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# Classic PORSCHE

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In this issue, I am proud to say that we have features on two of the most important Porsches in existence. Our cover star is the oldest surviving 911 – or strictly speaking, 901 – in the form of the seventh prototype built way back in 1963. ‘Barbarossa’, as it was called by the development team, is a unique piece of history – the more you look at it in detail, the more you see how much it differs from future production 911s. Truly fascinating.

The second piece of Porsche history is the 1951 Le Mans class-winning 356SL (above), now owned by Cameron Healy. This incredible car has had a full and varied life, spending

## “WE CALLED THE FEATURE ‘THE FIRST OF MANY’, AND INDEED IT WAS...”

most of it as a roadster on the tracks of California before passing into the hands of a dedicated enthusiast and racer who was determined it should be restored back to original.

And for that task he turned to Rod Emory, better known in some circles for his amazing ‘Outlaw’ 356s. Together Emory and Healy are responsible for preserving the car that was the first Porsche ever to be raced at Le Mans – we called the feature ‘The first of many’, and indeed it was, winning its class and setting in motion an unstoppable force that would change the shape of endurance racing for ever. I hope you enjoy reading about these two cars as much as we enjoyed featuring them...

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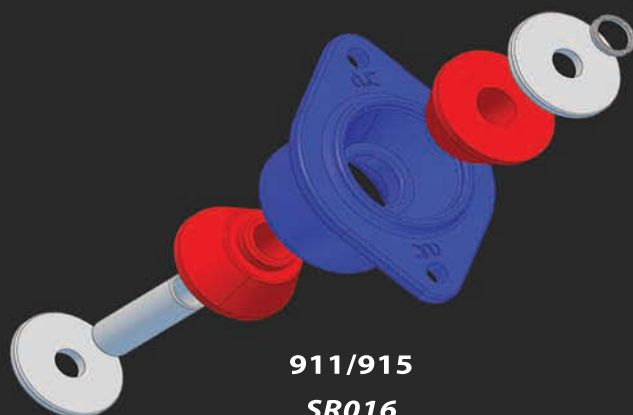
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# THE GODFATHER

**The Holy Grail – that's the only way you can describe Porsche 901 chassis number 13 327. It's the oldest-known survivor, one of the early prototypes built prior to full-scale production. This is the Godfather of all modern Porsche 911s. Ladies and gentlemen, meet Barbarossa!**

Words: Axel E Catton  
Photos: Greg Jarem



Everyone knows that very early 911s were referred to as the '901' and, similarly, everyone almost certainly knows that, ultimately, Peugeot stepped in and demanded that Porsche stop promoting them under that name. Press releases had already been circulated, brochures printed and point-of-sales material created, all using the name '901'. Indeed, the first 82 cars built were referred to as 901s, but when the first deliveries began, the name had already been consigned to history.

This is reason enough for myths and legends to have grown up around those very early cars. While German tuning icon Ruf owns chassis number 300 037, itself quite an early example, the Porsche museum's oldest 901 is 'only' 300 057. Only recently, a collector in the US unearthed a rather tatty looking model, chassis 300 005, which could well be the

oldest surviving series-production 901. But there are even older ones out there. When looking to find the oldest 901 in the world, you have to look further afield – and no, it's not located in Stuttgart. We had to go to rural Pennsylvania in the USA.

The owner, American car dealer Don Meluzio, is no stranger to the scene. He purchased what is surely the oldest 901/911 in the world more than 30 years ago and has owned it ever since, but the hype surrounding these old cars is new to him, as well. When, in 1984, he replied to an ad for a 'Porsche prototype' in the monthly bulletin of the Porsche Club of America, the then 36-year-old Don was looking for a 'very special Porsche, a car that I can take to any concours event in the world and which would open the doors to any Porsche event I would like to attend'.

Don's first visit was a disappointment. What he found was









a barely discernible wreck, more or less just a body held together by spray paint. The interior was dilapidated, parts strewn around everywhere. The 'car' offered to him didn't even have an engine. What it did have, however, was a mysterious VIN number: 13 327. All really early 911s (and for that matter 901s) have a VIN starting with '300'. Don took this as his first sign that this Porsche was indeed special.

The asking price of \$20,000 seemed astronomical but because there are no other takers, the seller finally agreed to his offer of \$14,000. This find was supposed to bring Don to the end of his long search, but it turned out to be just the beginning of years of research and almost a decade of vehicle restoration.

Don immediately started off with a flurry of letters to Porsche in Stuttgart ('by mail – it's the mid-'80s', he reminds us) who apparently knew nothing about this car. 'We have no records of a VIN 13 327', the factory responded. After Don's

persistent attempts to get in touch with the factory archive, his restorer Dennis Frick finally got the long-awaited confirmation in the summer of 1985. 'It seems that the vehicle has been produced as an early proto-type (sic) of a 911 in order to test the 6-cylinder engine,' wrote a Herr Mattlinger from the department Service Organisation. 'How this vehicle arrived later on in the USA is not known to us.'

Another year later, Herr Mattlinger finally came up with further news: 'The vehicle with the above-mentioned chassis number has been built as a test car in November 1963. It has been designated as a type 901 and vehicle No.7.'

