 kilometres. It was second at Padova in Italy's Porsche Classic competition in 2015. My 911SC has covered only 4000 kilometres.

Hope you can visit us one day – and thanks for your great magazine.

Alan Belton
Via E-mail

Keith Seume replies: Looks like you have quite a collection there – and from what we understand, some pretty amazing scenery in which to enjoy them all...

CONTINUATIONS

First I want to say that I have been buying *Classic Porsche* magazine from the first issue and am a big fan.

The reason for my e-mail is in regards to the column written by Delwyn Mallett in issue #35 about replica cars, reproductions and continuation models.

In the USA, there is a law going through Congress addressing these very cars. In essence, a law is being considered that would allow the legal sale of new replica/continuation cars as long as some requirements are met. The big kicker is that the cars would be exempt from some of the present DOT and EPA regulations.

I think this would be great for the car hobby. I could see a series of Porsche 904s, Ferrari Dinos and suchlike being offered again. The only problem is that they would still be out of reach of most car enthusiasts.

Here is a link to an editorial on this subject and the proposed regulation: <http://blog.caranddriver.com/no-assembly-required-a-new-kit-car-law-could-spawn-a-repli-mod-industry/>

Thanks for a super enjoyable magazine. I really enjoy the restoration editorials. I normally purchase the magazine at Barnes & Noble, but now that you are going to nine issues a year I think it's time to subscribe.

Bill Berman
Via E-mail

Keith Seume replies: Thanks for the kind words, Bill. That proposed legislation has to be good news for the industry – let's hope it goes through. If the US market is opened up to such vehicles, then it would make more sense for some of the larger manufacturers to get involved. Are you listening, Porsche? When you've done a continuation 904, you can build me a 906...

NEW LOOK

It's not often that I feel compelled to write a letter, and if I do it's usually to complain about poor service or a rant to my local council planning department! However, after buying your last issue (#37), I felt I needed to say well done to everyone at the magazine.

I worked in the publishing industry for many years, both in Europe and the USA, and know only too well how difficult it can be to make changes to a magazine's design without totally altering its character. In this regard, I think you have succeeded, resulting in a magazine which is still familiar to regular readers but looks fresh and new.

On a more detailed level, I was unsure about the use of Helvetica as a font, having grown up with it and similar 'modern' typefaces in my art school days, but on reflection I think it was a good choice. Well done all!

Miles Rutherford
Milan, Italy



Alan Belton, an ex-pat living in Italy, has a collection of no fewer than 11 Porsches tucked away, including a 13,000km 1973 911T and a 911SC with just 4000km on the clock...

“THE CARS WOULD BE EXEMPT FROM SOME OF THE EPA REGULATIONS...”

was delighted to hear that you finally made it to the event in your own car. Such journeys make the trials and tribulations of a long project all worthwhile.

I have attended many similar events, from Rennsport Reunion to Goodwood Revival, but to me none quite capture the magic of period competition to such a degree as Le Mans Classic. As an onlooker, it ticks all the right boxes for me, from the broad spectrum of cars to the night-time racing, the paddock access to the club displays. I just wish there was a better selection of food available, but then that is probably true of every race event.

What fascinates me about Le Mans is how there appears to be a chaotic air to it (I recall our commenting on this when we spoke) but underneath there is clearly a very slick operation – it's a little like watching a swan: you don't get to see those little feet frantically paddling away beneath the surface!

Johannes Pieronn
Via E-mail

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



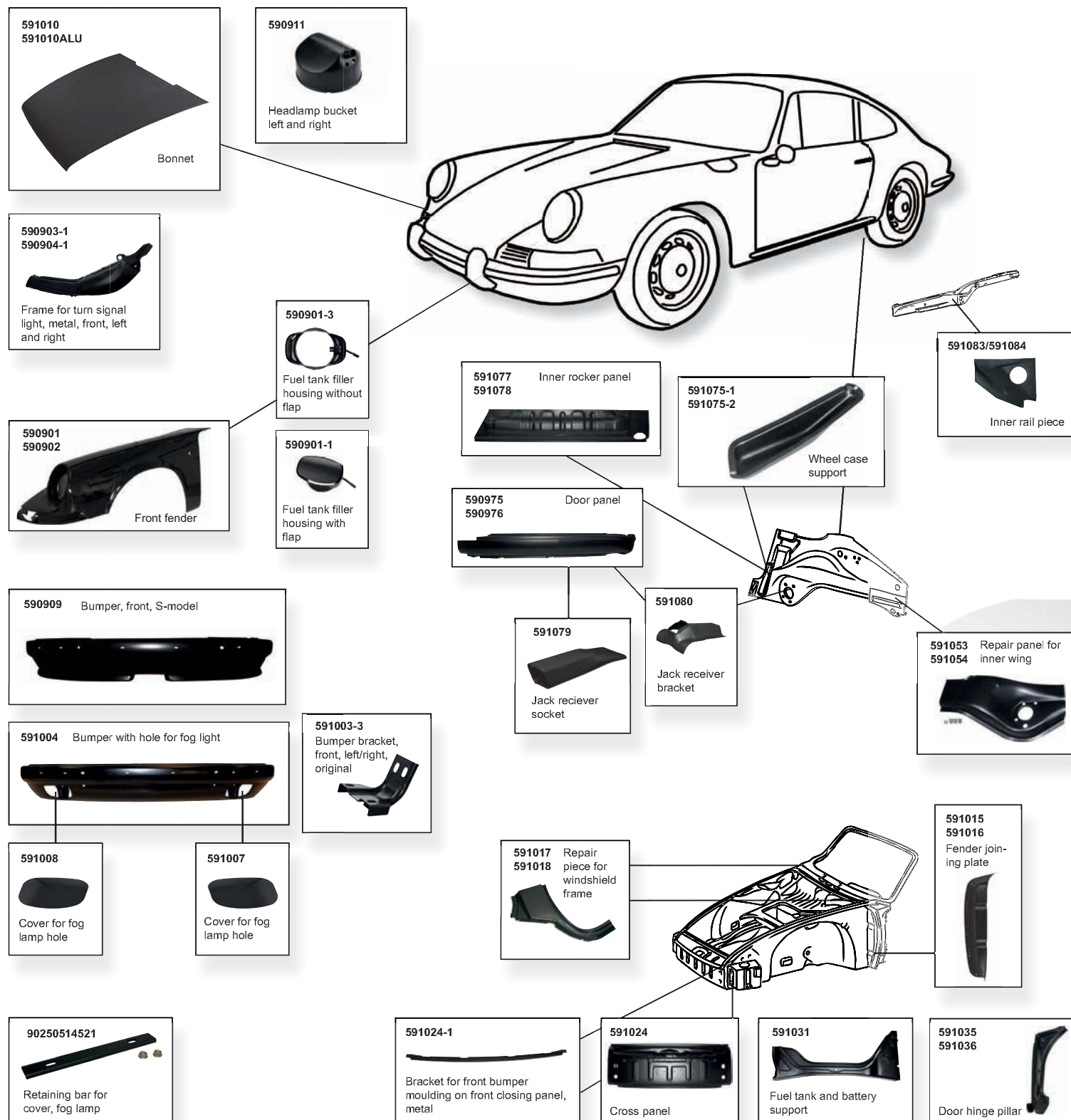
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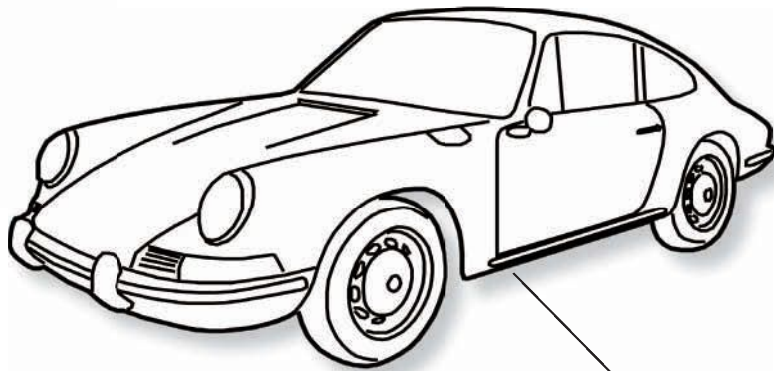
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Engine hood, rear



591065

591061 Rear window corner, lower
591062



591068



Parcel shelf repair section under rear window

Rear center panel



591095
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591041-1 591041-1ALU
591042-1 591042-1ALU

Door skin, left and right



590941 Door, complete left and right
590942

91120190400



Fuel tank, 62 L

90120101030



Fuel tank, 100 L

591043-2 Wheel housing repair section, front, upper by wing mounting
591044-2



591043-4
591044-4



Wheel housing repair section, front, rear part, lower

591043-3 Wheel housing repair section, front, centre
591044-3



591134-1
591134-2



Axle mounting

591100-0



Chassis floor, complete, bottom of car

591047
591048



Door pillar left and right

591133-2

Front floor with suspension mounts and axle tunnel



591133

Front floor with suspension mounts



591071-0



Floor pan, complete

591071-1
591072-1



Floor pan, outer repair section, left and right

590930



Reinforcement for front floor with suspension mounts

591133-1

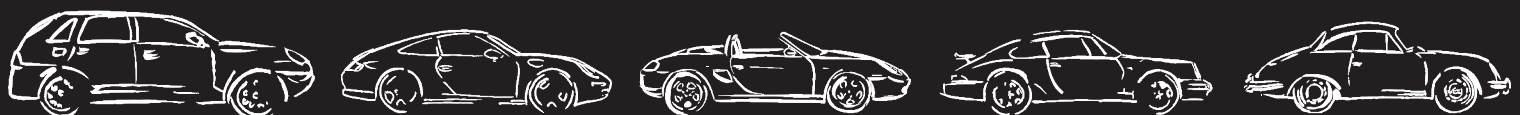
Front suspension repair panel

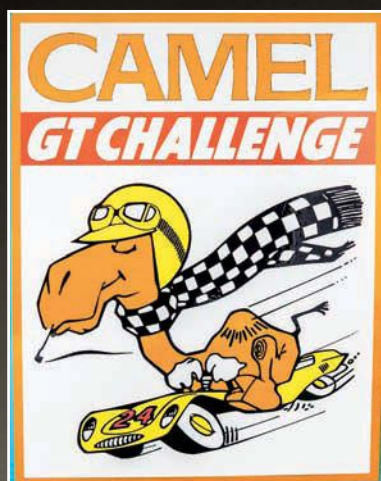


591071
591072



Floor pan

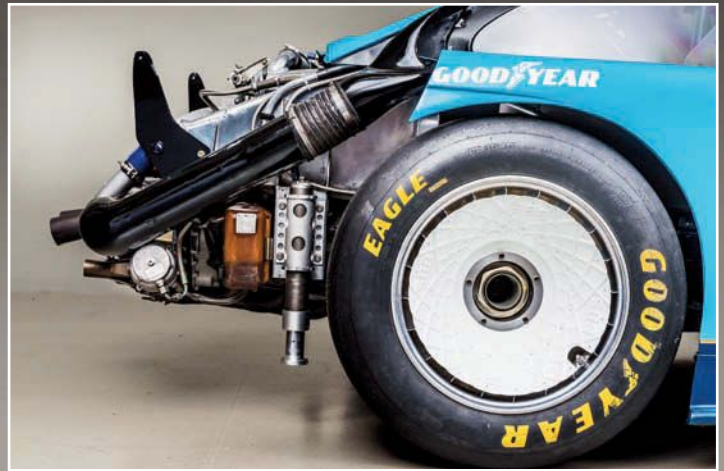




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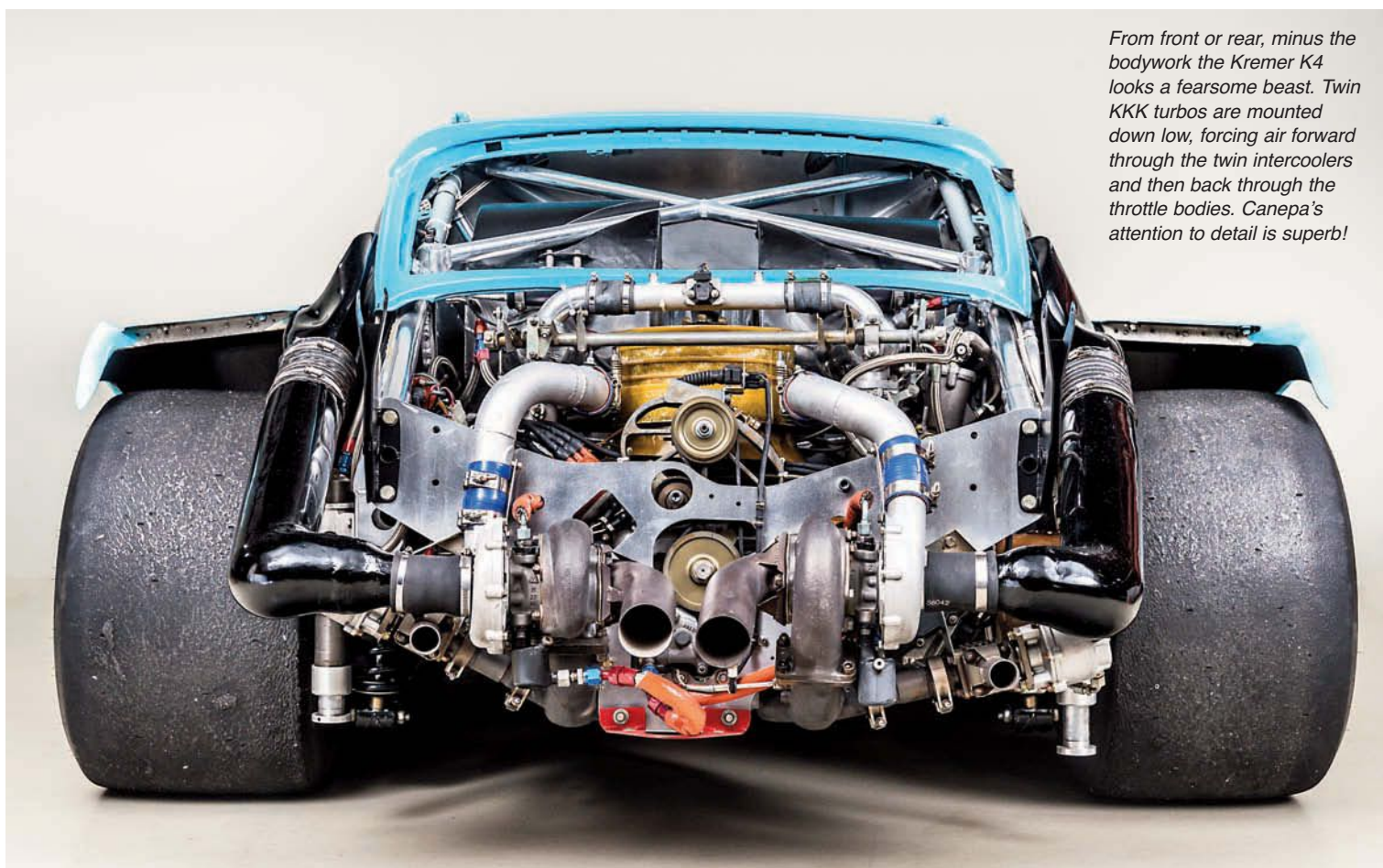
Based on one of the most feared production-based racers of the 1970s and modified by two of the era's best-known teams, the Kremer K4 is a unique merging of motorsport minds



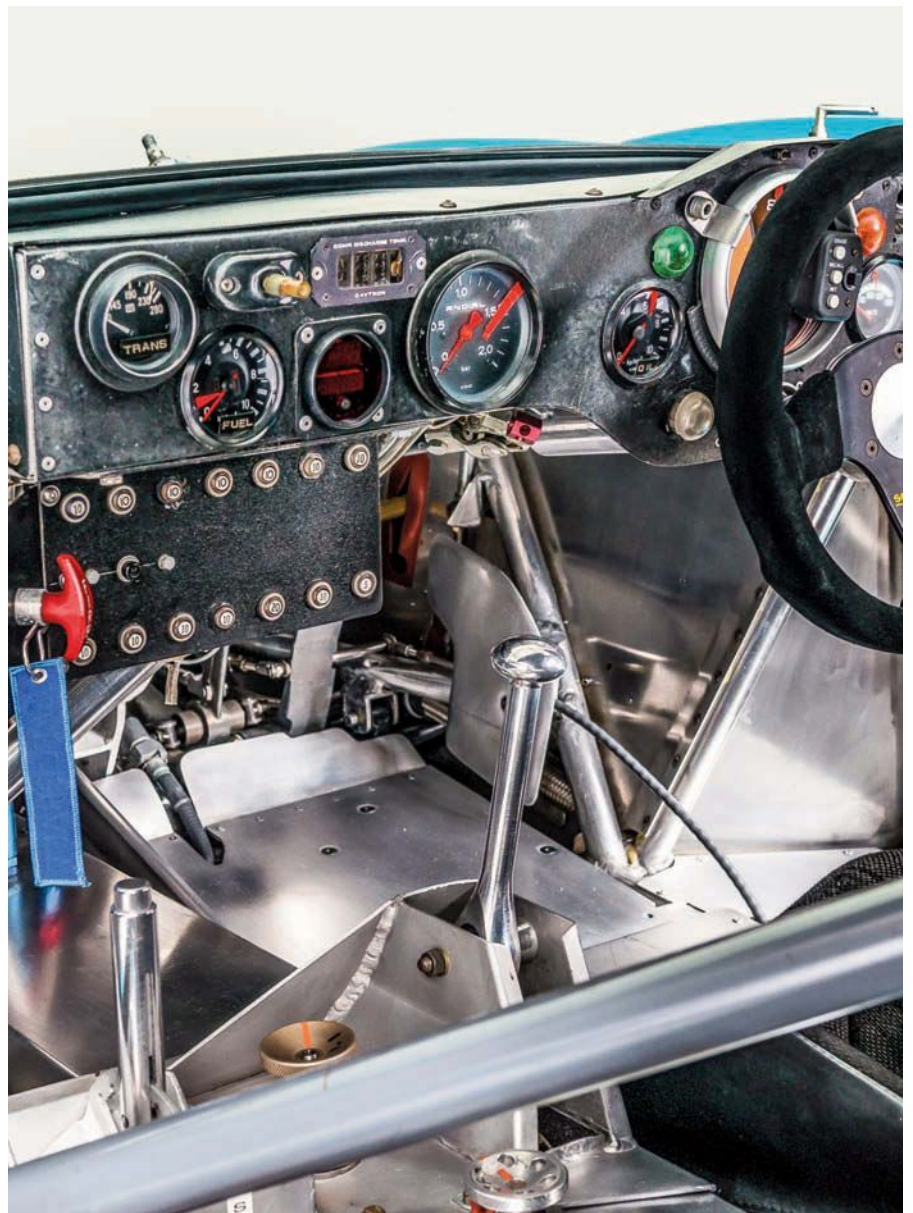


Words & photos: Andy Tipping





From front or rear, minus the bodywork the Kremer K4 looks a fearsome beast. Twin KKK turbos are mounted down low, forcing air forward through the twin intercoolers and then back through the throttle bodies. Canepa's attention to detail is superb!



Kickstarted by the 930 Turbo in 1975, the latter half of the Seventies was an era of explosive power which would alter the Porsche 911 forever. With the 935 spearheading a dominance of motorsport – one driven as much by privateers as the works teams – it would take the brand firmly into supercar territory and assert an identity which still exists today.

But, while the 935 enjoyed a fearsome reputation among its rivals, its influence lasted far longer than Porsche anticipated. That brutality which had shaken up the podiums of race series worldwide was equally important as the foundations of some of the most muscular motorsport machinery of its era. For some, the pinnacle was just the beginning.

That's saying something, because this was no wallflower. Based on the 930 and developed to meet the FIA's Group 5 regulations, the 935 was a big-budget monster designed for the toughest motorsport events, and even the earliest versions produced almost 600bhp. The 935 would take victories at endurance events the world over, building on successes with its naturally-aspirated predecessors.

But, by the late 1970s, the motorsport division in Weissach had moved on from production-based cars to concentrate on dedicated Group 6 machinery, starting with the 936. Works 935s had intermittent outings until 1979 but it

was the private teams who would ensure that Porsche's foundations had an ongoing motorsport career.

Among them was the Cologne-based Kremer Brothers. Erwin and Manfred's motorsport expertise had been proven during the naturally-aspirated era, their blue 3.0 RSRs locked in a battle with Georg Loos's Gelo Racing team during the early part of the decade. It had made them a go-to garage for competitive Porsche racing cars and helped forge a close relationship with the factory.

“IT BORE LITTLE RESEMBLANCE TO THE EARLIEST 935...”

Hours of Le Mans in 1979. It wasn't alone, either, with rival teams evolving the 935's foundations to build ever-faster machinery. Weissach was only too happy to provide them with the parts they required.

By the time the K4 was ready to leave the workshop, it bore little resemblance to the earliest 935s. The fourth generation had borrowed from Porsche's own 'Moby Dick' 935/78, a long, low-drag GT car designed for high-speed straights at Le Mans. Where the 935 had started from a production base, the K4 shared only the roof skin and windscreen with a 930. Kremer would build only two, and, of

There's a lot going on for the driver to worry about!

Interior is a symphony in aluminium, with only a Kirkey seat, Simpson harness and an AutoMeter tachometer bringing things up to date

In 1976 the team developed its own non-factory 935, calling it the K1. It was the start of a small but successful bloodline, fine-tuning the aerodynamics for the K2 and moving to a semi-tubular chassis by the K3, which would go on to take an overall win at the 24



those, only one – this car – would ever see a track.

Now homed at the Canepa Collection in California, the stretched aerodynamics bulging out from every angle, it has lost none of its presence in the years since. This was the Kremers' answer to the Zakspeed team's highly competitive Ford Capri. It's a rare survivor of a period marked out by huge budgets and incredible speed, and with the bodywork removed it's not hard to find the results of that stratospheric spending.

Works 935s had evolved since 1976, which benefited the privateers.

Porsche had been able to take advantage of a loophole in Group 5 regulations, which meant it wasn't bound by the need to retain a factory floorpan for the 935/78. This meant the entire body could be dropped, and the K4 took the same approach – the chassis is a spaceframe, and most of the bodywork was made of lightweight Kevlar.

Mechanical links to the 935 are much stronger, the K4 using a strengthened 3.2-litre flat-six and four-speed gearbox. But where Porsche had been confined to using a water to air intercooler setup to fit under the 930's spoiler, the Kremers had switched to a more effective air-to-air system. In turn, this meant the engine was able to reliably run extra boost. With the boost fully turned up, the K4 put more than 800bhp through its rear wheels, enough to make it incredibly sensitive to weather conditions.

There are few distractions inside, where the driver sits on the right for better weight distribution on clockwise circuits, and the no-frills cabin ends at the B-pillar. The Kremers fitted fully adjustable Bilstein suspension at each corner, and air ducts and the turbofans fitted to the centre-lock BBS wheels helped keep the 917-derived brake setup from overheating.

This car, chassis K4/01, debuted in 1981, contesting the *Deutsche Rennsport Meisterschaft* (DRM) season wearing

the iconic Jägermeister orange livery, and the Kremers recruited French ex-Gelo team driver Bob Wollek to take the wheel, aiming to build on the K3's record.

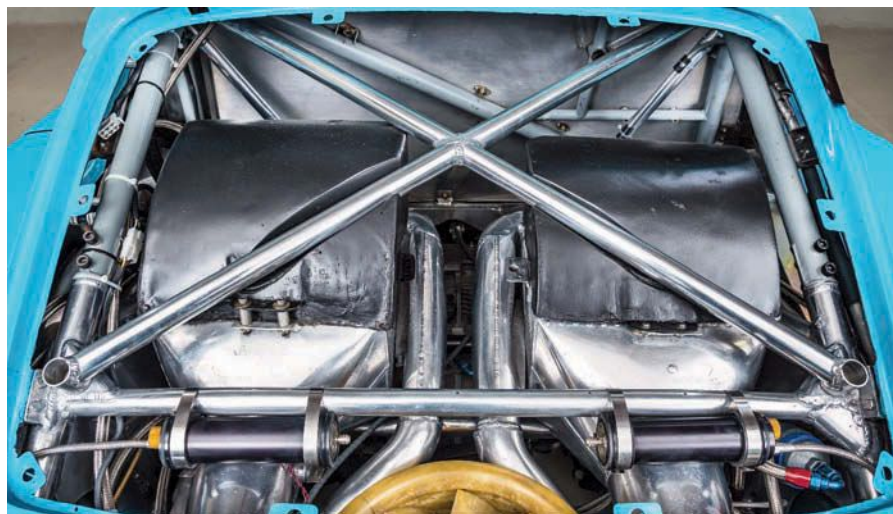
Wollek would spend most of the season battling Manfred Winkelhock's Liqui Moly-liveried Ford Capri for the top slot on the podium, the K4 taking two wins and six podium finishes in the 1981 DRM. It proved reliable and consistent, ending its first year of professional racing with a second place in the championship, just ahead of Winkelhock, but trailing Klaus Ludwig in the Zakspeed Capri. This

would be the car's only season with the Kremer team who, ironically, had followed Weissach and moved into Group C – which replaced Group 6 – with the 936-based C-K5.

Up to 800bhp was available from the 3.2-litre twin-turbo air-cooled engine. Note the flat-fan cooling system and the ducts on each side feeding air to the turbos from vents in the quarter windows

Air-to-air intercoolers dominate the space ahead of the engine, with air ducted from the top of the front wings, through the doors. This work was carried out during Fitzpatrick's ownership

“MECHANICAL LINKS TO THE 935 ARE MUCH STRONGER...”





Unlike the original 935, the K4 was unshackled from the need to use the original 930 unitary body/chassis. Instead it relied on a lightweight aluminium chassis, with bodywork largely of Kevlar

The Kremer K4 incarnation of the legendary Porsche 935 was a truly handbuilt thoroughbred race car, as can be seen from this close-up of a front upper suspension mounting



The K4's performance hadn't gone unnoticed. British driver, John Fitzpatrick, who had won the 1980 IMSA Camel GT Championship with a K3, had set up his own racing team in 1981 and was being sponsored by billionaire Jerry Dominelli's J. David investment company. The San Diego-based team would become this car's second owner and by the time it emerged for the 1982 IMSA Camel GT Championship it wasn't only the livery which had changed.

During the winter of 1981, Fitzpatrick had commissioned engineers Max Crawford and Glen Blakely to build on the Kremers' work. The K4's bodywork was revised, not only to improve its aerodynamic performance, but to add power. Most notably, this added large ducts in the top of the front wings, channelling air through a vent in the top of the door and across the more efficient intercooler setup in the back. The suspension was upgraded, and under-body aero was fine-tuned, too.

Fitzpatrick would race this car himself during the 1982 season, sharing the wheel on longer endurance races with

fellow Brit, David Hobbs. Yet again it proved to be a reliable and competitive car, taking five wins spread across both sides of the Atlantic, and Bob Wollek would even return to the driver's seat for a round at Brands Hatch.

The team would only contest one full season in this car before being lured into prototypes with the 956 in 1983, as Kremer and Porsche had been beforehand. But K4/01 would continue to compete with its J. David livery, recording starts at Miami and Riverside and a win at the latter, driven by the all-British trio of Fitzpatrick, Hobbs and Derek Bell.

The Löwenbräu livery would appear for its final year on track, with American driver Al Holbert fielding the K4 in only three events, none of which resulted in a podium finish. Its professional career closed with a 50th place finish at the Road Atlanta 500km in August 1984, and it still wears its light blue bodywork over 30 years later.

Unsurprisingly, this high-profile racer didn't take long to find its way into the enthusiast community, and the succession of owners since John Fitzpatrick Racing parted ways with it is interesting in itself. Among that list is Hollywood A-lister Nicolas Cage, who owned K4/01 between 1999 and 2002, and Wal-Mart founder and chairman Rob Walton who bought it in 2006 and was the final owner before it sold to Canepa in 2014.

Thankfully it's also never truly retired. Walton would take part in two Rennsport Reunion events at Daytona Speedway, and win the 2009 Reno Historics event, a lingering reminder of how competitive the brutality the Kremers had unleashed 30 years previously continues to be. The car has also been meticulously maintained, with Mike Amalfitano's Florida-based Amalfi Racing taking care of it between events. Despite a 150-hour concours detailing session at Canepa, it's as ready for the start line today as it was in 1981, should its next owner decide to brave the turbo lag.

So while the K4 never enjoyed the same time in the spotlight as the K3, it remains noteworthy as the last in a fascinating bloodline. A machine which combines the best of works and privateer teams with engineering derived from a golden era of Porsche's motorsport history, and one which is truly unique as a result. **CP**



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PALERMO FAITH

In June 1973, Mike Birtwistle's 2.7 RS was delivered new to Sicily's Porsche main dealer, Armando Florida. After a long-haul run from Scotland, the car was reunited with its original vendor in Palermo, forty-three years later to the very day

Writer: Johnny Tipler

Photographers: James Puttock, Brendan Mullan and Johnny Tipler





Most of us have a mission in life, and Mike Birtwistle's was to reunite his 2.7 RS with its notional birthplace where it was first delivered in 1973, in Palermo, Sicily. A staunch supporter of the DDK on-line forum, Mike came together with fellow members Brendan Mullan and James Puttock to arrange a road trip.

James has a bit of a history in Sicily and the Targa Florio in particular, and he arranged AgriTurismo accommodation, rustic but wholesome, at the home of Donatella

demanding a change of route, heading via Belgium and Germany to Switzerland. I joined them at Spa, having just covered the previous weekend's Nürburgring 24-Hours.

We stumped up the mandatory 40 Swiss Francs toll and made for the St Gotthard Pass, sunny on the way up and down, but in dense clouds at the summit where the road was flanked by 20ft snowdrifts. We joined the scrum to board the GVI ferry from Genoa to Palermo, and the 21-hour voyage was an opportunity to talk about Mike's car as we basked on the Lido sun deck.

Mike has owned the RS since 2003. It's

“ ALL MY CARS HAVE A NAME AND I NAMED IT ‘MONICA’... ”

Pucci whose uncle Baron Antonio won the 1964 Targa Florio with Colin Davis in a 904, and whose cousin Giulio Pucci placed 6th in the 1973 event in a Martini Racing 3.0 Carrera RSR.

James also set up a meeting with the erstwhile Porsche Centre proprietor, Armando Floridia, himself a Targa winner. As the elements of the trip fell into place we relished the prospect of the long-haul journey, as well as a week in Sicily.

Two 911s hit the road in late May, the black RS and James's Viper Green 2.7 RS replica. Petrol shortages in France

called Monica: 'All my cars have a name, and I named it "Monica" because there's a Sicilian actress called Monica Bellucci, she's dark haired and very pretty, and I thought, "That's her."'

He's done plenty of research on 'Monica', but certain aspects have piqued his curiosity. Though it's been black for most of its four decades, it was originally finished in vivid Chartreuse green. 'I spent at least four years on a fairly intense search for the history, and the DDK, the Early 911S Registry and the Australian registry have really helped,' he says.

Florid(ia) complexion

Porsche dealer Armando Floridia participated eight times in the Targa Florio, driving Porsche 356 and 911, Chevron and Osella. In 1967 he competed in a Porsche 356 paired with Francesco Troia, using the pseudonym of 'Black and White', running in the 1600 class under the Scuderia Pegaso banner.

The following year he paired up with Vincenzo Randazzo in a Porsche 911S, placing 13th overall in the race won by Vic Elford and Umberto Maglioli in a 907. However, in 1969, partnered by Libero Marchiolo in the 911S, he crashed.

'At first my father Vincenzo didn't want me to race any more, because he had been a driver too. But of course he was happy later on when I was a winner. Because I raced with a Porsche we thought it would be good publicity for the name of Porsche as well as for our business. But in '69 when I had my accident and my father thought I was dead, he said to me, "you don't race any more," so for a while I carried on racing under the pseudonym of Ypsilon.' And pseudonyms were rife in the Targa Florio.

Armando picked up where he'd left off in 1972, entering the Targa Florio once more, driving for Strähle KG, partnering Dieter Schmid in a Porsche 914/6 and placing 9th overall. In 1973 he drove for Scuderia Brescia Corse in a Chevron B21, coming 11th, and in 1975 he and 'Amphicar' were 2nd overall in a Chevron B26 behind ace duo Merzario/Vaccarella in their Alfa T33.

Armando's crowning glory was winning the '76 Targa Florio, once again paired with 'Amphicar' in an Osella PA/4 BMW, with whom he also finished 4th in the Monza 1000kms. He hung up his helmet after placing 6th at Monza in 1976, donating his race kit including overalls, Ciccio driving shoes and helmet to the Targa Florio museum at Cerda.





'One contact, Andrea Sramentinoli in Milan, sent me one of his bonnet badges for restoration – he's bi-lingual and he's done an enormous amount of work for me; he's been in touch with various people, and the story's been built up with different snippets of information. But we get to a point where some things are fact and other things are assumptions.

'According to the paperwork, the first three owners in Palermo were women, and there must be a reason for that. So I want to ask Armando what that could be. Being Sicilian and semi-secretive, it suggests that it's a way of hiding the car – "it's not mine, it's my wife's" – and I expect there'll be some quirk

in Sicilian society that maybe even brings a tax advantage if it's bought by your spouse.

'And although he's obviously sold lots of cars since 1973, it will be nice if he has an idea why it was painted black so early on. Is it the colour of mourning? Or simply that black was suddenly more fashionable than Chartreuse, which is a bit hippie?

'It was coming to the end of 2.7 RS production; the invoice is dated 1st June meaning there were only 30

days of RS production left, so it may have been a case of have this one or nothing.

'My chassis number 1551 and chassis number 1552 were

Overnight pause for breath on the way – it had long been Mike's dream to take his RS back 'home' to where it was first sold in Sicily

“ BLACK WAS SUDDENLY MORE FASHIONABLE... ”

Targa Florio museum is filled with mementos of the great event. Mosaic mural celebrates Redman and Siffert's victory in the Targa





both Chartreuse, they are both left-hand drive so you can imagine that, although production is not generally sequential, these two cars were made together, both being Chartreuse Tourings and both left-hand drive; they'd "got the paint can open, so let's have a couple of these and then we'll move onto white". There were 23 RSs in Chartreuse, all left-hand drive. And then there's the question of the re-paint, which was done within six months of delivery.'

To add a little context, they'd just had the Targa Florio in May '73, where Porsche finished 1st and 2nd, and it was a famous race. Then, two weeks later, this RS was in Sicily.

And here, as we leave the docks in Palermo, traffic is crazier than it is in Rome – there are scant white lines on the road so you get four lines of traffic weaving in and out of each other. Lane discipline does not exist.

There's a completely different atmosphere about the place, too, in terms of the raffish atmosphere, the architecture, the smells, trees and flowers – it even feels very different from mainland Italy. The abundant trees and shrubs in the less arid coastal regions include bougainvilleas, jacarandas, azaleas, umbrella pines, cypresses, palms, prickly pear cacti, yuccas, agaves and aloes. Stunning!

James and I excuse ourselves to take part in the Giro di Sicilia, a three-and-a-half day blind around much of the island paradise, in the company of 130 classic cars that included a few classic Porsches such as his RS rep, but mainly Italian jobs, in particular a few exotics like the magnificent Alfa Romeo 6C Villa d'Este that Felice Bonetto drove to 8th place in the 1950 Carrera Panamericana.

Suffice to say that Mr Puttock and I take 90th place out of 122 finishers and are awarded a trophy in the general prize giving, though precisely what for is not clear.

Before our meeting with Armando, the godfather of Mike's car, we visit the Targa Florio museum at Cerda (there's another one at Collesano) and meet curator Antonio Catanzaro who gives us a tour of his dense and fascinating collection of Targa images and paraphernalia, amassed gradually since 1992.

It serves as a timely reminder that Porsche won the event 11 times between 1956 and '74, and created cars specifically to win it, such as the 908/4. The Museo is housed off Cerda high street in the garages that Carlo Chiti used to house the works Autodelta team's Alfa Romeos in the 1960s and '70s, so as well as an impressive agglomeration there's a palpable sense of history, too.

We can't resist a few snaps on the original Targa Florio start-finish straight in front of the pits and tribunes, which are holding up fairly well, partly because the Automobile Club of Palermo has offices over the pits. The whole operation is due some funding so the road/track can be repaired where a landslide took part of it away, meaning they can hopefully stage another retro Targa in 2017.

We met up with Armando at the café where his dealership

Mike Birtwistle (left) was delighted to meet up with Armando Floridia at the site of his original dealership – it's now a café

Apache attack

The second owner of Mike's RS was Alfonso Merendino, a Targa Florio regular who rejoiced in the pseudonyms of 'Noè', 'Mister X', and 'Apache', in the days when almost every other Targa driver had a pseudonym.

Alfonso – 'Apache' – first ran the event in 1967 in a Fiat-Abarth 2000S, placing 4th in the Sport category. In 1968 he drove an Alfa Romeo Duetto in the GT class but retired, then a Lancia Fulvia Sport Zagato in which he placed 2nd in the 1300 GT class in 1969.

He drove a Lancia Fulvia HF/1.6 to 5th in the GT category in 1970, and then won the 1300GT class in '71 in a Fulvia Zagato, partnered by Raffaele Restivo. This pairing finished 2nd overall and 1st in the GT class in 1974, driving a 3.0 Carrera RSR, and placing 3rd overall in 1975 (behind Armando Floridia) – and also GT class winners in the 3.0 RSR. No slouch, then!

'Apache' and Franco Bernabei came 3rd in the 1976 Targa, again in the 3.0 RSR (the race that Armando won), and finally, overall victory in the last running of the Targa Florio in 1977, driving a Group 6 Chevron B36-BMW with Franco Restivo. Around the same time as he owned the black 2.7 RS.



used to be. The showroom fronted one of Palermo's main avenues, now apartments, and we were at the rear service bay entrance. 'I was the Porsche concessionaire for all of Sicily,' he tells us, 'but here in Palermo I was the agent for Volkswagen and Audi as well. There would usually be two or three Porsches in the showroom in those days. My father Vincenzo started the business in 1957 selling 356s, and after he died I took over.'