'The vehicle was used for testing purposes until (the) end of June 1965. It was then sold to Mr Richard von Frankenberg on July 10, 1965. The manual sunroof did not correspond with the later production sunroof. The two large VDO gauges were installed in this prototype vehicle. The torsion springs of the front lid were only installed later on in

*Above: The front and rear windcreens, and the front bumper, are the same as later production models. Every other body panel and piece of trim is subtly different to those of the 911*

*Below left and right: It's the manual sunroof that really confuses people – it slides forward and tilts up at the rear. Placement of the winder handle is unique, too*







production for a very short time. The coil springs on the engine lid, the passenger grab handle on the right windshield post and the locking ignition switch in the steering column were installed as test parts only.

'The above chassis number is correct, but has never been published in records because, as mentioned before, we are talking about a prototype car. The odometer reading at the time of the sale cannot be determined anymore, neither do we have the sales price available. The colour of the vehicle was red, however, we do not have any answers to your further questions, such as colour and material upholstery, brand of carburettor, brakes and wheels, etc.'

Don Meluzio embarked on a number of trips to the Stuttgart archives, which he would continue for many years. Eventually he got in contact with 'Butzi' Porsche's office and

made an appointment to meet the man he was expecting to tell him all about his unique car. However, the day he arrived for his appointment, Butzi had left Stuttgart. His mother, Dorothea Porsche, had passed away the night before. Don met the archive staff instead and tried to find engineers who had worked on 13 327 some 20 years earlier.

'We didn't attempt a conventional American restoration to a "better than new" standard,' declares the proud owner. 'Instead, we had to think like engineers and try to rescue as much of the original substance as was humanly possible. Wanna see it?' Of course, that's why we travelled 3700 miles to get here!

Don opens one of the three large doors to his garage, inside which hides a small car museum. In front is a 1957 Porsche Speedster, next to it a yellow 911T from 1973. There are also not one, but two Bizzarrinis, a 5300 Strada Coupé and one of only three Bizzarrini Spyders ever made. Next

*Above left: Vents duct warm air to the quarter windows – a feature which never made it past the prototype stage*

*Above: Two large instruments dominate the dashboard – they're sourced from a BMW and then hand finished in Porsche style*

*Below left: Note 356-style steering wheel, two-dial dashboard and pillar-mounted grab handle. Choice of seat trim was a guess as there was no available information*

*Below: Unlike all production 901s and 911s, 'Barbarossa' has the ignition switch mounted on the right of the steering column*

## "IT HAS BEEN DESIGNATED AS A TYPE 901, VEHICLE No.7..."







there are some Abarths and an extremely rare Fiat OTAS, a number of Corvettes and, at the very end, we spy what looks like a red 911.

Despite its unique status (and not only in Don's collection), this Holy Grail, the mother of all 911s, looks at first glance like a regular early 911. Before we can roll the car out into the early morning dew, Don has to take all the winner's rosettes off the windscreen. 'The 901 and I have been to all three big events in the States – Pebble Beach, Amelia Island and St. John's – and the car won its class every time,' he says proudly.

The 68-year-old looks almost lost behind the big steering wheel. One turn of the key and the two-litre flat six (taken from a slightly younger car) bursts into life with a surprisingly deep burble, with no sign of the famous 911 'whirr'. Don rolls the 901 onto the damp forecourt outside his garage so we can take our first look. 'The road should be dry very soon, let's just wait a little longer,' he says, 'I've never driven it in the rain and I always treat the underbody with furniture wax.' Come again? 'Yes, the judges love that sort of stuff. I've also

never adjusted the suspension since the restoration 20 years ago. The nuts have been painted over as they would have been from the factory and if you tried to adjust them, the paint could crack.'