Mike shows Armando the paperwork he's accumulated for the RS, which identifies at least three previous owners, and takes him around the car to identify the tiny areas where the Chartreuse pigment is evident. Armando is ebullient. 'I sold a car the same colour as yours used to be to my good friend who was a big-name driver. He lives in Catania, and someone came here eight months ago who wants to buy that car and offered a lot of money. Do you want to sell? Give me

your address, because I can contact them again.'

The talk shifts to the subject of ownership. The car arrived in Palermo on 1st June 1973 and was sold five months later. That was apparently not unusual: 'For registration it was normal; we had some still here after one year, two years.'

Armando has no idea why it was registered consecutively to three women, as Mike had deduced, but he confirms that the names of the first three registered owners do indeed appear to be women. 'I think we sold seven or eight RSs that year, mostly green and white, because it was so special, so simple, elegant and very expensive, because these are not for amateur drivers.'

The Targa Florio magic spills over as it transpires that not only was Armando a frequent competitor and winner of the event in '76, but he also notices on the paperwork that the RS's second owner was actually a man, Alfonso Merendino

Above left: Mike heads into downtown Palermo, reliving a scene which must have taken place dozens of times four decades ago. Traffic was chaotic...

Above: Advertising hoarding proclaims the arrival of the Targa Florio, nowadays a historic reliability rally rather than an all-out race



Florio flowering

A petite and attractive blonde, Constanza Afan de Rivera is the great niece of Targa Florio and Giro founder Vincenzo Florio. She is running a '64 356 in the Giro di Sicilia, placing 9th in the final reckonings, and during a pause in the regularities on Pergusa circuit she tells me about her family history.

'Vincenzo Florio, creator of the Targa Florio – the oldest road race in the world – was my great uncle. Ignazio Florio, his brother, was my grandfather. He and Donna Franca were my grandparents. The Targa Florio today is a myth and a legend that's known everywhere.

'In the same period, my uncle also conceived the Giro di Sicilia – the Tour of Sicily – and of course originally it wasn't like the one we do today, but it was actually a high-speed road race held non-stop over 48 hours. You didn't sleep, you didn't eat, you just refuelled and changed tyres. They started on the Friday night from Palermo and returned to Palermo on Sunday.

'Today you can't really do high-speed street races anymore, so this event was revived in a different way; it was turned into a reliability race, lasting three-and-a-half days. To emphasise the point, cars have to go very slowly on regularity sections. It's always a wonderful event, but obviously it's not what it used to be.

'The name of Florio in Sicily is very important for other reasons. Just consider that Palermo's Massimo Theatre was created by my great-grandfather and continued by my grandfather. In Favignana there are the famous tuna-fishing nets, where canned tuna was invented by my grandfather Ignazio. My family began building freighters that sailed to Naples, Genoa and Spain, until they had a fleet of 99 ships.

'Today I am often invited into schools and to various events to talk about my family, and I'm very proud, because they were great people and they have helped make our island what it is; it is also why the "Targa" is a big attraction for many drivers. Very important drivers took part in the race, and it is also a very good way to discover Sicily, especially for foreigners.

'Our land is wonderful, and offers everything: from mountains to the sea, from culture to cuisine, archaeology, monuments, and therefore I invite foreigners to visit Sicily, get together, and they will be fascinated and entranced. The welcome will be wonderful.'





Above: Substitute a Gulf-liveried 908 for the black RS and you could be forgiven for thinking you were back in the 1970s, so little has changed. Above right: Route of the original Targa Florio is signposted for those wishing to follow the course. We wonder what stories the buildings could tell...



(see sidebar), who was also a regular contestant on the Piccolo Madonie circuit and won the very last Targa Florio, which was held in 1977.

And then the car was sold in Milan and after that it went to Germany, where it was traded by Dirk Sadlowski of PS Automobile to Russell Edmond-Harris in Oxfordshire, after which it passed to Brian Burrows and Mark James and, finally, to Mike.

Once again, Armando asks Mike if the car could be for sale, but this time the offer's gone up. An offer he can't refuse, so to speak – we are in Sicily, after all. As for the colour, Armando confirms that, 'We never sold a black car or repainted one, so it would have been the owner who had it painted. But you should have red Carrera decals and red Fuchs wheels, that would be how a black RS would have been delivered.' Food for thought there, Mike.

Mike likes the fact that his car projects the patina of use. He's done around 48,000 of its 178,000 kilometres, including three trips to Le Mans. Now he's over the moon, not only

having achieved his ambition of taking the car back to its spiritual home, but also establishing some original provenance. 'I never twigged that any of these previous owners were famous; I just thought they would be regular Palermo guys, so that is really special.' Special for Armando, too; he is genuinely delighted and flattered that Mike has sought him out and made the journey expressly to show him the car.

Suffused with the glow of satisfaction, Mike and Brendan, James and I head the RS and its 2.7 sibling to the port for the return voyage to Genoa. The following evening, two 911s strike north via the Mont

Blanc Tunnel, overnighting in the shadow of the eponymous Alpine range, then running steadily back to Calais and thence up to London and Scotland.

It has been a truly memorable trip for all concerned. Mike is already mooted another run, next time to the Picos de Europa in northern Spain. Surely that can be nothing to do with the Asturian cider bars... **CP**

“ A TRULY MEMORABLE TRIP FOR ALL... ”



'Monica' began her life painted the very bright green known as Chartreuse, but clearly one of her early owners found it all too much to cope with and opted for a respray in black



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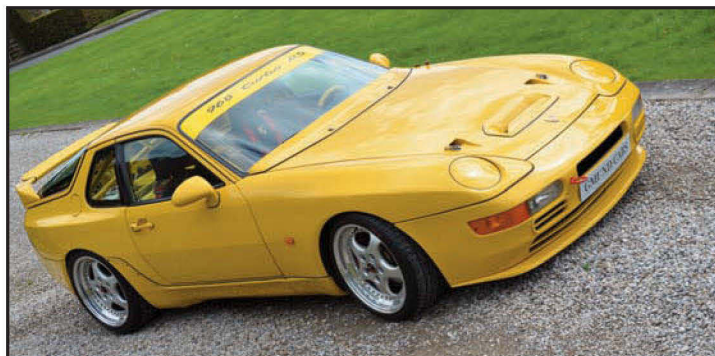
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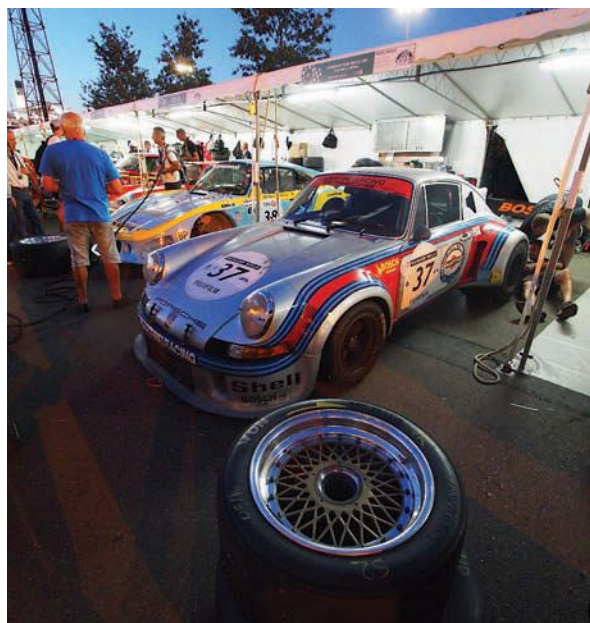


1956 Porsche 356 Speedster, Signal Red with Tan, LHD, fresh full restoration, USA car when new, £249,995

LEMANSCCLASSIC

For many, it's the ultimate classic race meeting – a whole weekend devoted to celebrating all that's great about the legendary 24 Heures du Mans. But what's it actually like to participate at the event? *Classic Porsche* went along to find out

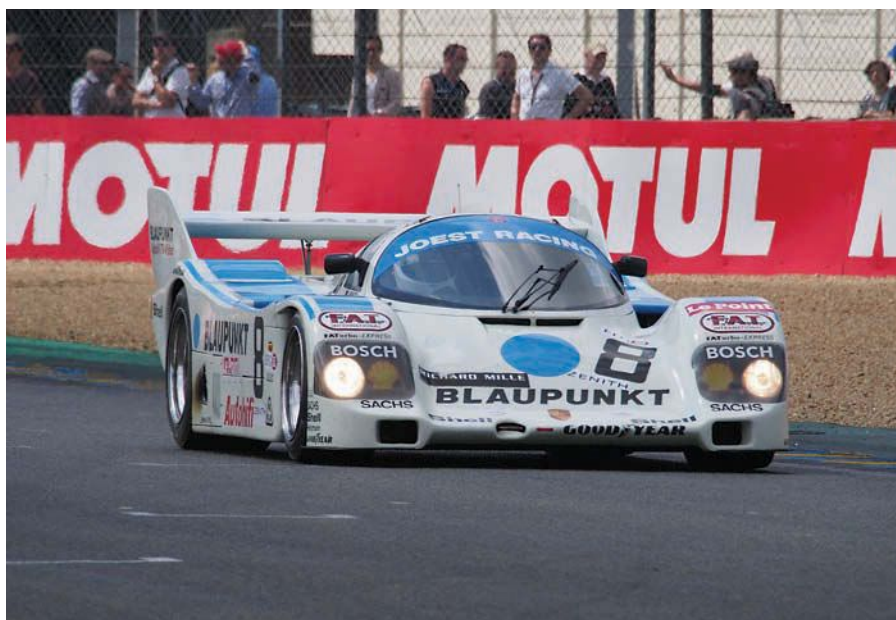
Words & photos: Keith Seume



The very essence of Le Mans Classic (above) as a varied group of cars running in Plateau 2 (1949 to 1956) heads down the main start-finish straight, led by the 'Guatemala' Carrera Panamericana 1953 Pre-A

Late evening in the paddock and some great sights to be seen (far left). Turbo RSR in its iconic Martini livery sits alongside 935, both cars running in Plateau 6

Carlos Monteverde's 917-5LT is an homage to the original Le Mans-winning Salzburg car of 1970. A regular at Le Mans Classic, it was undoubtedly one of the most photographed cars of the event...



Things don't always go right for everybody (top). 1974 RSR in the paddock undergoing some remedial work in the late evening

Joest Racing 962 was driven to third place at Le Mans by 'John Winter', Frank Jelinski and Stanley Dickens in 1988. This car had several wins and placings in the sports car championship during 1988 and '89

Pit garages were full of Group C cars on Saturday morning (right) – it was as if we'd stepped into a time machine back to the 1980s

Andy Prill gets ready to take out the 'Guatemala' 356 for a daytime session (far right)



Breathtaking. It's the only word that can accurately describe Le Mans Classic. It's the ultimate retro race event, superbly organised yet not so over-policed or choreographed that it loses its charm. There's an air of chaos which is deceptive – the frantic whistle-blowing and arm waving of the paddock marshalls could be straight out of an Inspector Clouseau film – but behind this lies an organisation that is second to none in its ability to host an event that captures the spirit of the greatest motor race in the world better than any Hollywood movie ever could.

Le Mans Classic, held every two years over three days in July, is open to all vehicles which would have been eligible to race in the 24 Heures du Mans between 1923 and, this year, 1981. There are six 'plateaux', or grids/classes according to the age of the vehicle: Plateau 1 is for cars built from 1923 to 1939, Plateau 2 1949 to 1956, Plateau 3 1957 to 1961,

“ EXPERIENCE THE FULL LE MANS MAGIC... ”

Plateau 4 1962 to 1965, Plateau 5 1966 to 1971 and Plateau 6 1972 to 1981. From a Porsche enthusiast's point of view, grids 2-onwards are of the most interest as anything from a Pre-A 356 to a mighty 962 can run at the event, with preference being given to cars with real Le Mans history.

To add some 'realism', practice and race sessions are held both day and night, so every competitor gets to experience the full Le Mans magic of speeding down the Mulsanne straight in the dark, or chasing rivals (or being chased by them) through the chicanes and under the iconic Dunlop bridge. Mandatory pitstops simply add to the mix.

Once again, we tagged along with Andy Prill and his merry band of mechanics as they looked after no fewer than six cars in this year's event. The oldest was the 1952 Pre-A 356 'Guatemala' ex-Carrera Panamericana coupé, driven by Andy Prill and Rahim Aga Khan, a 1957 Speedster (Alex de Reuero), a 1965 911 (Andy Prill, Rahim Aga Kahn and Adam Tate), 1965 Porsche 906 (or 904/6 – Cameron Healy), 1968 Porsche 910 (Rainer Becker) and a 1974 Carrera 3.0RS (Andy Prill and *Classic Porsche* columnist, Robert Barrie).





The latter raced at Le Mans in 1976, finishing 12th overall and winning the GT class in the process. Its original owner (and Le Mans-winning driver) 'Segolen' was at the event, driving a replica of the car and was delighted to be reunited with his original steed exactly 40 years after his historic class win.

Robert Barrie enthused about this important RS: 'It's a lovely car to drive. Its characteristics are perfect for the endurance format. It wasn't the quickest or most powerful car on the grid – it lost out to the RSRs and, more so, the 934s and 935s in those areas – but it's extremely capable and confidence-inspiring in everything it does. If I had to choose a car to drive at up to 150mph hour after hour it would be the RS. It is stable under braking, turns in, rotates and accelerates out without drama. It's easy on the driver.'

But what's it like to drive at the legendary circuit? 'It's the

most unforgiving circuit in the world,' says Prill. 'The rush you get from driving a car fast round the 13.65-kilometre course is amazing and, although we all think we've been fast in a certain car, it always seems to go a lot faster at Le Mans.'

'As you head across the startline, you accelerate hard through the gears to a long right-hander that looks like it can be taken flat. In reality, you need to lift, or even brake, or the gravel trap will suck you in. Braking and going down the 'box for the Dunlop chicane presents its own challenge and the track is always slippery for some reason.'

'You then head under the bridge and go downhill into the Esses at La Chapelle balancing throttle and grip. Then you accelerate fast towards Terte Rouge. A lift, turn in and then flat on the throttle – Wow! – lots of grip and G-force.'

Robert Barrie picks up the commentary: 'The scenery flies

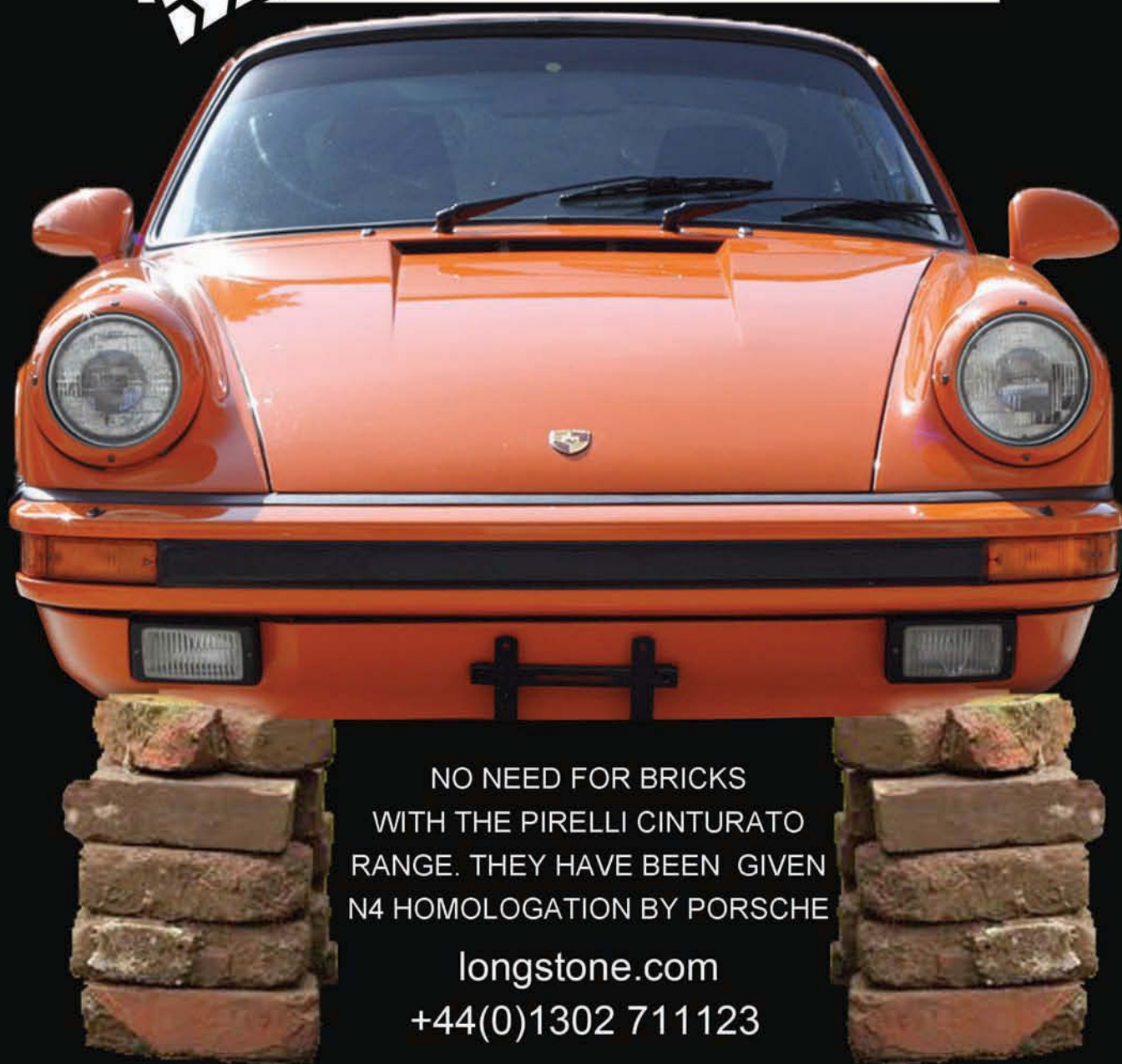
Rahim Aga Kahn checks with Adam Tate (at the wheel) during the afternoon session in Plateau 4. 1965 911 performed well and looked good all weekend

There's plenty to see other than the racing, too. Club display area inside the track was full. Freshly-completed 930 Turbo hot-rod of John Miller (below) looked great!