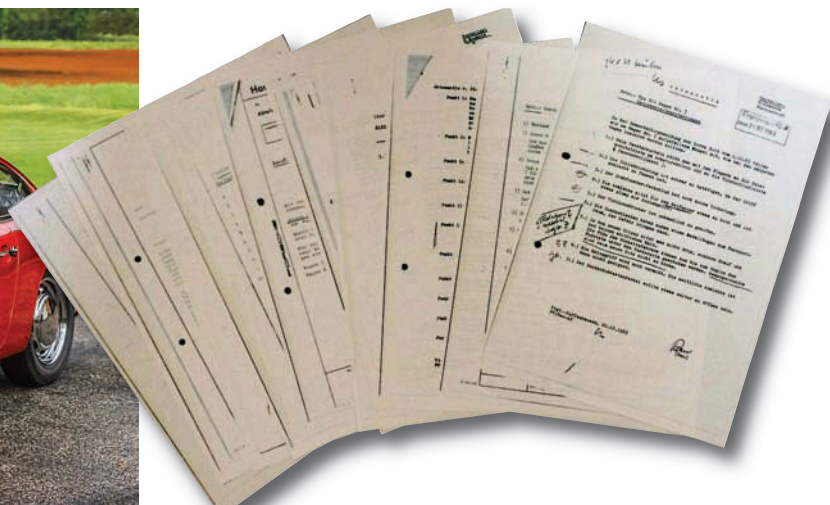
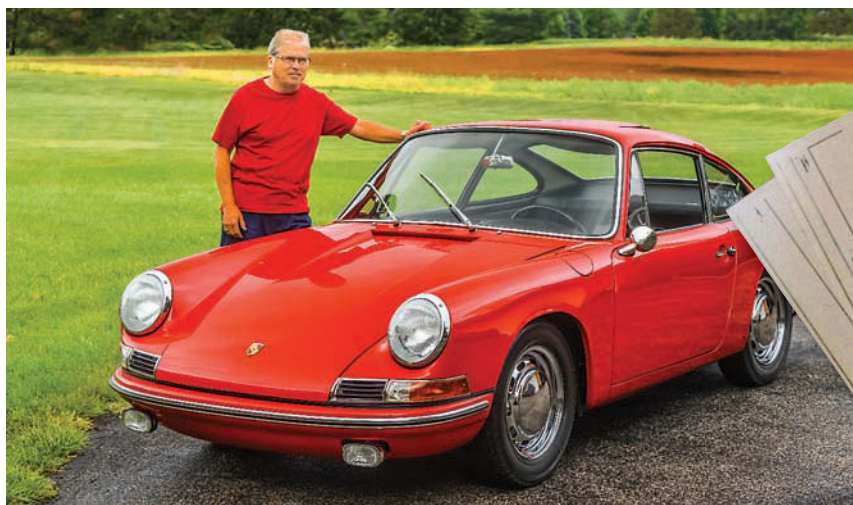
Time for us to have a closer look at this prototype. Don, every inch the American car enthusiast, walks us around the car and points out all the details for photographer Greg Jarem. 'Even though it might not seem so, the roofline, the side contours, the doors, the windows – all of that has slightly different dimensions to later series production models.' Most obvious are the car's side panels, that aren't rounded at the bottom like on later 911s but straighter, like those on a 356. The doors are shorter and higher but the length of the side window glass is longer.

The oil filler neck in the engine compartment is one of those details that Don and his restorer Dennis Frick were so keen to preserve. 'I guess they spilled a lot,' laughs Don, 'seeing how often they extended it.' Indeed, the neck shows half a dozen extensions welded on, one after another. The window winders can trap your fingers, a fact that Porsche

*Above: Not immediately obvious is the fact that every body panel you see here differs from those used on production models. Note the contour of the sill panels, for example – they are straighter, more like those of the earlier 356*

*Below left: Don Meluzio is understandably very proud of the car – it took years of painstaking research and restoration to get it into the state it is today*

*Below: Factory archives came up with priceless information...*







*Above: Note the location of the windscreen washer bottle at the rear left corner. Also, check the torsion-springs used to hold the front lid open, rather than gas struts*

*Above right: VIN plate and body badge read 13 327 – the seventh 901 prototype made and the oldest surviving example*

*Below: As a prototype, 13 327 was almost certainly equipped with a variety of engines in its early life, but now runs a period-correct 901/01 unit – note the pre-production air-filter and the coil springs used to hold the engine lid open*

development chief Helmut Bott had already noted in early factory documents. The door handles also didn't find approval: engineers complained they were too prone to accidentally open the doors.

When completing the interior, Don and his team sadly weren't able to rely on any factory information, so he decided on the early series production black-and-white hounds-tooth cloth in the front. The back seat, however, is covered in black leather, a combination Don insists was available. Looking at the dash, one of the biggest differences becomes immediately apparent. Instead of the five later instruments we all know so well, 13 327 has only two large VDO dials (sourced from a BMW, but handpainted with Porsche-style graphics) staring at the driver, indicating speed and engine revs. Even the smallest of details like the vents

for the quarter-lights did not make it into series production.

Don decides it is now dry enough to take to the streets of Pennsylvania. 'First and reverse are quite close to each other, so don't get them mixed up,' he smiles before handing me the keys to his multi-million dollar property. Finding the ignition is the first hurdle. Here, it is not located left of the

dashboard, as in all left-hand drive 911s, but to the right, on the steering column, like on contemporary VW Beetles. Mirrors adjusted, feet on the floor-mounted pedals, and off we go.

It is surprising how easy and self-explanatory everything is. This Porsche

was built 50 years ago as an engine test bed yet it is as easy to drive as an example built in 2016. As was to be expected, the steering is ultra-light, thanks to the rear-biased weight distribution, feeling almost 356-like. The view from this early 901 with its thin pillars is magnificent, the lack of headrests

## “THE VIEW FROM THIS EARLY 901 IS MAGNIFICENT...”







making the interior feel light and airy. The engine sound is pleasant but by no means quiet, and we comment that we'd expect longer trips to be a bit tiring. Don responds by saying 'I rarely ever drive it.'

During one of the many turning manoeuvres, the engine stalls. Don had warned us this might happen, because the carburetted engine doesn't like short trips very much. One turn on the key (to the right, don't forget!), a little more gas, and we were in business again. After a few hours of obeying commands from our photographer, we brought the oldest 911 in the world back to its resting place. The engine crackles as we hand the key back to the owner.

What we noticed – especially in comparison with a current model we brought along – is how right the concept, the

design, the idea was from the outset. The Porsche style and driving experience seemed spot-on from the very beginning – an impression that holds true to this day. Once you put both old and new next to each other, you realise how wide, how huge the 911 has become – in order to get that kind of interior space in the 1960s, you would have had to buy a saloon.