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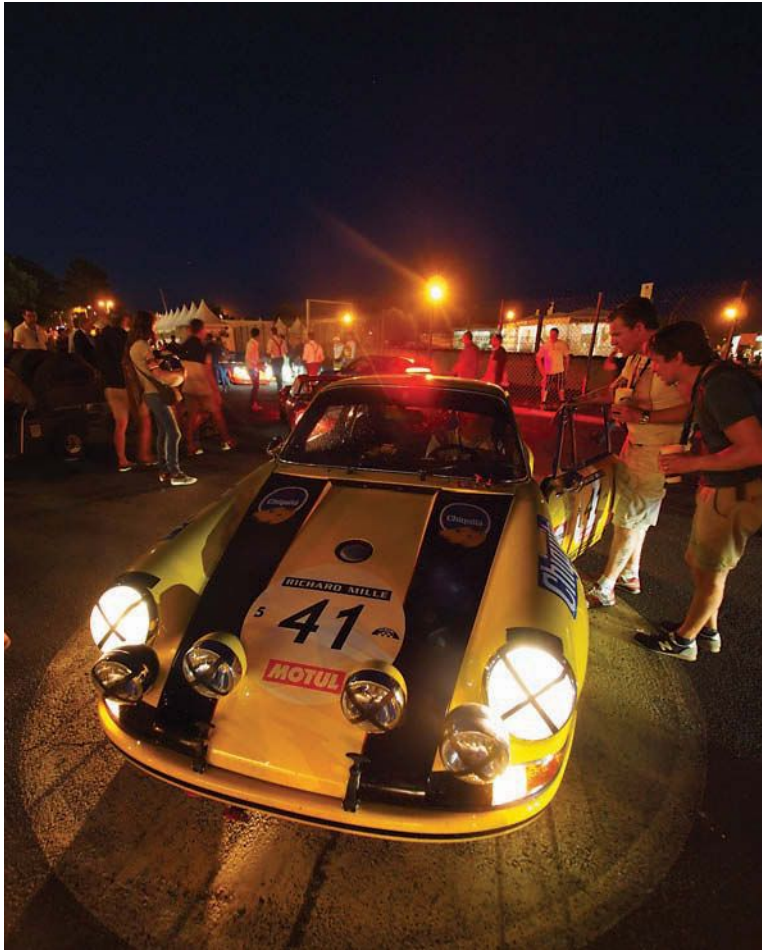
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by, before you pick out the 300 metre board, which is well-illuminated at night, followed by the 200 metre board and the start of the braking zone. We took the chicanes in third. It's the same discipline ahead of Mulsanne, but you probably don't need to slow quite as much quite so early.'

Back to Andy Prill: 'Then the enormity of the straights becomes clear. Into top way before you expect and hold full throttle for longer than you've ever held it before. There's time enough now to hear the car straining – both real and perceived sounds to think about before looking far ahead to spot the first chicane and the braking point.'

'Flick right and left before going right again onto the next long drag. You try to spot the braking point and flash through the second chicane before heading out at speed onto the last part of the legendary Mulsanne where you hit top speed again

before looking for the flick right that funnels you down to the Mulsanne corner. Down the box, turn in and slide the car to get a quick exit before you're very quickly flat-out in top again.'

Robert Barrie: 'Another quick part of the circuit follows as you head under two bridges and into the open entry to Indianapolis before braking for Arnage, the slowest corner on the circuit. Accelerate out towards the Porsche curves, turn in early to the off-camber left that sends you way off to the right on a more conventional line. It's more or less flat to the braking point for the Ford chicanes, which is somewhere alongside the pit entry. Through the chicanes without clattering the kerbs too hard and off you go again. Twenty-three hours and fifty-five minutes to go!'

But what about at night? Rahim Aga Kahn on his second visit to Le Mans Classic says 'In the daytime it's about daring

Night action was a photographer's dream (above left) as was the Le Mans start on Sunday (top). Gareth Burnett's 356 (above) won its Index, Spirit of Event award and came 9th overall

Night-time colour (below left) in the pits. No peace for the mechanics (below) – missed shift leads to bent pushrod on Speedster





Cameron Healy's 906 (not to be confused with the similarly tagged Carrera 6) is one of just 12 904s equipped with six-cylinder engine by Porsche, and was raced in period by the factory team

'Little Big Mans' event is popular – some of the mini cars (below) are superbly detailed. Kremer RSR (right) pauses for breath at night

to go faster than the lap before, but at night you have to remember which of the bright lights in your mirrors are track lighting so that you know when there's a fast mover behind and when there isn't. The risk at night is to get hypnotised by the rhythm of the turns and straights; you can lose any sense of speed, or feel that you're not even racing at all. It's surprising to be doing really good lap times while feeling like you're just floating through the darkness...

Robert Barrie agrees: 'The only slightly troubling moment is when you see a bright light in the mirror and can't work out whether it's one of the floodlights or a prototype that's come from nowhere. The closing speeds can be quick...'

That's a point picked up on by Prill: 'Speed differentials can be an issue as old dim rear lights can result in a surprise when you catch another car at night. One advantage is that by

missing the braking points, your lap times can improve and it just confirms how late you could have braked during the daytime laps! It's a challenge and personally my favorite time. There's always a perceptible increase in a car's performance, too, from the cool air whatever you're driving.

'The night at Le Mans is a unique and special experience, especially when you following the brightly glowing turbos of a 935 at full chat.'

For the father and son team of Bill and Will Stephens, there were a few ghosts to lay at Le Mans Classic following a major first lap shunt in 2014 in their 1959 Carrera Speedster GT: 'We had a disastrous 2014 LMC, resulting in a major rebuild over the intervening two years. Sportswagen did the bodywork (thanks, Bruce and team) and we arrived at this year's event untested following the rebuild!





'Qualifying went well but the engine wasn't running as crisply as we would like and (in hindsight) foolishly we put it down to the heat and our being timid with the car. A lap time of 5m 40s put us down in 27th. Although quicker than we had been in 2014, it felt like we could and should have gone a lot quicker, a point further highlighted when we heard Gareth Burnett in his 356 coupé running in Plateau 2 had put in a lap time of 5m 35s!

'Our first race was at 7.00pm on Saturday evening, and this was when the nerves really started to jangle as it was on lap one of race 1 at the last event that we had our "moment" at Arnage. Thankfully we came through this year's race unscathed, but we made a right mess of the driver change, losing about a minute in the pits. The engine wouldn't pick up cleanly going through left-hand bends. A lap time of 5m 36s showed we were getting quicker, but still not quick enough...'

Robert Barrie looks back fondly at his Le Mans Classic

weekend. 'On Friday I had plenty of free time before qualifying at 7.00pm and got to meet 'Segolen', the French driver who won the GT class at Le Mans in our car 40 years ago. He's driving a similar car this year and was delighted to see an old friend again. On track, the car felt slightly less sharp as the evening session went on. The wheels were balanced, the engine checked over and it ran well in the night practice at 3.00 in the morning.

'On Saturday, I had an even later start to the day, giving me time to relax. My neighbour at lunch was a Le Mans winner – a Porsche engineer from this year's 24 hours. "It was a bit tough on Toyota" I said. "Not really" he replied. The conversation warmed up after that unpromising start... My first race was in the dark at 11.00pm. There were no dramas, but others were less fortunate. The well-known Jagermeister Porsche 934 parked next to us in the paddock burnt out on track. The attrition rate was rising...

What better way to spend a warm evening than watching historic race Porsches in their natural habitat? Turbo RSR is a personal favourite

Bill and Will Stephens (below left) returned to Le Mans after a major shunt last time out. Carrera GT Speedster looked and sounded superb



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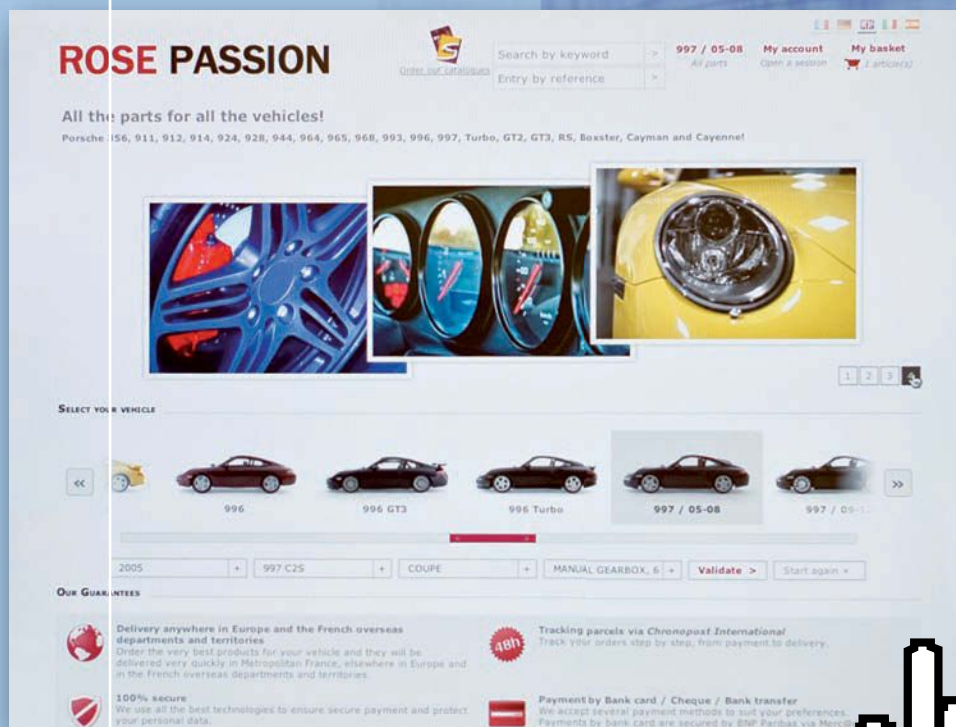
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'Our Sunday races were at 7.00 in morning and 3.00 in the afternoon. I swapped a thumbs-up with Segolen as we circulated together on the formation lap. As the lights turned green, the car was flying and we put in our fastest lap of the weekend. Then I had to limp back to the pits with a puncture. Damn! It was chaotic and emotional when we arrived. The photographer filming the event loved it...'

We were in the pits at the moment Robert arrived to hand over to Andy Prill, his comment being that the car felt a bit wayward at the rear – and that's when we spotted the punctured right rear slick! With no matching spare to hand, one of the team's hard-working mechanics (sleep? What sleep?) rushed back to the paddock to retrieve a spare wheel shod with a 'wet' tyre. In the true spirit of Le Mans, it was enough to see the car home, even if the handling on left-hand bends wasn't quite as sharp as before!

Prill says he feels lucky to have participated in every Le Mans Classic so far. 'People tend to forget that it is a team event and the big prizes come for overall team performance and the performance index,' he says. 'Over the years we've come away with six trophies including team scratch and

index in the same year (2006). We always put teams together to do well in the index and this year was no exception with two strong teams that, apart from the pre-war car in each (Singer and a supercharged MG), were all Porsches.

'Frustratingly, an over rev in the Speedster and a failed head gasket on the pre-war MG held us back but both teams still made the top ten, and once again the Guatemala 356 came home with a trophy, this time for third place in the index in Plateau 2.'

Rahim Aga Kahn summed up his weekend with the comment 'Although the Classic isn't the 24 Hours, at 4.00am when you pull into the pits and your mechanic is bleary eyed, the grandstands empty but for the really hardcore of insomniacs, you start to feel pretty heroic, and that is a large piece of the magic. You're tired, you're out there hurtling through the night – and you're trying your best to win!'

It's a sentiment echoed by Will Stephens, too: 'Driving at Le Mans, especially at night, is spectacular, you really do feel part of the history...' And the final word to Andy Prill: 'I always think it cannot get better and every time it does.' On that we definitely agree. It really is a special event in every way. **CP**

Carrera 3.0RS won GT class and finished 12th overall at Le Mans in 1976, when owned and driven by Segolen (top), who was delighted to be reunited with his former car. Close racing all the way at Le Mans...

Rainer Becker's 910-020 (below left) was raced by Vic Elford in the past. Trophies (below) are superb and well worth fighting for...



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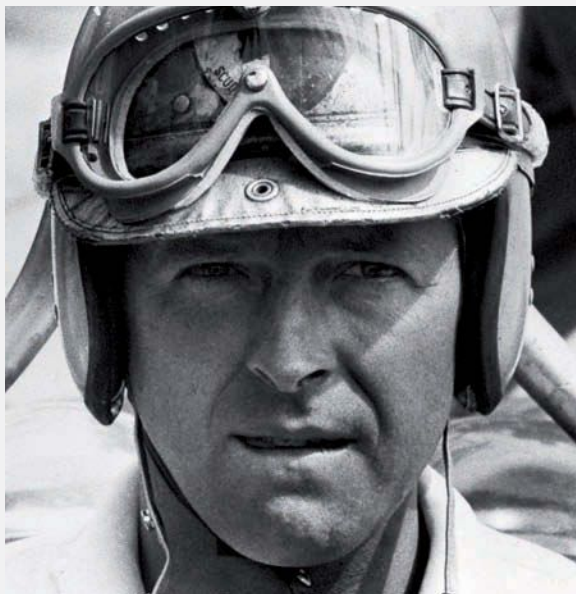
SIMPLY THE BEST

Wolfgang Graf Berghe von Trips, often known as 'Taffy' von Trips, was Germany's greatest racing driver of the postwar era. Like so many German racers, he began with his own 356 but then graduated to the Porsche and Ferrari works teams, before his life was tragically cut short in 1961

Words: Kieron Fennelly
Photos: Porsche Archiv



Amongst his many other talents, Wolfgang von Trips (above) was a successful hillclimb competitor in a country where such a discipline was highly regarded. Main photo (left) shows him at the wheel of a 718 RSK at an unidentified hillclimb. Above, happy days at Berg Hemmerbach September 1954 as von Trips had just been crowned Deutscher Rennsportmeister



It was almost a perfect existence: in 1932 when Graf (Count) Wolfgang von Trips, son of an aristocratic family that could trace its ancestry back 700 years, was four, his father inherited Burg Hemmersbach, an imposing sixteenth century castle at Horrem, about 20 miles west of Cologne. 'Für mich begann eine himmlische Zeit' ('A heavenly time for a small boy') said von Trips later, in reference to its gardens, stables and agricultural estates.

Biographer Jörg-Thomas Födisch describes how the quiet of the parkland would later be broken by a nine-year-old Wolfgang careering around in his father's six-cylinder Opel whose brakes he could only operate by standing up. But as war clouds gathered in Europe, Wolfgang's parents Eduard and Thessa found they had problems closer to home: their only son was extremely ill.

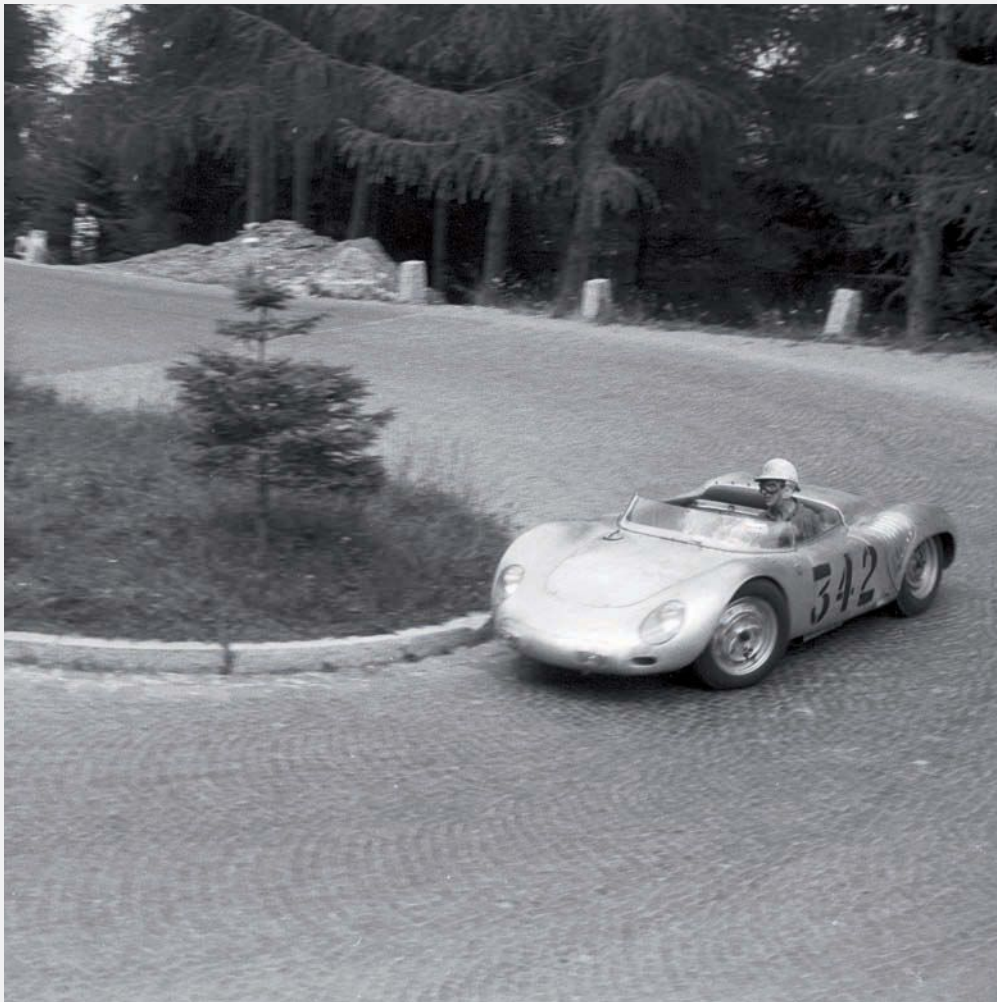
A strange facial paralysis followed by a middle ear operation led to acute breathing complications and a prolonged stay in a clinic as *Wölfchen* (little Wolfgang) fought off a strain of meningitis, the kind of disease which today would probably be despatched in a week or two with antibiotics. Illness and the

“ RACING ON FOUR WHEELS APPEALED MORE THAN BIKES... ”

disruptions of the war also delayed his education. He was 20 before he finished high school and only completed professional training six years later when he emerged from Brühl University with a land management diploma.

After the war, he acquired his first bike, a 125cc Maico which was followed by a pre-war BMW 500 on which he was skilled enough to win cups and medals in local events. Whilst at Brühl in 1953, a Porsche owning friend Victor Ralff introduced him to the Porsche Club in Cologne. The idea of racing on four wheels appealed to him even more than bikes.

Wolfgang was already a keen motorsport photographer known for the professional quality of his 16mm cine films of the races and for his accompanying race reports, but now he had to have a Porsche: he sold the BMW, scraped together his savings and ploughed the proceeds into an accident-damaged Porsche 356. Von Trips's enthusiasm was recognised by Wolfsburg engineer Walter Hampel, who invited him as co-driver in the 1954 Mille Miglia. In Hampel's 356 they won the under-1300cc class, achieving 33rd overall (out of 378 finishers) and



second Porsche.

This achievement, duly noted by Porsche's racing manager and talent scout, Huschke von Hanstein, seemed to fire Wolfgang's confidence. In his own 1500cc 356, he combined a trip to see friends in France with second place in the Hyères 12 hours (though he managed to drive into a ditch on the long drive home, the first of several crashes) and followed this by winning the production car championship at Avus (Berlin) in front of such Porsche protagonists as Glöckler, Jeaser and Polensky.

Wolfgang von Trips was not technically inclined in the way some F1 drivers were: Phil Hill, his team mate with the all-conquering 1961 Ferrari F1 squad, said that the German showed little interest in the development side of the race cars. This was not to say von Trips could not open a hood: he acquired his 356 for the relative knock-down price of DM 4500, only because it was badly damaged: with the help of friends he rebuilt the Porsche, subsequently driving it to Munich where he was moving to start a traineeship at Bankhaus Aufhäuser.

To protect his beloved 356, he substituted its 1500 engine with a stock 1200cc VW unit, keeping the Porsche motor in his room, so that his race engine would not be subject to a winter of cold starts. However, once in cars provided by other people, he always endeavoured to get the best out of them as they stood without presuming to suggest changes to their set up.