And Don? He is justifiably proud of his car, knows every single element of it and doesn't want to part with it for any sum of money. Instead, he has promised it to his son one day. Don doesn't care about the hype surrounding early

911s these days. He wants a car that documents like no other the transition from 356 to 911. We are delighted that we had a chance to find out for ourselves. 'You see? I never really drive it,' Don says again and puts 13 327 back into its place in the garage... **CP**

## “AND DON? HE IS JUSTIFIABLY PROUD OF HIS CAR...”

*Above: By his own admission, Don Meluzio doesn't drive the car very much. It is, after all, priceless in the fullest sense of the word. Licence plate is the one worn by the car in period*

*Below left: Oil filler neck shows evidence of several rethinks concerning its length and shape!*

*Below: Although the bloodline is clear to see, it still comes as a surprise to see how much the 911 has grown over the years...*







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## IT'S ALL IN THE BAG!

Own an early 911? Planning on going on a lengthy tour next summer? Then check out these bags. The handles are said to be inspired by the steering wheel spokes from the 1973 Carrera RS while, similarly, the fabric inserts recall the classic hounds-tooth and tartan check seat centres from 911s of old.

Brought to you by Haendel, a new Dutch specialist in travel bags, the Grand Cols Collection are named after Europe's highest mountain passes. They're hand-made from calf skin and designed to fit in limited luggage space. In fact, Haendel says four of the Grand Weekender bags will perfectly fit on the folded back seats of your classic Porsche 911. At €1529 each, they're not what you'd call inexpensive, but then style never came cheap...

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For details, visit [www.karmannkonnektion.com](http://www.karmannkonnektion.com)



## 911S SELL WELL AT SILVERSTONE

Silverstone Auctions was back at Silverstone circuit for the final time this year to host its second annual Porsche Sale, in conjunction with Porsche Club GB, on Saturday 15th October – and the lots included a few interesting early 911s. As one of only 50 UK cars and with just 21,000 miles from new, it was



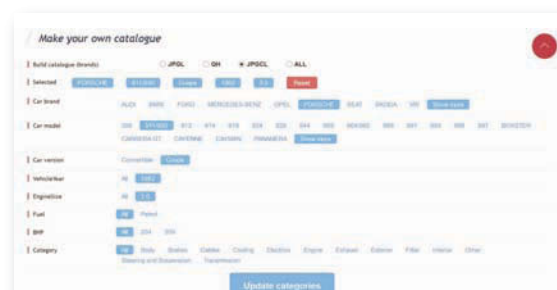
anticipated that the 1986 Porsche 911 (930) Turbo *Flachbau* would be taken seriously by buyers and indeed it was, selling for £140,630, more than £40,000 over its lower estimate. A similarly low mileage 1989 Porsche 930 Turbo, UK-supplied with just 24,000 miles from new, sold for £151,880 including premium. Offered to the open market for the first time in over 30 years and a prime candidate for restoration, a 1973 Porsche 911 2.4T was hard fought over between phone bidders and those in room. After a long bidding war it eventually sold for £45,000. [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

## BUILD YOUR OWN CATALOGUE

An innovative move from the JP Group – the people behind Dansk, purveyors of panels and a wide range of repair and restoration parts for all models of Porsche – sees the customer able to 'build' his own catalogue on line.

Rather than having to wade through endless products for other years and models, log on to the Dansk website, enter the full details of your car and, as if by magic, you will create a catalogue of parts that are relevant to your car – save the catalogue and it's done. Each time you log back on, you can gain immediate access to 'your' catalogue without having to go through the process all over again, which is the case with many other such sites.

Details from [www.jpgroupclassic.com](http://www.jpgroupclassic.com)





# TWIN-PLUG DISTRIBUTORS FROM MITTELMOTOR



German-based Porsche specialists Mittelmotor has just launched this range of twin-plug distributors. All three versions are authentic reproductions of the original distributors, produced using the same aluminium sand casting process.

All details have been adhered to in the reproduction, with the looks identical to those of the Marelli distributor. All internal parts are made with

the highest precision and exact tolerances, Mittelmotor tells us.

The inner shaft is machined to the highest accuracy and features two ballraces and one plain bearing. All individual parts are identical to the original components, thus the housing, bearings, distributor cap, etc, are all interchangeable with the originals, and vice versa. (Note: you'll need to use two three-pin HKZ units from Bosch or Perma Tune if using these distributors.)

The ignition curve is preset at 13° advance, like the original units, but any advance curve is, however, possible and can be 'dialled-in' prior to delivery. If a different curve is required, please mention this when ordering and the distributor will then be prepared with the correct timing curve.

Mittelmotor says to remember that, unlike all other engines, the 3.0 SC engines from 1978 to 1983 are originally equipped with a distributor that rotates counter-clockwise. If you have not changed the drive gear on the crankshaft, don't forget to mention this when ordering. All the distributors are available for both clockwise and counter-clockwise rotation. If you are not sure which one fits your engine, you can check by looking at the clamp.