1955 would be the year he really made his mark in

competition: he drove a 356 again in the Mille Miglia, the race always remembered for Moss's amazing exploit, winning at an average of almost 100mph in a Mercedes SLR. With Richard von Frankenberg navigating, von Trips managed second in the GT class despite losing 15 minutes changing a spark plug due to a persistent misfire. Later, a win against Ernst Strähle in the 1300cc class of the Coppa del Oro again had the German press talking about him; an invitation to drive a works Mercedes 300SL in the Swedish GP followed soon after.

“ VON TRIPS' REPUTATION SPREAD FURTHER AFIELD... ”

Von Trips acquitted himself competently in full view of Daimler managers and was nominated to drive the third of the mighty eight-cylinder SLRs behind the similar cars of Fangio and Moss at the Tourist Trophy at Dundrod. Wolfgang was shocked at the narrow roads, the banks and

ditches of this unforgiving Irish circuit and not a little intimidated by racing in such august company. Sharing with Claude Simon, he nonetheless helped to steer the 300bhp Mercedes to third place.

He was on more familiar ground at the Nürburgring for the ADAC 500km where he again won the 1300cc class in the 356, averaging 110Km/h: the local motoring press talked of the young Count's elegant style, reporting that he was 'unbelievably fast, but taking no risks.'

For 1956, von Hanstein realised the Porsche works team could use the talents of Graf von Trips to advantage and he found himself sharing an RS with Porsche stalwart Hans

Above left: Wolfgang von Trips winning the Trento Bondone hillclimb in 1958

Top: Huschke von Hanstein, Giorgio Scarlatti, Edgar Barth, Wolfgang Seidel, Wilhelm Hild, unknown, Jean Behra and Wolfgang von Trips, with 550 A Spyder

Above: Kapstadt GP 1960 with Jack Brabham, Jo Bonnier, Stirling Moss, Wolfgang von Trips and Wolfgang Seidel



Herrmann. At Sebring their potent twin-cam Porsche was faster than many larger capacity cars, finishing sixth overall and winning its class and the index of efficiency.

His third attempt at the Mille Miglia was less successful, his works-entered standard production Mercedes 300SL sliding into a ditch in the latter stages, but von Trips would make amends a few weeks later at the Nürburgring for the ADAC 500km. Sharing the 1500 RS with that year's Targa Florio victor (scoring Porsche's first win in Sicily) Umberto Magnioli, the pair finished fourth overall and class winners, five minutes ahead of the other Porsche works pairing of Herrmann and von Frankenberg.

At Solitude on July 22, a record crowd of perhaps 200,000 watched as East German EMWs battled with Porsches: this time von Trips in second place had to give best to Hans Herrmann, but the following weekend at Le Mans, von Frankenberg and

von Trips won their class and scored fifth overall and second in the index of efficiency with a closed works RS.

By now well known in Germany, von Trips' reputation had spread further afield and once it was clear that the Mercedes Benz team, which had withdrawn from top level competition after the 1955 Le Mans tragedy, would no longer require his services, Ferrari approached him. The upshot was a drive in the Swedish GP in a Ferrari 290 MM sports car.

In a confusing race with frequent changes of driver, von Trips was eventually classified second with Peter Collins. Ever positive, von Trips regarded the experience of wielding the heavy V12 as a useful physical work-out and his effort had not gone unnoticed: in September 1956 at the Italian GP, von Trips made a small footnote in history by being the first German appointed to the Ferrari GP team, even as a reserve driver. As it

Wolfgang von Trips (left) celebrating at Avus in Berlin with Hans Herrmann and Victor Rolff



Driving the Porsche prototype Formula 2 718 at Monaco in 1959 – von Trips was involved in a second-lap pile-up, having unofficially broken the lap record in practice with the same car



was, he crashed in practice when a suspension arm broke.

If Porsches were not as fast as Ferraris, they were usually more reliable and Wolfgang von Trips returned to winning ways at the Berlin GP at Avus, being awarded the 'Goldene Volant' by the German motoring press for the fastest lap in a GP.

Meanwhile, his apprenticeship at Ferrari was continuing, reaching its highest point yet at the 1957 Mille Miglia. After Collins's works Ferrari retired, von Trips once again driving the thousand miles without a navigator found himself second, closing on leader Taruffi's Ferrari, the veteran Italian having lost all but fifth gear. Von Trips realised that, as he had started three minutes before Taruffi, even if he passed the Italian, he would probably not be able to overcome this deficit, so sportingly he refrained from overtaking.

Now firmly established in the Ferrari F1 team, von Trips held third place in the Monaco GP until his engine seized on the 96th lap; he failed to start the ADAC 1000km having crashed his Ferrari 250GT heavily in practice. After some weeks in hospital, he returned to competition in August, winning the Swiss mountain GP at Lenzerheide in a 1700 RS Porsche.

By 1958, the pattern was well established: von Trips was racing Grands Prix and major sports car races for Ferrari, and Porsche RSKs in the European hillclimb championships and airfield events. Once again, his record with Porsche was more successful than in Ferraris: clearly Porsche's number one driver, he won the European hillclimb championship; for Ferrari his second in Argentina and third in the Targa Florio and the Nürburgring in sports cars were his best results. His F1 record of

a third, fourth and fifth showed his apprenticeship at this level was continuing. Nevertheless he was awarded the trophy for Germany's most successful international racing driver.

1959 was a significant year for Porsche: the FIA had announced that from 1961, Grand Prix cars would be reduced to 1500cc, the capacity limit in F2, and a weight limit of 500kg. This opened an opportunity for Zuffenhausen to develop a Formula 1 car from its RSK. For Porsche's GP debut at Monaco, Huschke von Hanstein naturally called on the services of Germany's champion driver.

In the event, von Trips crashed Porsche's F2 prototype in a second lap pile-up typical of the tight Monaco circuit. It was especially disappointing as he had just unofficially broken the F2

lap record at the Nürburgring with the same car and he had to face some press criticism. If his subsequent F2 outings with Porsche were limited due to commitments with Ferrari, von Trips maintained his record with the faithful RSK.

He won at Avus, setting fastest lap at 207.5Km/h, at Gaisberg in Austria and with

Jo Bonnier finished second in class at the Nürburgring (where he had to stop on the circuit to change a wheel himself) and second overall in the Tourist Trophy at Goodwood.

The Syracuse GP which opened the 1960 season did not have championship status, but most of the big names participated and for the German Count driving the F2 Ferrari Dino it was a momentous occasion as he scored his first ever Grand Prix victory, sending a telegram home: 'At last a win! I'm so pleased!'

1960 also demonstrated that the hegemony of front-engined Grand Prix cars was clearly over. Jack Brabham's Coopers

Wolfgang von Trips surveys his rather bruised and battered 356. His early road cars came in for some hard use, and visits to ditches or walls were not uncommon...

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again won both the constructors' and drivers' championships and this time Chapman's rear-engined Lotus 18 displaced Ferrari in second place.

Von Trips's year was mixed, garnering only 10 points in the drivers' championship and finishing equal sixth with Olivier Gendebien. Nevertheless, he had an exciting win with the rear-engined F2 Ferrari 156, just three seconds ahead of Herrmann's Porsche 718 at Solitude in front of a massive crowd. As he was now fully committed to Ferrari for European sports car races, von Trips drove a Porsche only once, finishing second at the Südschleife in a non-championship event. It would be his last competitive appearance in a Porsche.

For the first official 1.5-litre F1 season, Ferrari fielded four and even five-car teams of its new V6 Dinos: Maranello's domination in 1961 would be comprehensive, but for Wolfgang von Trips, the year began inauspiciously, crashing his rear-engined 3-litre Ferrari sports car during testing at Modena. But until that fateful day at Monza, Wolfgang von Trips, assisted by Ferrari's speed and reliability, was masterful.

A win in April's Targa Florio was something of a gift from Moss whose Porsche RS 60 lost its transmission five kilometres from the finish, though von Trips had set the lap record giving chase; this was followed by second at Sebring and retirement at Le Mans with fuelling problems.

His F1 campaign began with a fourth at Monaco followed by his first championship GP win at Zandvoort. After that, he and team mate Phil Hill traded first and second places until by the time of the Italian Grand Prix in September, the German led the American 34 points to 23.

The accident that would cut short his life happened on the

second lap when von Trips's Ferrari, apparently baulked by newcomer Rodriguez, slowed, touching Clark's Lotus lying just behind: the Italian car was propelled off the track, turning over and throwing out the wretched von Trips before colliding with the flimsy crowd fence and cartwheeling back on to the track and leaving fifteen more people besides Wolfgang dead in its wake. The episode is captured in shocking detail on both still and movie film.

Ahead Hill, unaware of the fate of his team mate, drove on to win and take the 1961 drivers' crown, a hollow victory for the sensitive Hill who said 'I wanted to win, but not at this price.'

The death of von Trips was felt by the German nation which had lost a hero and keenly by his closest friends. Among these was Huschke von Hanstein, who had formed a more than paternal regard for his former Porsche protégé, and Jo Bonnier whose German racing career von Trips had helped to get started. Wolfgang was best man at Bonnier's wedding.

Wolfgang von Trips rightly saw himself as an ambassador for motorsport in Germany. Besides promoting airfield races, he was involved in a project making DKW-engined single-seaters for aspiring racers; alas the cars proved both expensive and unreliable and this laudable idea fell through; after he left Porsche's employ, von Hanstein would resuscitate this idea successfully with Formula Vee a decade later.

Von Trips also saw karting as an entrance to the sport and he created a kart circuit at Kerpen, near Burg Hemmersbach. Later it was purchased by the father of a certain Michael Schumacher, the man who was destined to become Germany's first F1 world champion, the crown which so tragically eluded Wolfgang von Trips. **CP**

Nürburgring 1955 and von Trips heads to the startline in his altogether more pristine 356. Although an older model than the battered example above, it shared the same licence plate...

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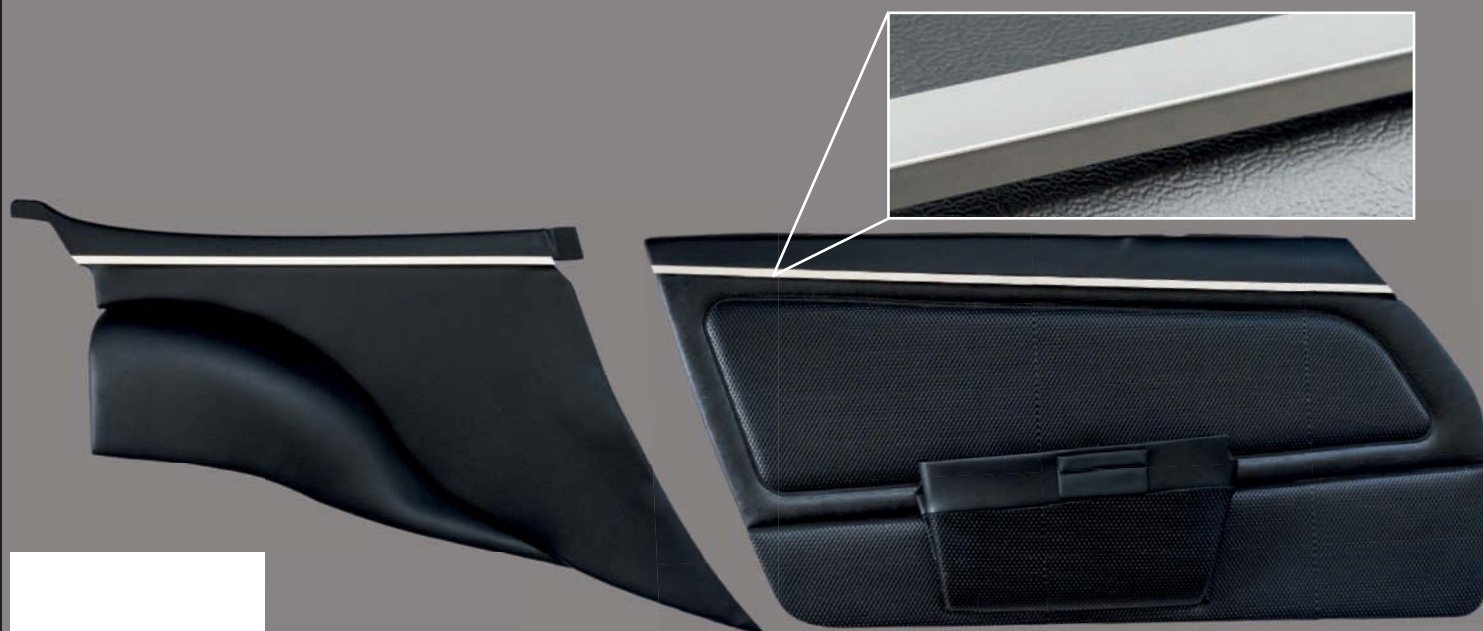
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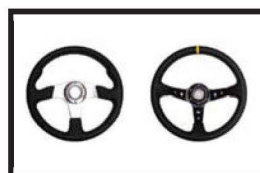
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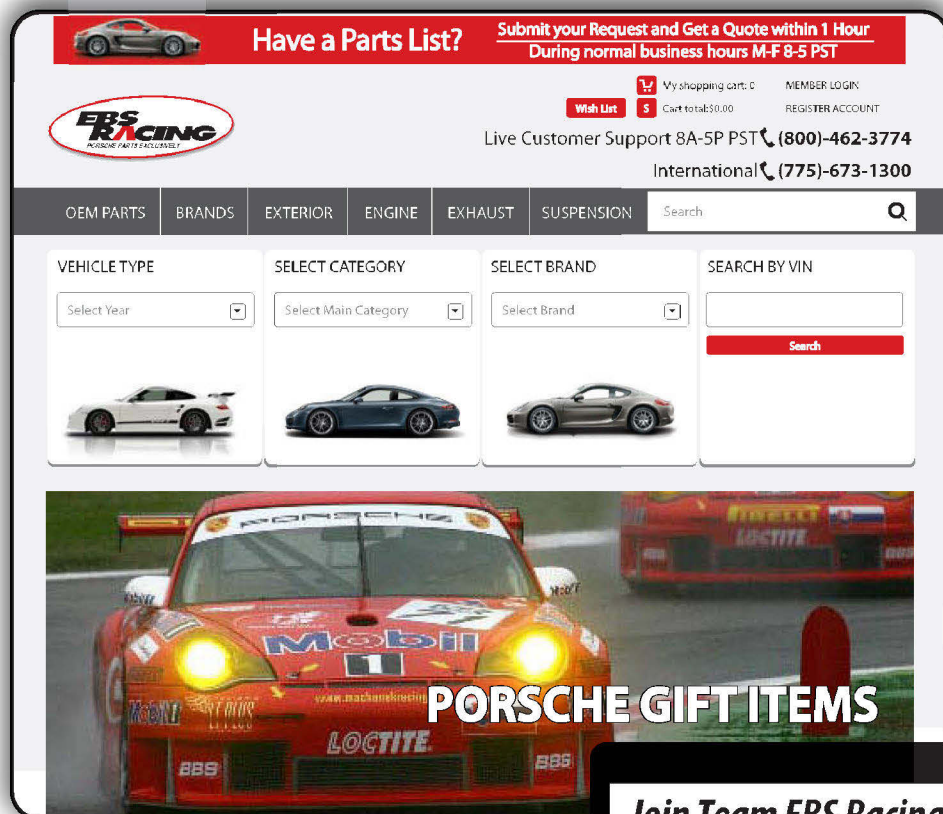


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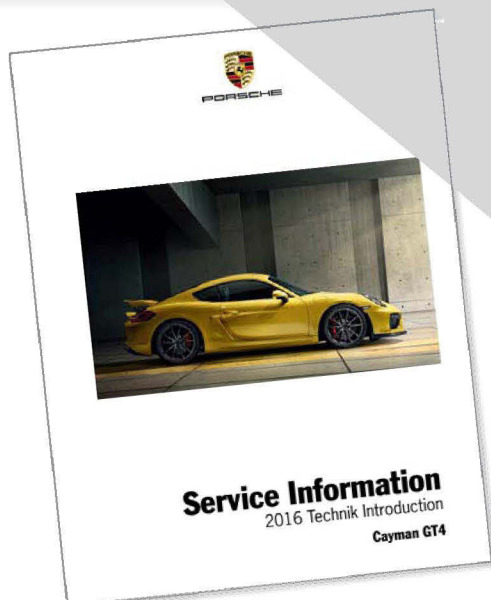
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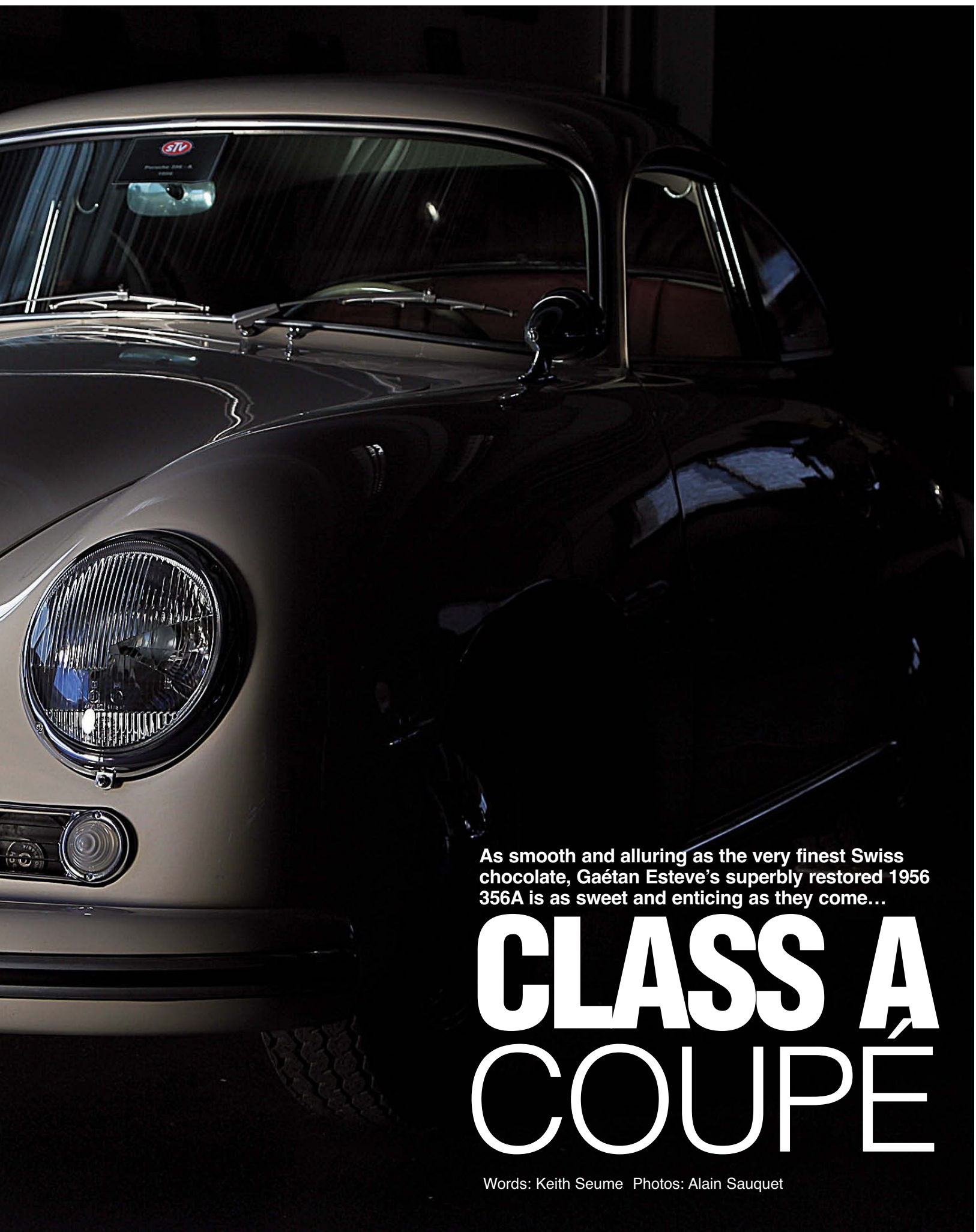
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As smooth and alluring as the very finest Swiss chocolate, Gaétan Esteve's superbly restored 1956 356A is as sweet and enticing as they come...

CLASS A COUPÉ

Words: Keith Seume Photos: Alain Sauquet



By the end of 1954, it was becoming obvious that the original Porsche 356 – the so-called ‘Pre-A’ model – was starting to get a little long in the tooth. With many of its constituent parts still carrying a lot of Volkswagen DNA, the 356 cried out for a major revision if it was to take its fight across the Atlantic or to the racetracks and mountain passes of Europe. As lovely as it was, the Pre-A was simply starting to show its age.

Porsche chose the 1955 Frankfurt Auto Show held in September that year to showcase its latest model, which was referred to as the 356A. A big deal was made of the new Porsche, and understandably so. It was more luxurious than its predecessor (which, let’s face it, wasn’t the most opulently

trimmed car of all time) and was said to give a more comfortable ride. It also promised to offer better handling and improved performance.

It didn’t take long before the first road tests appeared in print, among them that of the 18 November 1955 issue of the British weekly magazine, *The Autocar*, whose report reminded its readers of the model’s origins, unkindly referring to the older 356 as a ‘sporting development of the Volkswagen’. Its many virtues, suggested *The*

Autocar, were offset by one or two vices, although there was no detail as to what the Porsche’s shortcomings were deemed to be.

But the report soon turned favourable in its flavour: ‘We find the 1956 Porsche almost in a class by itself for the

The 356A shared much of its predecessor’s styling, but a quick giveaway was the way the sill panels no longer curved under the car, unlike those of the Pre-A models

The 1600 (1588cc) engines were far better than the earlier 1500 units, with more power and torque available throughout the rev range. Maximum speed was deemed to be cruising speed

“A BIG DEAL WAS MADE OF THE NEW PORSCHE...”





combination it offers of high-speed cruising and maximum speeds without mechanical fuss, coupled with real economy in fuel consumption and, for a sporting vehicle, excellent comfort for two.'

Rival weekly publication, *The Motor*, enthused about the new Porsche following a visit to Stuttgart in January 1956, the purpose of which was to see the factory and sample all the models on offer – including the 550 Spyder and Carrera models. 'Externally,' said *The Motor*, 'the Porsche changes comparatively little from year to year, care being taken to avoid spoiling a good basic shape. Internally, it has altered a good deal for 1956, perhaps the most valuable change being an enlargement of the cylinder bore to step up the displacement from 1488cc to 1582cc.'

'Also,' continued the detailed report, 'the torsion bar suspension has been softened quite considerably and provision made for longer wheel travel, softer springing increasing the effectiveness of the front-end anti-roll torsion bar which was introduced last year, and being matched by improved shock absorbers.'

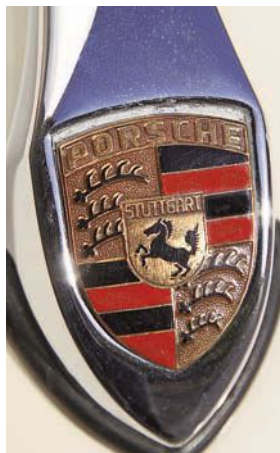
It's interesting to note the magazine's comments regarding the engine, and more specifically, the way in which it delivered its power: '...with the larger and more flexible 1956 engine the speed can drop as low as 1800rpm before snatch becomes evident, and the red sector on the rev counter from 4500rpm to 5000rpm seems to be intended merely as a suggestion that sustained cruising at these speeds is not advisable,' a statement which was rather at odds with rival *The Autocar's* suggestion that the Porsche's maximum speed was effectively its cruising speed...

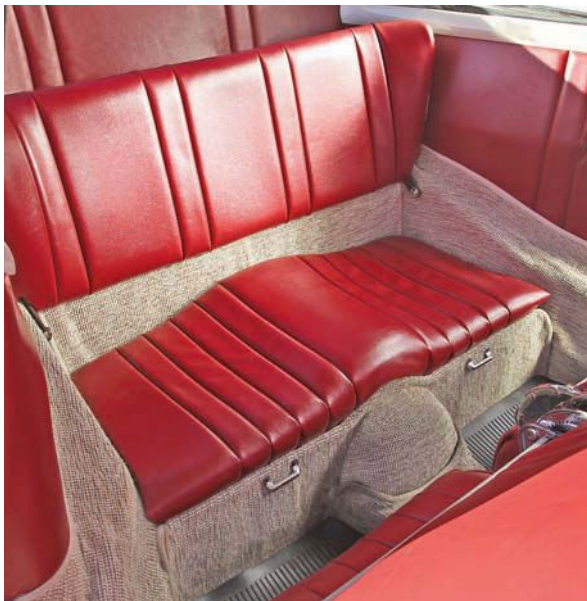
However, it was the transmission which *The Motor* blamed for the 'snatch' referred to in its report: '...the use of a short and "solid" transmission line was probably making the use of low rpm a jerky process,' before going on to suggest that other cars were smoother because of sprung-centre clutches, long propshafts and cart-spring suspension.

Both titles were, however, generally enthusiastic about the new Porsche, an enthusiasm shared by Gaétan Esteve, owner of the fine example you see before you. An inhabitant of the Swiss village of Ardon, which is about 85km by road

Out on the open road, Gaétan appreciates every one of those 60 horses tucked away in the rear. Badge on front quarter tells us the bodyshell was the handiwork of Reutter

Full-circle horn ring is a sought-after, if rather fragile, accessory. Red sector on tachometer reads between 4500 and 5000rpm, the recommended 'maximum' driving range





south west of Lausanne, he runs a successful business called Carosserie 88, a body and paint shop which was founded around 25 years ago. Specialising in all areas of restoration, from classics to hot-rods and Americana, it's become well known in the classic car world in Switzerland.

Gaétan and his brother Joe began collecting Porsches and VWs many years ago – Joe concentrates on the mechanics, Gaétan on the body and paint – and an early 356 was top of their list of 'must-have' cars.

This particular example arrived in Belgium having been imported from Miami.

Gaétan drove across Europe to collect the car as soon as he heard it was for sale, before embarking on an exhaustive restoration.

The first thing to come out was the engine, which was sent to a local specialist for a compete rebuild with new cylinders and pistons, among other things. In the meantime, the bodyshell was stripped to bare metal by hand, then all the many areas of rust cut out and the metalwork repaired as necessary. Wherever possible, the original panelwork was retained, dents being carefully beaten out rather than whole panels replaced with new.

Carosserie 88 makes a big deal of the fact that it carries out all such work to a very high standard, with many insurance companies sending high-end supercars to the business for repair – it was clear the little Porsche would be in good hands. Only once Gaétan was happy, did he roll the

'shell into the spray booth and lay on the Sahara Beige paint, which shows off the lines to perfection.

While he looked after the visuals, Gaétan's brother Joe got to grips with the mechanicals, rebuilding the stock suspension and brakes, before then tackling the wiring and reassembly of the bare bodyshell. The two spent many hours on the internet searching out new parts, many of which are becoming increasingly hard to find, but it was time well spent.

The interior was retrimmed in red leather, the carpet renewed in the correct square-weave material, instruments

refurbished and all the switchgear rebuilt or renewed as necessary. Nice finishing touches include the sought-after 'full-circle' horn ring on the ivory two-spoke steering wheel, the radio blanking plate and a period 'St Christopher' badge to ensure many more years of

safe motoring. And the tyre choice? 185/70R15 Vredestein Sprint Classics. It took Gaétan and Joe two full years to carry out the 356A's restoration and the quality of the workmanship shines through.

There's no denying the Porsche 356A is one of the prettiest cars ever built and the model served Porsche well, eventually making way for the 356B, which was launched at the Frankfurt show in 1959. As the 356 developed, it gradually put on weight and for many it's the 356A which is the best all-rounder, combining winning looks with perfect road manners. A real class A coupé, in fact. **CP**

Red leather trim and beige square-weave carpet give the interior a classic, almost timeless, look. Note the map pockets sewn into the footwell carpets

“AN EARLY 356 WAS TOP OF THEIR LIST OF MUST-HAVES...”

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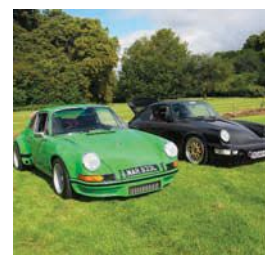


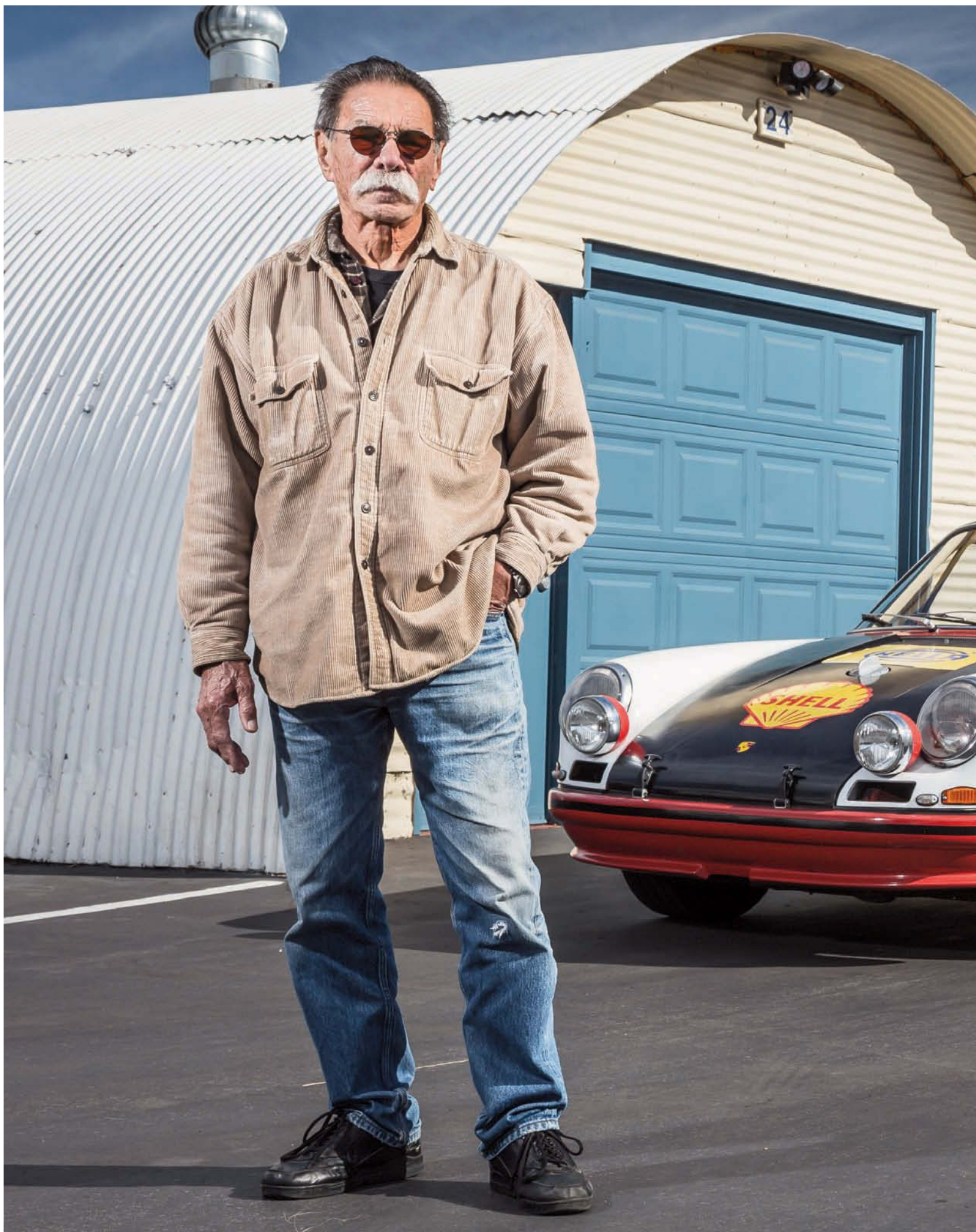
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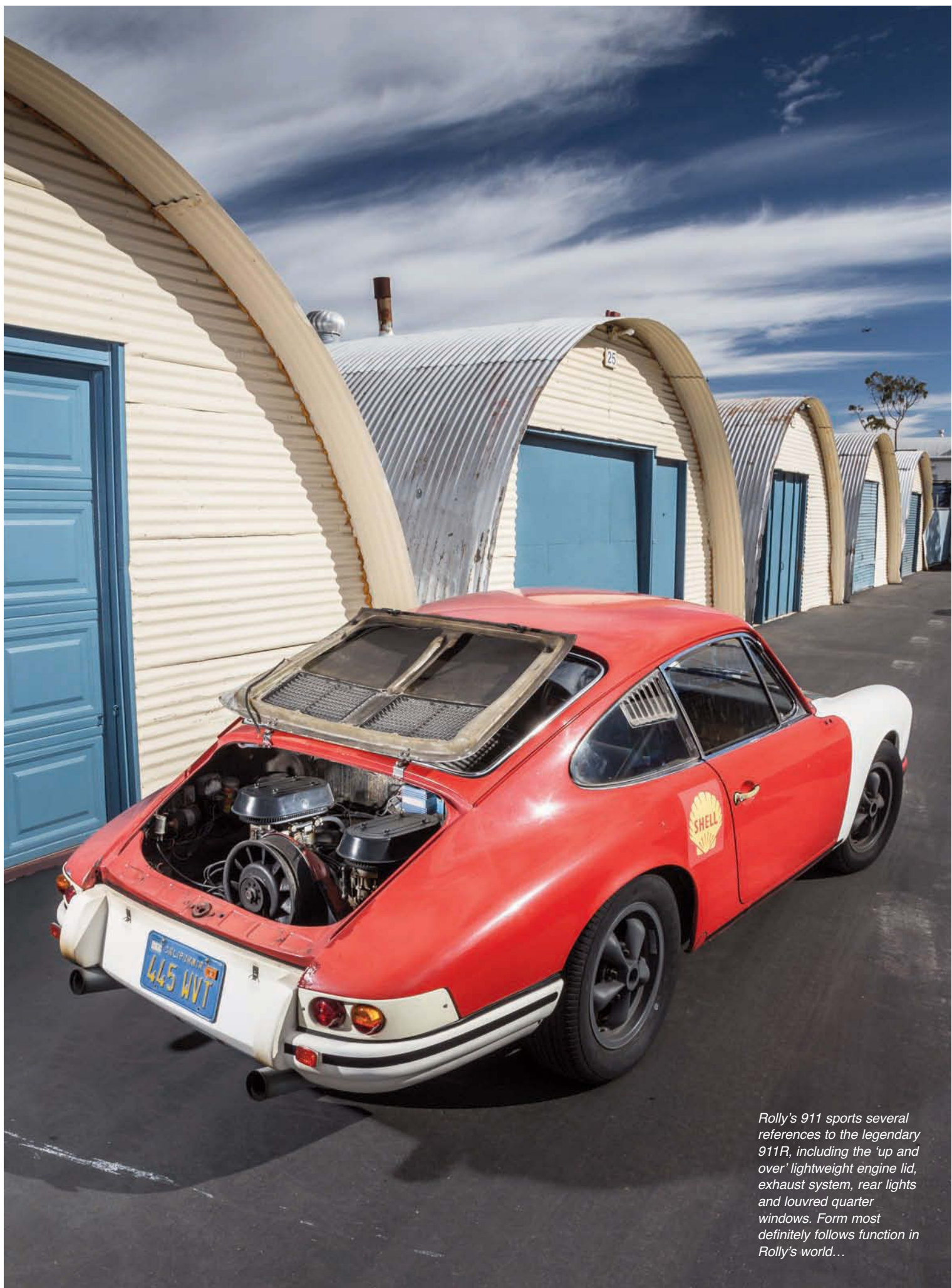




Rolly Resos's well-worn '66 911 might look like it's following a trend, but the 84-year-old hot-rodder isn't following the scene, he's been blazing a trail

THE ORIGINAL OUTLAW

Words & photos: Andy Tipping



Rolly's 911 sports several references to the legendary 911R, including the 'up and over' lightweight engine lid, exhaust system, rear lights and louvred quarter windows. Form most definitely follows function in Rolly's world...



“I didn’t try to design it in any way, I just didn’t paint it,” smiles Rolly Resos, hauling himself out of the leather-wrapped classic Recaros of his ’66 911. ‘You see a lot of cars with different coloured panels these days, though, it’s become very popular.’ He’s not wrong. Unmistakably part of So Cal’s world famous classic Porsche scene, Rolly’s 911 is a concours judge’s nightmare.

Three body colours, sun-beaten paint, a smattering of race decals, and panels and parts from a handful of cars and periods, it’s unashamedly built to be driven. And its owner has every bit as interesting a story to tell.

Based out of Southern California and with the calm, collected nature that could only be the result of a quarter century of sun-kissed retirement in the company of classic Porsches, the 84-year-old hot-rodder hasn’t only become one of the scene’s best-known regulars, he’s a defining part of it. And the contents of his lock-up garage make no secret of that.

‘I’ve always collected and swapped odd and rare Porsche parts,’ he says. ‘Back in the early 2000s I picked up a louvred decklid with a few other pieces, from a friend in Arizona. I took that to one of the first swap meets in LA, at the Phoenix club, and sold it to Magnus Walker. He’s made it a very desirable style.’

That distinctive rat-rod style becomes a lot less surprising

“ROLLY’S 911 IS A CONCOURS JUDGE’S NIGHTMARE...”

once you get a feel for his background. Rolly’s taste for driver-focused modified cars dates back to his teenage years, and a hot-rodded Model A Ford which got him in as an early member of So Cal’s iconic Outriders hot-rod club. It was a seed of inspiration for a lifetime of cars built to soak up long stretches of West Coast Tarmac, not to be wrapped in car covers and only brought out for shows.

It’s an impressive back-catalogue: ‘I had several Ford hot-rods going into the 1950s and early ’60s. I also had a modified ’56 Corvette which I used to street race, which was built by Jerry Iser, Dan Gurney’s chief mechanic. That was a hard car to beat. I had that and an 88-inch Land Rover when I bought my first Porsche in 1964.’

That first step into Porsche ownership had been unplanned. A self-employed art dealer until he retired in the late 1980s, it was all down to a chance encounter.

‘I spotted a 911SC coupe outside a bar one night, black, with chrome rims and a ski rack,’ he recalls, outlining the silhouette with one hand. ‘I liked it so much I bought an identical one the following week, through a grey market dealer in the Netherlands. I bought it on the way it looked, I’d never driven one.’