For operation on a supercharged engine, Mittelmotor recommends using the Bosch 935 distributor. This has two extra terminals, one of which is used to read a boost pressure signal, automatically adjusting the timing under boost. The other terminal is used to activate a second, independent ignition curve, which can be helpful when using low-grade fuel with lower octane on a turbo engine, for example. This can be simply activated by means of a dash-mounted switch.

The price is €2495 including tax. Dealer enquiries are welcome.

**For more details [www.mittelmotor.de](http://www.mittelmotor.de)**

## RM AUCTION – BUT BE QUICK!

RM Sotheby's presents 'Duemila Ruote' (2000 Wheels) – an astounding selection of automobiles, motorcycles, bicycles, boats, bobsleds and automobilia – during a multi-day sale in Milan, Italy, on the weekend of 25th November. Coinciding with the Milano AutoClassica, held in Milan the same weekend, the auction will feature more than 750 lots, making it the largest automotive-themed private collection sale ever staged in Europe. All lots will be presented 'without reserve', setting the scene for a very exciting close to RM Sotheby's 2016 global calendar. Lots include this silver 959, which has an estimate of €600,000–€700,000

'The sheer size of the collection means that enthusiasts will be spoilt with variety. If you're in the market for a Porsche 911, you're in luck, with some 60 different examples offered without reserve. The list goes on and encompasses a tremendously diverse range of categories. It's like an automotive Aladdin's Cave!' says Augustin Sabatié-Garat, Car Specialist, RM Sotheby's.

**Go to [rmsothebys.com](http://rmsothebys.com) for details**



## 911 DIAL T-SHIRTS

If you want to show off your passion for early 911s, then what better way to do it than wear one of these new T-shirts from The Porschaholic? Along with a range to suit owners of late-model 911s, they offer these two designs aimed at the classic enthusiast. First is a 901-inspired design, the second one for fans of the 1973 Carrera RS. Find out more – and check out the matching posters, too – by logging onto [www.theporschaholic.co.nz](http://www.theporschaholic.co.nz)



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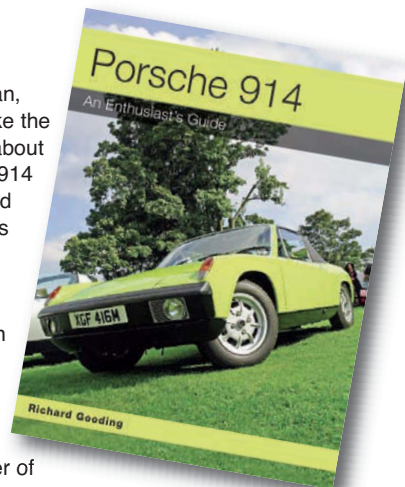
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## 914 IN PRINT

With the arrival of the new 718 Boxster and Cayman, the mid-engine flat-four formula suddenly seems like the latest flavour. But we classic enthusiasts knew all about mid-engined four-cylinder Porsches long ago! The 914 sold 119,000 units and thus was the first mid-engined car to achieve six digit sales figures. So now seems like a good time to revisit the 914 which, in many ways, was ahead of its time.

This 160 page volume packs 218 photographs and was penned by Richard Gooding, a well known motoring scribe and classic car guru. Everything from the story behind the car's birth to buying and owning your own example gets his scholarly treatment. Available from [www.amazon.co.uk](http://www.amazon.co.uk) and published by Crowood, who specialise in all manner of enthusiast themes, it's available for just £16.99.





# NEWS & PRODUCTS



## CANFORD DAY A SUCCESS

'I looked around at one point and realised that there were over 90 classic Porsches, including two 2.7 RSs. We were privileged to have these beautiful cars gracing our premises,' says Alan Drayson of Canford Classics about their recent open day.

On display were current projects, including an RSR reproduction, 1968 2.0, 1973 2.4E, 1970 911S McQueen replica and a 1968 911S. Also of note was an amazing 908 replica which we can't wait to see finished. [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)

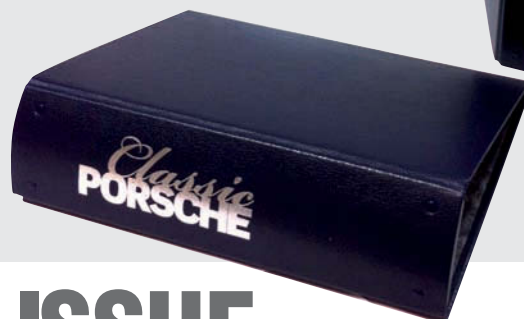


## CLASSIC PORSCHE BACK ISSUES AND BINDERS

Every issue of *Classic Porsche* is available digitally, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14, 16 and 18–39. 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](mailto:chp@chpltd.com)

And now that *Classic Porsche* is 40 issues old you'll be needing a suitable means of storing all those back copies, but hurry if you want our original binder, pictured, as stocks are limited and the next batch will feature our new logo. The binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

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



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# DELWYN MALLETT

FOLLOWING A MOMENTARY LAPSE OF MEMORY, MALLETT LOOKS AT THE RIVALRY BETWEEN TWO INFLUENTIAL DESIGNERS, EACH WITH A CLAIM TO DESIGNING THE PEOPLE'S CAR

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...



**T**he annual CHP Porsche Picnic snuck up on me this year, and I completely forgot about it until Editor Seume called on the preceding Friday to say 'Are you going on Sunday?' My rather vague 'Where?' solicited a resigned 'You've forgotten haven't you?' OK, I'll admit I've been busy and, much to my embarrassment, of my four Porsches the only one that currently 'goes', and then only reluctantly, has been trapped at the back end of my garage since the beginning of the year.

Lacking the willpower and the time to disinter it at such short notice, a non-appearance was on the cards but, feeling guilty and after a bit more thought, I decided to fire up the Tatra. After all, it's aircooled, rear-engined and, with two more cylinders than a 911, I thought it might give the Porsche guys and gals something a bit different to chat about.

I somehow expected Porsche folk to be more aware of Tatra's position in the automotive firmament but on the basis of my Picnic survey it seems that most still remain rather vague about the make's origins and, indeed, relationship with Ferdinand Porsche.

As someone whose formative Porsche years were spent during the four-cylinder, 'it's a souped-up Volkswagen isn't it?' era, it's far too easy for me to assume that all Porsche owners are familiar with the genesis of the marque.

Ferdinand Porsche and Hans Ledwinka, designer of the Tatra, were born three-years apart into the Austrian Hungarian Empire and over their long careers they moved in the same circles, were well acquainted and both were fêted by their peers as gifted engineers.

Until well into the 1930s, Germany and Austria were essentially a luxury car market serving the wealthy, with the less well-heeled *Volk* largely ignored by the big manufacturers. Both Porsche and Ledwinka had harbored ambitions to build a mass produced car for the working man. *Volksauto*, or *Volkswagen*, was a generic term and idea that had gained currency in Germany and pre-dated the 'Beetle' by many years. Ledwinka was fortunate that he achieved his goal first with his influential Tatra T11 in 1923 – a brilliantly efficient arrangement of components all of which had existed in some form or other in other vehicles.

Ledwinka's small car was conceived while he was employed by the Austrian Steyr concern, which refused his request to invest in a 'cheap' car, a decision that made him return to Tatra, his former employer. His replacement at Steyr was Porsche, who, with his own ambitions also thwarted by circumstances, left after a year and started his consultancy. (Ironically, Steyr launched their own Beetle-like *Volksauto* in 1936, with a water-cooled four-cylinder 'boxer' motor in the nose.) In

much the same way that in the 1960s Alec Issigonis's Mini created a template that fundamentally changed the approach to designing small family cars, the T11 in its day provided automotive engineers with similar food for thought.

The accusation that has rattled down the ages (and I'm sure, will continue to do so into the distant future) is that Ferdinand Porsche 'stole' the idea for his People's Car from the 1931 rear-engined Tatra V570 prototype. As supporting evidence the accusers point out that VW eventually made a substantial out of court settlement to end the post-war litigation brought by the Tatra-owning Ringhoffer family.

However, you don't steal patents, you infringe them. Patents are in the public domain – that's why you patent things. Not paying a royalty fee to use the patented device or system is the offence. Porsche knew that he was likely to infringe certain Tatra patents as they had patented a whole load of cooling-fan variants leaving little room for manoeuvre by Porsche or anyone else trying to use forced air and shrouding to cool an engine.

The courts, incidentally, did not uphold Tatra's contention that they had a patent on the rear engine arrangement *per se* as it was too broad to enforce. Rear-engined cars had, of course, been around since the birth of the motorcar. Mercedes also built a streamlined rear-engined four-cylinder air-cooled car in 1931 – Britain even had a rear-engined car from 1927 with the astonishingly ugly Burney Streamliner. Put simply, in engineering circles it was an



Ferdinand Porsche with his old pal Hans Ledwinka – but which came first, the VW or the Tatra?

## "WOULD YOU NOW BE READING THIS IN CLASSIC TATRA?"

idea that had gained currency because of its perceived advantages – better traction, more cabin space without a propshaft and, in air-cooled form, the absence of a radiator provided the potential for better streamlining.

An engineer of Porsche's standing certainly would not have risked the opprobrium of his peers by infringing another's patent without permission, particularly as he had many patents of his own to protect. His voiced concerns became irrelevant when, in 1939, Germany occupied Czechoslovakia and the Tatra factory was absorbed into the Reich war machine.

It is reported that later in life when challenged over the VW plagiarism issue Porsche, referring to Ledwinka, replied, 'Well, sometimes I looked over his shoulder and sometimes he looked over mine'. Not exactly a rebuttal but an acknowledgement that there are occasions when great minds think along the same lines. Curiously, more recently in some sources this quote has been attributed to Hans Ledwinka. The muddled waters are, it seems, becoming even murkier as time passes. And, an intriguing thought to leave you with: if there had not been a Second World War, VW had paid its royalties and Tatra hadn't been hobbled by Communism, would you now be reading this in *Classic Tatra*? **CP**





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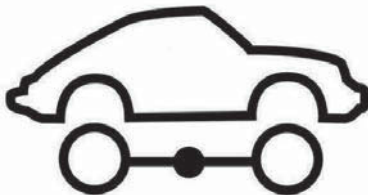
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# ROBERT BARRIE

THIS MONTH ROBERT LOOKS BACK AT THE SPA SIX HOURS AND THEN PONDERES ON THE CLASSIC CAR MARKET'S CURRENT STATE. OH, AND BIDS FAREWELL TO A RACING SCHOOL...