It was the start of a lifetime of enviable car ownership, mostly fuelled by a booming business but also backed by an eye for finding good deals. That’s got him behind the wheel

The interior is alive with history – you can feel it, smell it, sense it everywhere you look, from the cracked leather of the Prototipo steering wheel to the well-worn aircraft-style lap belts. Rolly was a founder member of the R Gruppe, the original outlaw Porsche club



of countless classic Porsches, simultaneously including three of the 250 '62 roadsters ever made, plenty of early 356s, three Carrera Speedsters, a 912 which his wife drove, and the '66 rat-rod's stablemate. Bought in 1979, the 911SC tucked in next to the hot-rod has 400,000 miles on the clock. It's never been restored, and it's used almost every day.

'I used to buy a car, restore it, show it for a while then sell it and start on another one,' he laughs. 'But some of them are keepers – sometimes you can't part with them.'

It's an enthusiasm which others have picked up on. Rolly had been driving a string of Stuttgart machinery when he bumped into fellow Porsche fan Cris Huergas at The Italiano Concours in Monterey. From a conversation at a show, and a shared interest in the 'Sports Purpose' style of Porsche tuning which had made 911R performance accessible to privateers, the duo realised there was a gap for a different sort of club on the West Coast. He'd become a founder of the now-global R-Gruppe.

'That's where this came from,' he explains, gesturing at the gold GT badge on the 911's black decklid. 'This was chosen as the car which best represented the R-Gruppe. It was the first one to get the title.'

One of Rolly's keepers, at least for now, the '66 was another chance discovery. 'I found it at a European car dealer,' he explains. 'I was waiting for one of the owners to get off the

phone when I saw an old red 911 in the rear of the lot, behind three rows of cars. It caught my attention because I recognised the soft curve of the factory roll bar, so I went to have a look.

'I was right about the roll bar, but when I looked closer I noticed it also had

early Recaro seats, a dead pedal, "deep 6" Fuchs wheels with long studs and a 100-litre fuel tank under the bonnet, as you'd find on a racecar. It's rare to find that many Sports Purpose mods on an early 911.'

Suspecting that the car had spent some time at Porsche's motorsport facility in Weissach at the start of its life, he wasn't

It doesn't take much to look at this photo and imagine the roar from the near-straight-through pipes. This lightweight 911 is most definitely bad to the bone

"IT'S RARE TO FIND THAT MANY SPORTS PURPOSE MODS..."

100-litre fuel tank hinted at a competition past. Magnesium American Racing wheels are highly prized due to rarity and low weight. Engine is a 911S lump running on its original Webers





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keen to let the opportunity slip. Amazingly, the dealer said he could take it cheap, if he could drive it – but that he'd need to wait until they could get it out from the back of the lot. In the end, it even got trailered to his workshop, but not without a list of jobs before he'd be able to enjoy it.

'It didn't run,' says Rolly. 'But that was only the half of it. The battery was dead, it was missing bits of the carb, it had no fuel in it. I knew I could get it running so I still took it, I had a feeling it would be a blast to drive with plenty of power and no problems. It was due to be stripped, but I said I wanted everything – they didn't know what they had.'

Restoring the rare Recaros meant seeking outside help, but, with a stash of parts and contacts to find the rest, it wasn't difficult to bring the 911 back to life. Mechanically it's mostly standard 911S, though the engine snaps and bangs into life through a barely-muffled 911R exhaust system, while a front-mounted Behr oil cooler from an RSR keeps temperatures down when California has other ideas.

Visually, though, it's a bit of a mongrel. The 911R wings, bumpers, decklid and bonnet sourced from spares and left unpainted to embrace their history. Rolly even managed to

find the lightweight door handles, corner lights and a radio blank to complete the look, before relocating the fuel filler to the centre of the bonnet under a 904 cap.

It's the details he loves the most: 'The shifter is extended three inches, and the round ball-shaped knob is made of wood, just like the 917 Le Mans cars. Those were balsa wood, to save weight, but they were round like that. I also alternate the wheels, so I run these American mags, or staggered six- and seven-inch 911R Fuchs wheels.'

But the aim is to keep it usable, rather than chasing trophies: 'I usually take it out at least once a week to Cars and Coffee or other Porsche events. It's not fast, but it's a fun driver, and it's definitely a keeper. As it was built by someone close to Porsche's factory racing department, if I restored it, I would lose what makes it unique.'

That's pretty hard to argue with. Almost as old as Rolly's own fascination with Porsches, but still able to cut a noisy path through California's best mountain roads, the '66 is living proof of the 911's engineering brilliance. It turns out the original outlaw might just be driving this the way it was always meant to be driven. **CP**

Rolly's a regular at the Orange County Cars and Coffee meetings, and enjoys the attention his hot-rod 911 receives. One of the nicest guys you could wish to meet, he is always happy to chat about his Porsche passion

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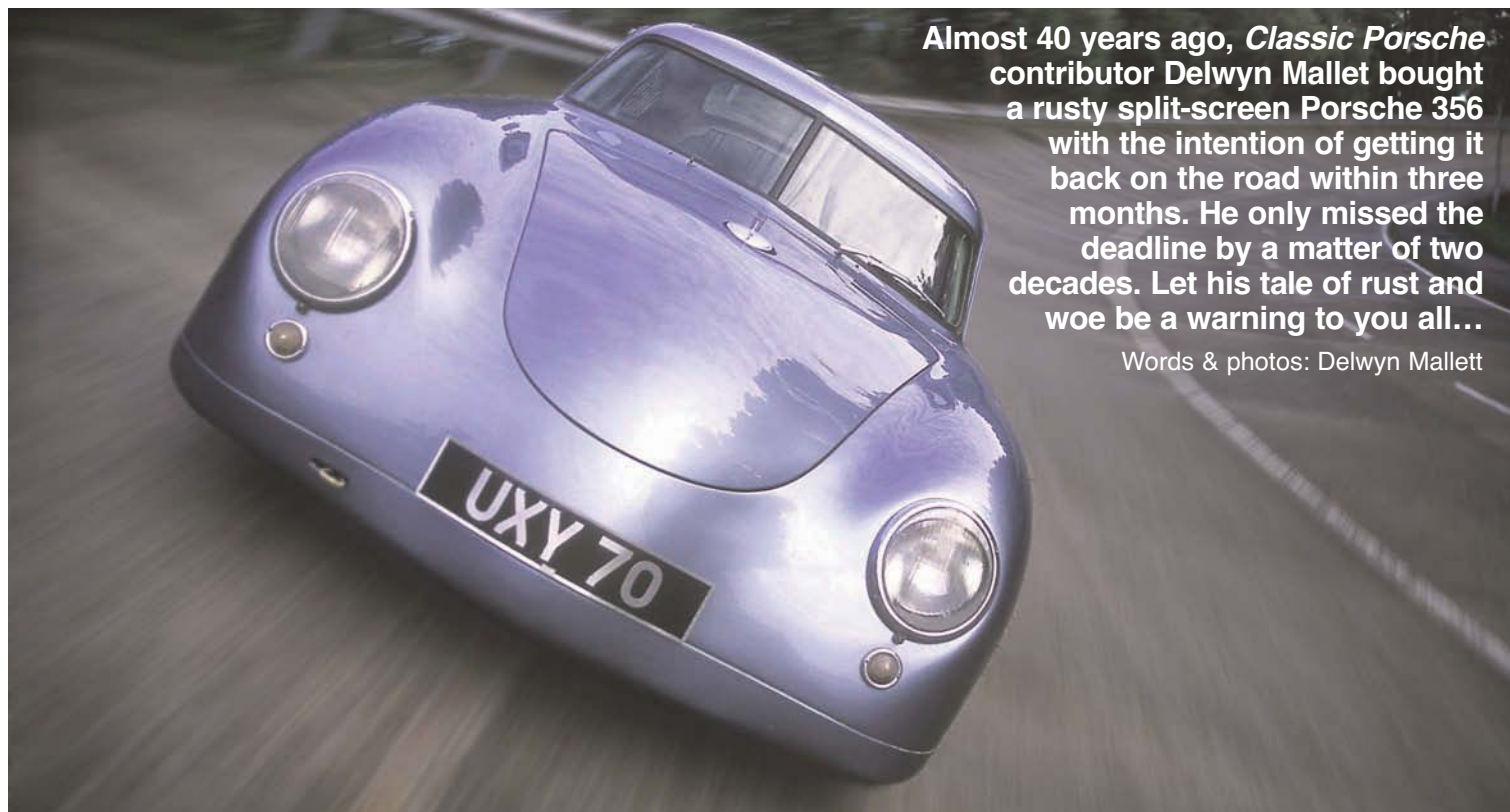
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THE STREAMLINER



Almost 40 years ago, *Classic Porsche* contributor Delwyn Mallett bought a rusty split-screen Porsche 356 with the intention of getting it back on the road within three months. He only missed the deadline by a matter of two decades. Let his tale of rust and woe be a warning to you all...

Words & photos: Delwyn Mallett

Built as a tip of the hat to the streamlined Gmünd coupés that raced at Le Mans, Delwyn Mallett's Pre-A 356 is a well-known part of the UK Porsche scene. It's certainly been through the wars, having been saved from rusty oblivion, rebuilt, stolen, recovered and, more recently, accident damaged. It's not had an easy life!

As related in my column on page 22 of this issue, my fascination with early Porsches stemmed from an obsessive admiration for that most exotic of all Porsche designs: the pre-war Auto-Union Grand Prix car. Part was down also to the fact that I was a graphic design student steeped in the Bauhaus ethic of 'form following function' (yes, I know that it was originally stated by American architect Louis Sullivan) and to me Porsche more than any other maker best expressed that goal.

Ownership of a P-Wagen could only be fantasised when semi-comatose with the imagination drifting so, circa the mid 1960s when I was old enough to drive and started to earn money, my attention turned to something more attainable. 'Attainable' also eliminated the 1939 Berlin–Rome streamlined Volkswagen, my second favourite Porsche design, as only one of the three cars built survived. (It never dawned on me that forty-years into the future one of the missing cars would be recreated and that I would get to drive it – for which I will always be grateful to Thomas König and Oliver 'Olli' Schmidt of the Prototyp Museum, Hamburg.)

Next up in my Porsche priority list was a Gmünd-built Porsche, of which 50 had been made, so the odds were getting a little better, but they didn't turn up all that often in *Exchange & Mart*. In fact, they didn't turn up at all and in 1967 I finally succumbed to the charms of a late 'A' coupé, replaced a year later by a Speedster, but I was still on the hunt for an early car.

Then, in 1971, I got a lead on a Gmünd coupé that had surfaced in Sweden. The owner wanted £750 – and I turned it down! To put this apparent act of utter stupidity into context, the car was described as 'having no salvageable ferrous content' in the chassis. In other words, the car was an aluminium shell on an almost non-existent steel floorpan, and had been lifted on a trestle from a collapsed barn.

So, a resumé: couldn't have an Auto-Union 'cos the

Russians had pinched 'em all, couldn't have a T64 'cos Otto Mathé had the only one, couldn't have a Gmünd car 'cos they were falling apart. It would have to be a 'split-screen' coupé, then.

But that was not as easy as you might think, as there were only two or three 'splits' running around England at that time, which helps to explain why I eventually ended up buying UXY 70, of which a more rusty and battered Porsche it would have been hard to find.

Pressing a few chums into accompanying me on my mission, the remains of a once elegant motorcar were decanted from its lock-up, along with the customary boxes of detached bits and pieces, and lashed to a trailer. My mates at least had the decency to save their admonishments until we were out of earshot of the vendor.

My sanity was put in question by one, who on discovering that I had paid £250 for the wreck, stated flatly and emphatically that I was 'effing mad' and by the other who just as emphatically stated 'it will never run'. I hate to admit it, but the first one was right (although, in the very long run actually wrong) – and the other may still prove to be partly accurate in his prediction, as I have yet to rebuild the engine! Smarting from their verbal harassment, definitely on the defensive, and with the gauntlet before me, I boldly predicted that it would be 'on the road in three months'. What's even more ludicrous is that I genuinely believed it!

With my new project safely ensconced in my garage and a three-month deadline ahead of me, I jumped straight into the fray. Among the spares that came with the car was a brand-new set of number plates, which suggested that the previous owner had started out with the same unrealistic optimism as me, before sanity had prevailed and he bailed out. If only I had been so decisive.

I reckoned on a week to get the paint off. Wrong! The car had been painted so many times that Nitromors barely marked



the surface. It was obvious that something far more penetrating was required – enter the welding torch! My retired dad was pressed into service to wield my recently acquired gas welding set and burn off the paint.

This worked, but filled the garage with pungent and, no doubt, toxic fumes, as well as melting all of the lead that Porsche craftsmen had so carefully loaded onto the body to finish seams and create contours. Mistake!

I had acquired said set of oxy-acetylene bottles as a prelude to teaching myself to weld – which I estimated would take a couple of evenings at the most. Wrong again! Rapidly concluding that I probably had as much chance of learning to weld as learning Swahili, a couple of freelancers were swiftly engaged to moonlight in my garage after hours.

That arrangement didn't last long, as the enormity of the task ahead eventually dawned on them. They just stopped answering their phones; in fact, they probably moved out of the area altogether. The three-month deadline had long since lapsed and I settled in for the long slog.

I eventually realised that the car had to go to a professional restorer, but a reminder: we are talking about the situation almost 40 years ago, long before Porsche restoration became the highly specialised industry that it is today.

A young and talented chap, about to start his own business, came and surveyed my 'project' and announced, in the time-honoured fashion of all restorers: 'What man has made man can make again,' adding that it would take about a year to complete. Four times as long as my estimate, but still not bad, I thought. If only I'd known... So, my smoke-blackened, partially-welded, war-wounded baby once again found itself lashed to a trailer,

en route to a temporary new home.

Restorers are just like hairdressers who always enquire, 'Who last cut your hair?' in a way that implies that irreparable damage has been done, but they just might, if you're lucky, be able to save the day. A large percentage of the work already done on UXY was now removed, so that it could be 'done properly'. I thought that I had become depressingly intimate with the failings of my 25-year-old Porsche, but restorers also share similarities with another profession: dentists. Like dentists, they insert probes, poke around a bit, loosen a little decay and, as panic and pain floods through the patient, dig ever deeper.

Gradually, UXY 70's hidden cavities were exposed. In so doing, most of the car was vanishing before my eyes. My old gal had rust where no one had seen rust before. The floor was rusty, the doors were rusty, the gutters were rusty, the screen pillars were rusty – even the rust was rusty! Off came the majority of outer body panels and eventually the roof, too, parted company with its underpinnings! Fortunately a friend was cutting up a V-screen 356 in his garage (well, everyone has to have a hobby) fitted with a rare Golde 'V-ed' metal sunroof, so I just had to do a roof graft.

The nose panel was beyond saving, being little more than a swathe of delaminating filler supported by a thin backing of porous, tin-worm-ravaged metal. Fortunately, I was in possession of a genuine factory Pre-A 'attached bumper' panel, complete with sidelight holes mysteriously in the 'wrong' position – ie, directly under the headlamps, rather than slightly inboard, but this suited my emerging plan for the car. By now, I had decided that restoring UXY 70 to factory spec was beyond my patience and pocket, and my hot-rodding instincts came to the fore. No, UXY

Top row, left to right: 1977 and Del's Porsche arrives home on a trailer towed behind his dad's VW Golf; 1978 and Dad gets stuck in burning off the layers of old paint (and body lead – oops...); 1978 and a couple of mates are persuaded to get stuck in to the restoration. They soon became ex-mates...

Bottom row, left to right: 1978, or thereabouts, and the body continues to be reduced to its constituent parts; 1980 and a new workshop – Del plays brmmm-brmmms and dreams of one day driving his now roofless Porsche...

“ HAD RUST WHERE NO ONE HAD SEEN RUST BEFORE... ”



Top row, left to right: 1980, the rebuild gets serious as more outer panels are removed; 1985 and yet another workshop, but this time some real progress is being made, or so it seems; 1986 and the car is now complete with 'Le Mans' spats and ready for paint

Bottom row, left to right: 1995 and a proud Delwyn Mallett, home from working in Prague, gets to see his 'streamliner' in paint at last; 1999 and the car is finally on the road, making its first public appearance with an exhausted Seume and Mallett at Brooklands

would be a Berlin-Rome-Le Mans-Gmünd-coupé-inspired streamliner! Please remember, back then, unlike today, 'splitties' were the least valued of 356s.

The photocopier at my place of work went into overtime, blowing up pictures of the 'spats' fitted to the '51 to '53 Le Mans cars. Likewise, every picture of the rear side-window panels that I could find was given the 'big blow-up' treatment, so that louvres could be counted and compared. You'd be amazed at how many variants there were!

My restorer liked this bit, making all the bolt-on aluminium panels, but then the steam, once again, seeped out of the project and it got moved to the backburner. In fact, the gas went out all together, and no amount of persuasion, begging or inducement could get the flame re-ignited. After EIGHT years, it was time to move on.

I'll speed through the agonies of my third restorer. Blah, blah, paint wrong colour! Blah, blah, windscreen won't fit; it broke – twice! Blah, blah, make opening larger – repaint. Blah, blah. Loads and loads of money and pain, blah, blah. More years elapsed.

Finally, the rolling shell came home. It looked gorgeous, but I was temporarily beaten. I could not raise the enthusiasm to start the 'fitting-up', and several more years elapsed with no progress being made. Then, a deadline emerged. I was helping to organise an 'Aircool Day' at Brooklands, and this event became the target – UXY 70 would be there!

A replica loom, sourced in the USA, was threaded through the car and ace VW electrical man Richard Morena dropped by for a weekend of 'connecting'. The weedy front brakes were

replaced by a more substantial set from a 356A (after all that money I'd invested, I at least wanted to be sure that the car would stop!), but the original VW non-synchromesh gearbox stayed in place, complete with matching rear brakes.

There was no time to rebuild the 1300cc two-piece crankcase engine, even with 28 years' warning! Fortunately, a 1600cc engine was lurking in the back of my garage, and this was quickly chucked into the car. Not quite as easy as it sounds, as it required a little bit of juggling with clutch and flywheel components, as well as swapping bits of linkage, to enable the early car's throttle cable to connect to the later engine's rod-operated linkage.

With only days to go, Editor Seume, bless his heart, started burning the midnight-oil with me and, finally, on the Saturday morning before the Sunday event, we could see no reason why it should not run. At the end of a rope, after a short tow, with Keith in the pilot's seat, UXY 70 was running under its own power – if not exactly power

from its original engine. Wow! What a feeling. Was it worth all the effort and expense? At the time I thought not but that was before the prices of the early cars took off like a V2 rocket.

This year UXY 70 experienced a significant 'tap' front and rear. Insurance has covered the cost of the damage repair but, 40-years after starting its restoration, I think it's time to address a few of the 'subterranean' problems that a close examination has revealed. I also have a couple more 'tweaks' in mind for its next incarnation.