*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*



**T**here's something very satisfying about winning a championship. It's different to a single race. The car and driver must be competitive from the start of the first qualifying session until the last lap of the final race. It affects how you set a car up, how you prepare and maintain it, which events you do and how you approach them. It is, to reach for a cliché, a marathon not a sprint.

The same phrase describes the Spa Six Hours. If ever a single race was the equivalent of a full season, it's this one. It is a big deal. A hundred or so historic sports and touring cars took to the track this year headed by a dozen Ford GT40s. The latter are a spectacular sight as they run into the night at something close to full race pace. Only a handful of them will finish, but one of those will be the winner.

Somewhere in the middle of the grid, I shared an early 911 with Andy Prill. The race started well. We overtook the eventual winner of our class and many of the other early 911s. All good. Then a bungled driver change – okay, so I came in early, but where was he? – and a cautious strategy saw us hand some places back.

I must thank Andy and his team for excellent race support, as ever. The bungle was mostly my fault. Or partly my fault. Actually, where was he again? I heard of a car that spent the whole race following someone else's pit board!

We shared a post-race pizza in Francorchamps with some friends who had done well in a Shelby GT350 and some others who had a miserable evening in an all-but-identical car. That's how it goes. Were the teams that finished ahead of us lucky? Yes, possibly, but there's more to it than that.

It doesn't matter whether it's twelve half-hour races or a single six-hour race, you need to get a lot right to be anywhere near the top of the results sheet. I hope to be back at Spa next year to do just that.

The old car market – I know the phrase grates – has clearly slowed. One of the price indices we highlighted a couple of issues ago – the broad-based K500 index – is currently down on a year earlier. There are still hotspots, such as the collection of very special 964- and 993-generation 911s that sold so well at RM Sotheby's in London, but more generally the tone is slower and steadier.

The fast money seems to have moved on. Those of us with slow money, or no money, will not be sorry to see it go. Along with the cycle, there are longer-run trends. The obvious one is demographics. It's not hard to imagine younger buyers being interested in newer cars. However, as we watched the cars go under the hammer in London, the ever-wise Josh Sadler – who seems to exist in a demographic of his own, incidentally – suggested Porsche was the preferred marque of the younger buyer.

In his view, younger buyers don't just buy newer cars, they buy different old cars. Interesting. I wonder if there is something in it? Is the market being

influenced by perceptions formed in, and around, the 1970s and 1980s rather than the 1950s and 1960s?

We sometimes take our lead from motorsport. Ferrari won its last Le Mans 24-hour race in the mid-1960s. Porsche won its first at the start of the next decade before going on to dominate the next two. Is that relevant? I do hope so. We are now trying to sell 356s and early 911s to people who are younger than the car in question.

So, farewell then Mithril Racing. The charming little race school, which has been based at Goodwood for almost 30 years, is closing. I got to know them more recently when they gave me an instructor's licence and, even more remarkably, went on to employ me as such.

By then the business was mostly about experience days, including the opportunity to drive a classic car around a classic circuit. The most valuable car on the fleet was the Aston Martin DB4. The most in keeping with the host location was probably



*Robert enjoyed his shared drive at the Spa Six Hours and looks forward to returning in 2017...*

**“ YOU NEED TO GET A LOT RIGHT TO BE ANYWHERE NEAR THE TOP... ”**

the Jaguar E-type or the Lotus Cortina.

All were well prepared and well turned-out original cars. The most fun, however, was the light yellow 911 2.7 RS replica. The classic Porsche purist would have a fit. The outside oil filler gave away the wrong model year base. The steering wheel wasn't right and neither was the rev counter. In the interests of longevity, the gearbox only had four forward speeds.

But it was low, grippy, noisy, slightly smelly and remarkably easy to drive. It was also surprisingly quick. Everyone who climbed out of it did so with a smile. I'll mostly miss the people at Mithril – they were serious and professional when they needed to be and great fun when they didn't. I will also miss that little light yellow car. **CP**





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# LETTERS

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## 3.0 RS MEMORIES

I rarely write letters to magazines but felt that a 'hats off' to Johnny Tippler and Kobus Cantraine (whom I once met at Bruntingthorpe with a delightful Belgian 3.0 RSR) were well in order. I am referring to the cover car in issue #39, the Mexico Blue 3.0 RS.

It's a beautifully presented example, right down to the 356 rear reflectors and the sensational driving experience. So many people just see these as a fat 2.7 RS whereas they feel so much better 'planted' and are of quite a different nature. The original owner sounded pretty interesting, too!

I was lucky enough to own chassis #9093 for almost ten years, a car which was also born in April 1974. My RS was initially entered in the Swiss GT championship, which it won a couple of times, and had a very special LSD and coil-overs at the rear. This made track days very dull when I bought it – peaking at around 130mph was not much fun at Silverstone. I changed the differential but kept the coil-overs, making it much more enjoyable on track.

When I bought it, the engine had been completely rebuilt by the well known Claude Haldi and still showed 228 bhp.

Thanks for reviving some very happy memories. However, no thanks for reminding me it's the one I should have kept forever!