My target? Visiting its spiritual – if not actual – home for the '100 years of the Bauhaus' celebrations in Dessau, in 2019. Plenty of time, then. **CP**

“ AFTER EIGHT YEARS IT WAS TIME TO MOVE ON... ”

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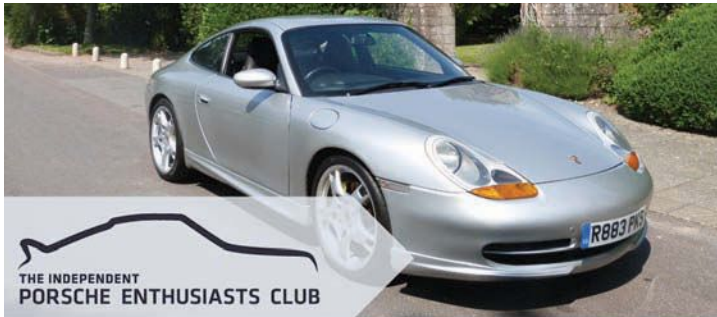


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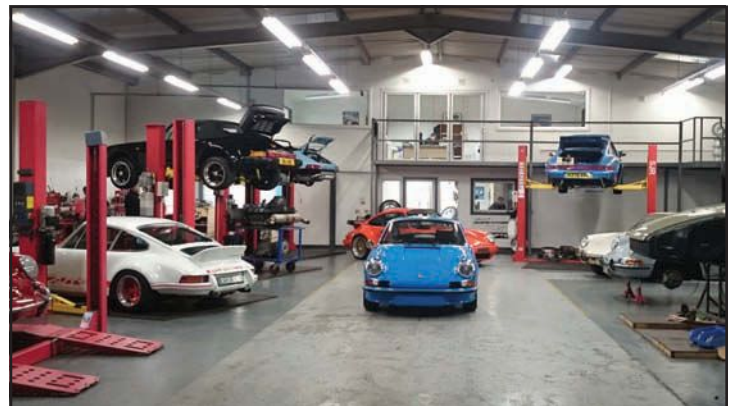


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TIME TRAVELLER

Dirk Sadlowski's PS Automobile is the go-to place in northern Germany for exotic Porsche racing cars, high-end classic 911s, and the sublime retro-rendered ST-badged 964

Words: Johnny Tipler Photos: Antony Fraser



Dirk Sadlowski has a thing about aircraft hangars. He owns two modern edifices at Paderborn Airport in Nordrhein-Westfalen, full of classic aeroplanes, some of which he flies (and he's currently buying a Feisler-Storch, a WW2 spotter plane that allegedly can fly backwards). So it's no surprise that his car showroom 20km away on the outskirts of historic Lippstadt is equally voluminous.

But if the roof was lower it would qualify as an Aladdin's cave, such is the lip-smacking preponderance of Porsche exotica. Mainly racing cars – for instance a 908, a 934 and a 935 – though Dirk's speciality is producing finely wrought backdates based on 3.2 Carreras and 964s that manifest as 911 ST pastiches.

He loves to chat, too, fluently in moderately accented English, and once he's picked up the thread of one of his star cars there's no holding back. It's all part of the charisma of the PS Automobile showcase.

PS Automobile was founded in 1990 by Toni Planken and Dirk Sadlowski – hence the PS – both of them racetrack firebrands, with a daredevil approach to the sport, and Porsches in particular. I first met Toni Planken on La Carrera Panamericana in 2008 when he was driving a 2.0 911 (placing 11th overall), and then at Hockenheim at the Jim Clark Revival in 2008 when he was racing his 2.7 RS.

A committed pro-am racer, Dirk's campaigned a raft of Porsches over the years, including 906, 917 and 935, and mostly a 3.0 RSR and 911 ST clone in events such as Spa 1000kms and Norisring Speed Weekend, though a terrible fiery accident at Spa Classic prompted his retirement from

regular participation a few years back.

By then, the two founders had already gone their separate ways, Toni providing an at-circuit maintenance service for competitors in race paddocks, while Dirk continues to build the PS Automobile business, majoring on the 911 ST retro and trading top-line classic 911s and important racing Porsches. We have visited the Lippstadt emporium several times, and I can't resist mentioning a leading attraction, which is the eat-all-you-want Chinese restaurant nearby!

More to the point, we featured the ex-Jo Siffert 911S (in our sister magazine *911 & Porsche World*), painted grey to match the Steve McQueen version in Le Mans, while my colleague shot a pair of 2.7RSs on one occasion and a 3.0 Carrera RSR on another.

We've also experienced Dirk's 964-based 911 ST, first glimpsed on the PS Automobile stand at its launch at Essen Techno Classica in 2012.

Steeped in Porsche lore, and not un-averse to superlatives, Dirk remarks of a 1974 3.0 Carrera RS we're scrutinising, 'it's a miracle that it survives in that

condition, although the rust protection was a lot better than on the '73 cars, but still, they were used. A German guy driving a Porsche could do 30- or 40,000 kilometres a year, so most of the cars have 250–300,000 kilometres, and after 40 years they are tired, so to find a '74 Carrera that is very well preserved, original, with low kilometres is really rare.

'Actually, that's rare with all Porsches because people loved to drive them. My customers like to drive their cars, and no matter how much money they spend they say, "Hey, I buy this Porsche because I want to drive it," and that's a big

“ IT'S ALL PART OF THE CHARISMA OF THE PS AUTOMOBILE SHOWCASE... ”

Busy workshop (left) is filled with a mouth-watering selection of classic Porsches for road and track. 964-based backdates are an important part of the business, but there's always room for the 'real thing'...





difference from a lot of collectors, because even if they collect they still want to drive them.'

And that's true of clients who aspire to PS Automobile's exquisite 964 backdate, the ST. 'Today's *zeitgeist* is backdated 911s,' says Dirk. 'They love the classic style and the modern running gear: 1991 becomes 1971. The formula is simple: we looked at the whole range of Porsche's classic models and identified what we believe to be the best engineering from all the different eras, and the result is our modern interpretation of that all-time classic, the 911 ST.'

We've become familiar with the methodology: the 964 bodyshell is stripped of its seats and upholstery, and cleansed by dry-ice blasting before repainting, while the engine and gearbox are rebuilt. Only the wiring loom remains in place. Glassfibre panels, including RS front wings and lighter pre-impact bumpers are fitted, and insulation material is omitted. Some of the ST's weight advantage comes from

leaving out the aluminium beam that's normally behind the 964 bumpers.

The car is painted at a local bodyshop, and new upholstery includes RS carpeting throughout. Though the ST features lightweight door cards and RS-style leather door-pulls, the 964's electric windows are retained because Dirk says the motors aren't that much heavier than the wind-up window mechanism. Lighter Recaro seats play a part, too.

There's an overall weight saving of 200kg, achieving a similar power-to-weight ratio to the 210bhp 2.7 Carrera RS Touring, which tips the scales at 1025kg, while the PS Automobile 3.6-litre ST weighs 1225kg and produces 295bhp.

In the transformation process, all the original screws, nuts and bolts are cleaned and re-anodised, new oil and fuel lines, brake pipes and cables are installed, and the flat-six engine receives as many new parts as necessary, including

Although much of PS Automobile's time is taken up with creating ST reps, you'll always find classic Porsche race cars in the workshop



Early F Vee car (far left) adds some variety to the showroom. 964-based 911 ST pastiche (left) shares space with Dirk's other passion: vintage aircraft

new pistons and cylinders, plus new clutch and oil pump. The 964's Bosch fuel injection is retained unless the customer specifies period-look PMO carburettors.

A longer front lid marries up with the shiny classic bumper, sidelights and horn grilles, incorporating a pair of oval fog lamps, while the aluminium engine lid meets the back bumper and its rubber-faced overrides, reflectors and light clusters. The only clue as to the car's identity is the gilt ST lettering on the engine lid.

Another period touch is the foreshortened rear valence, which reveals the 964's main silencer that would normally be concealed. Along the sides of the car below the doors the sill covers are also curtailed, and on the right-hand side the oil lines are exposed, just like on the original 911 ST.

The refurbished 964 brake assemblies and suspension components are retained, including the late-model's wishbones and new Bilstein coil-over dampers, incorporating smaller assister springs, and spacers are fitted on the hubs to arch the wheel rims over the calipers.

The wheels are Swiss-made Fuchs replicas, specially designed by PS, and incorporate a wider hub section in order to accommodate the 964's bigger front brakes. They're shod with 205/50R x 16 Bridgestones on the front and 225/ 55R x 16s at the back.

The car we're viewing is finished in Slate Grey, and there's an anodised aluminium theme to the ancillaries, including the Fuchs wheels and the side window frames, culminating in the gear-lever knob. Though the donor car's

“ IT'S EASY TO GET LOST IN DIRK'S PASSION... ”

side windows are retained, the front and rear screens are smaller than the 964's so the chrome trim can be incorporated.

The interior is a subtle mélange of 964 and period items: the dashboard and dials are from the 964, while the seats are classic Recaro buckets which can be specified in leather or with seat centre panels upholstered in black and white hound's tooth pattern. The modern 964 heater and air-con system is retained, and there's a Becker Europa radio that looks as if it came from a 1970s car, but is in reality a state-of-the-art digital unit containing DAB internals.

'We wanted to create a car that looked beautiful in a classic way, yet performed like a modern 911 with no penalties for everyday use.' The period charm is maintained by the dished three-spoke Nardi steering wheel. With more than 1000 hours of work spread over six months, it amply justifies its €136,850 price tag. There's an irony, though:



while the ST that it replicates was a hardcore racing car back in its early '70s heyday, PS Automobile's recreation is a refined, beautifully finished Grand Tourer.

It's a key part of Dirk's grand plan. 'We combine passion and professionalism. In the classic car industry, passion is a crucial motivating factor in the customers' buying impulse. The products we offer are not merely a classic commodity; our customers are lovers and collectors of the cars, and we appeal to their emotions. With our ambiance, concept and performance, we are creating a very special atmosphere, through which the tradition and the myth surrounding our products is appropriately communicated to our customers.'

Linger in the lofty Lippstadt showroom, or wander round the polished aluminium aeroplanes in the Paderborn hangars and it's very easy to get lost in Dirk's passion for the history and iconography, encapsulating speed, power, style and mechanical endeavour. Makes you want to be part of it. **CP**

Once you get Dirk Sadlowski started on his favourite subject (hint: Porsches), it's hard to get him to stop. His passion for the marque is extremely infectious!

Thanks to Stena Line for the North Sea crossing, Harwich to Hook-of-Holland
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Contact:

Dirk & Verena Sadlowski
PS Automobile GmbH
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59557 Lippstadt
Germany
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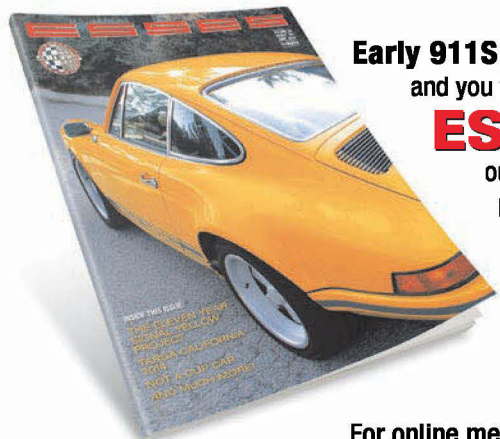
Race Speedster, 935 or 934, there's always something to grab your attention. Definitely worth a visit next time you're in town... PS Automobile always puts on a great display at Techno Classica in Essen, too





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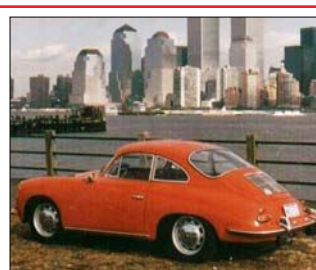
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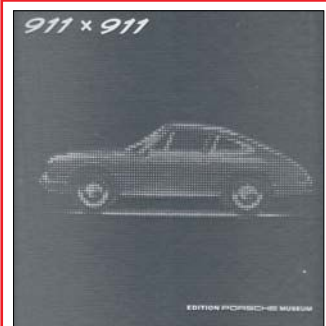


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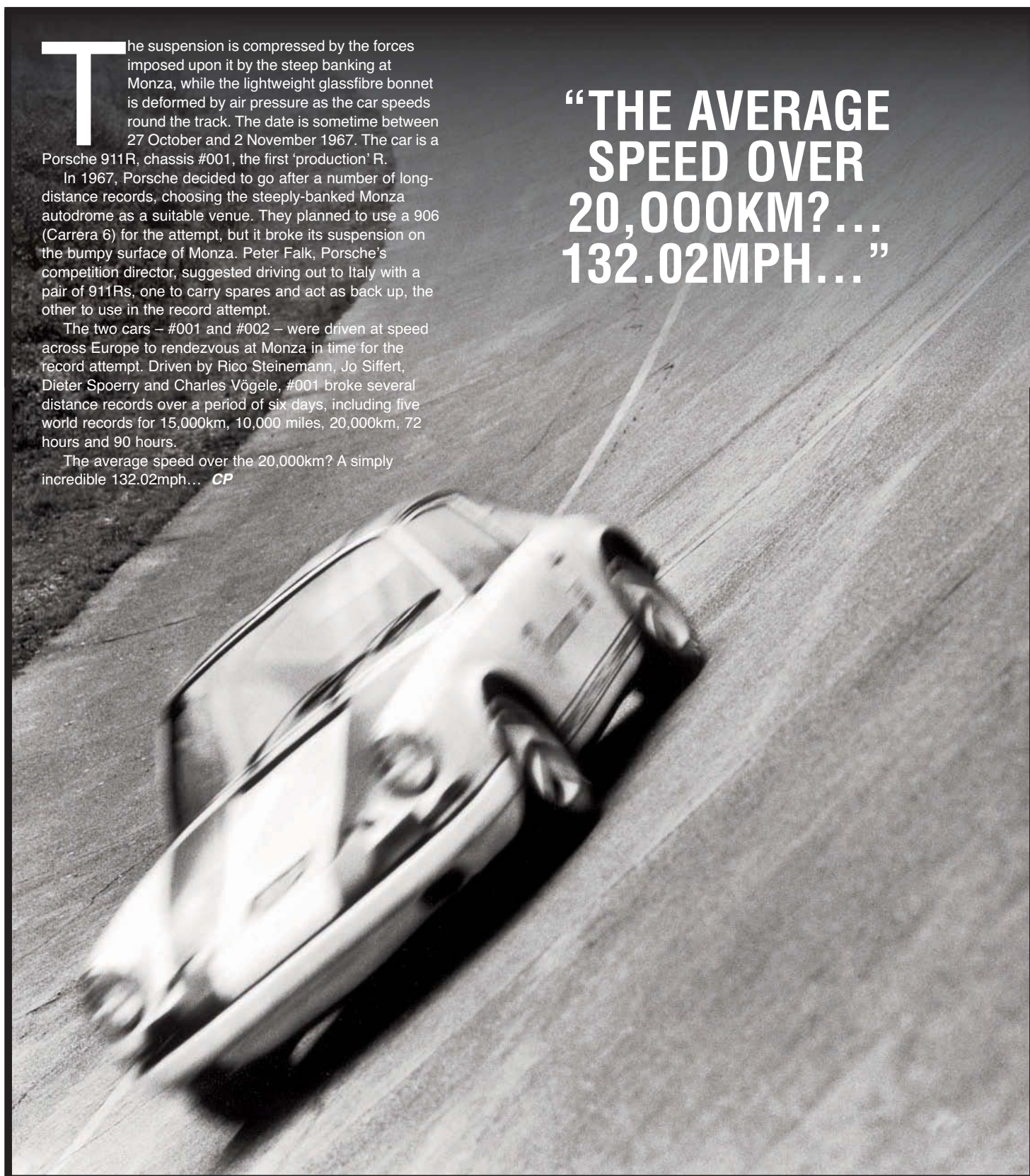
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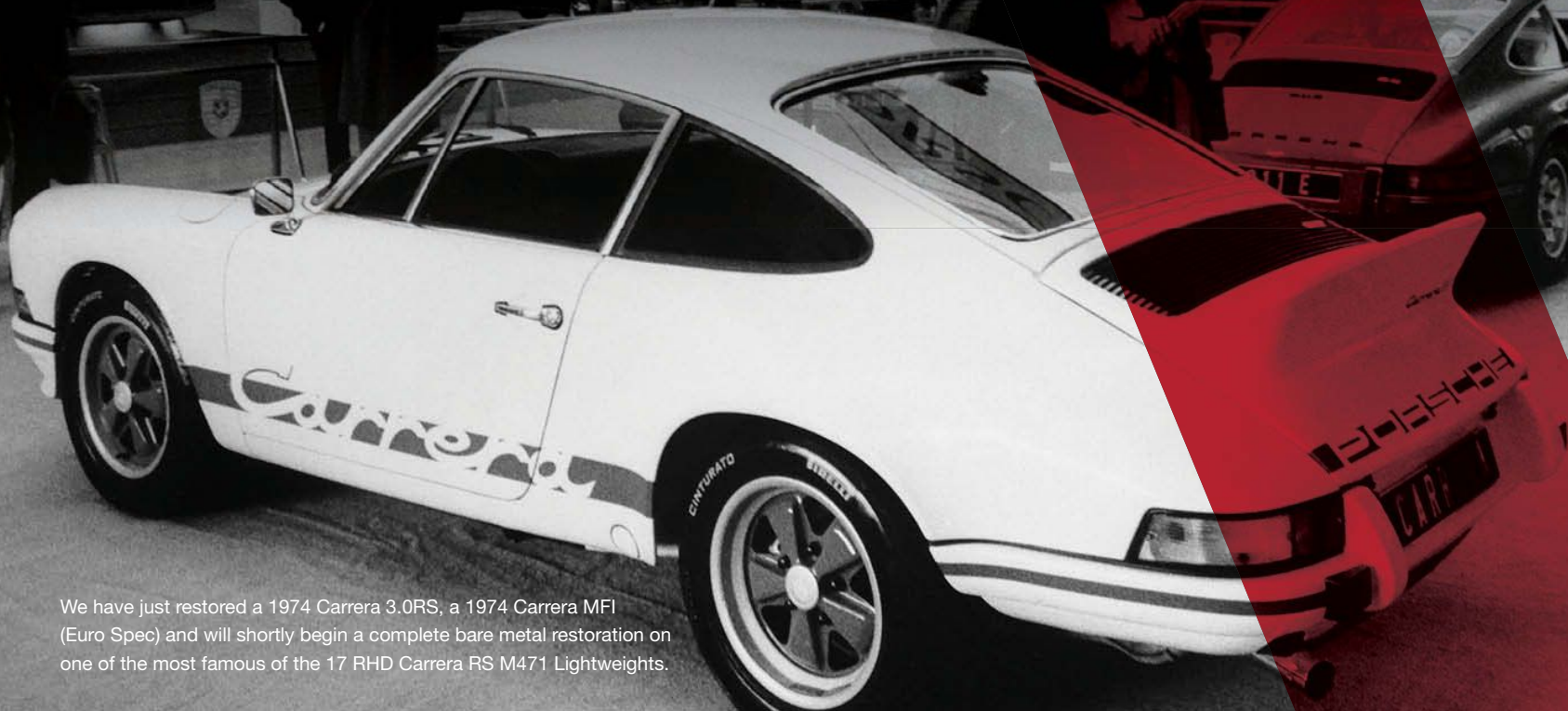
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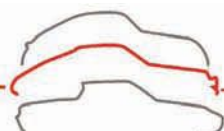
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