Vic Cohen, via E-mail

## CANADA CALLING

This is the first time that I have written a letter to

your magazine, or any magazine for that matter. I am a certified Porsche petrolhead and have been reading *Classic Porsche* for about three years now. It is hands down the best magazine on older Porsches that I have ever seen. Not only that, you are not stuck on just 911s – you bring your readers stories on various Porsche models, including the unique and rare. I look forward to every issue.

I entered Porsche ownership about seven years ago when I purchased a low-mileage 1997 Guards Red 993 C2 with an Aero kit and Big Red brakes. I am the second owner and I obtained the car through Weissach Motors in Vancouver, BC. The car is a pleasure to drive and I especially enjoy long, 1000km, trips with it. It allows you to let it stretch its legs and hear the flat-six wail. Overtaking on the highway was never so easy!

I continued to fuel my passion for the Porsche marque in 2013 when I began a quest for a car that I fell in love with when I was in high school: the Porsche 914-6. Not only was I in pursuit of the six-cylinder version but I was keen to have it rebuilt as close as possible to GT specifications.

I was able to locate a numbers-matching Signal Orange 914-6 that was originally from California. The car then went through a complete

transformation at Jakobs Porsche of North Vancouver, BC. Rogee Jakob and his team did a fantastic job of creating my dream car. Rogee was a true perfectionist and was adamant that if the original 914-6 GT did not have something, then neither would my car. The project was completed in the summer of 2015 and I have been enjoying it ever since.

The car is a hoot to drive and it gets looks wherever it goes; filling up can take some time as you usually have interested people coming up to you to ask what the hell is that. The car is definitely a keeper.

I have two daughters and they are both interested in the Porsche fleet so I do not think the cars are going to leave the family.

Thanks and keep up the great work on the magazine. Who knows, maybe one day I will read about my 914-6 GT recreation in it!  
**Mitch Moroziuk**  
Penticton, BC, Canada



*British Columbia, Canada, resident Mitch Moroziuk's 914-6GT re-creation is about as accurate as you can get. We'd certainly love to have it in our garage, that's for sure!*

## "IT GETS LOOKS WHEREVER IT GOES..."

## PRESERVATION

Firstly a big well done on your splendid publication! I must say that I really enjoy the balance of historical, technical and personal tales of our favourite cars, including the stupendous Carrera RS, AUI 1500 (issue #37), which I encountered at the Goodwood Revival.

The car was being offered for sale by the broker who, (wrongly) assuming I might be able to afford the asking price of £1.5 million, allowed me to pore over the car. The attention to detail, finish, gaps – everything was exactly as one would expect. Close by Rennsport

were offering for sale, among others, a stunning back date/tribute of a Viper Green RS for £90k, also presented to the highest standard.

Accompanied by a gaggle of petrolheads (though not exactly Porsche guys) and without revealing histories or values, I asked them to choose between the two. Three of them chose the tribute, the fourth (a racer) chose AUI 1500 – perhaps food for thought and a future article.

Later, sitting in my modest 1978 SC, something about, not just the aforementioned cars, but many of the cars on display, was troubling me – and then the penny dropped. Sitting in my car I re-noticed the scuff mark on the dash behind the steering wheel caused by errant rings or finger nails; the worn patch on the door bolster from almost forty years of elbow wear and, of course, that impossible to re-create 'aroma'. It all represents 150,000 miles of grin-inducing joy, not just for myself, but the previous keepers. If it is possible for a car to have a soul, then surely, this is where it is.

I find myself agreeing with Tech 9's take on restoration (issue #38): protect where possible the evidence of a life well lived! Keep up the stirring work.

**Allen Narbett**  
Bideford, Devon



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# FIRST OF MANY

Porsche and Le Mans go together like apple pie and cream, or whisky and soda. The 24-hour endurance race was the scene of numerous class and outright wins for the team from Stuttgart. And this car, the legendary Gmünd 356SL, is where the story began back in 1951. We caught up with it following an award-winning appearance at Pebble Beach concours

Words: Matt Stone, with Keith Seume  
Photos: Mel Stone Photo, the author,  
Porsche Werkephoto  
and courtesy Rod Emory







Racing is as core to Porsche as its products having wheels and engines. And no event is more fundamental to Porsche's sports car racing lore and legend than the 24 Hours of Le Mans. Some car makers test the motorsport waters carefully with low-key, somewhat disguised entries into races that don't immediately give away their intentions. In 1951 that was most certainly not Porsche.

Still a fledgling company building small-capacity sports cars in relatively low volumes, Porsche chose to attempt its splash into big game racing at Le Mans, already by this time the world's largest and most significant venue in sports car racing. With 18 overall victories, plus countless class wins and podium finishes, it has become obvious that Porsche's decision to focus efforts on the day-long race through the French countryside have proved correct.

By 1950, the decision had been made to go racing – it was, so Ferry Porsche believed, an inexpensive way of advertising. Journalists writing race reports for magazines and newspapers effectively promoted the cars for free, he believed, so why spend vast amounts of money on needless advertisements? 'Money freed from unnecessary advertising can be used to gain valuable racing experience, and the lessons so learned mean that next year's model can be a better car,' he is quoted as saying.

By this time, production had moved back to Stuttgart and, in contrast to the earlier hand-built Gmünd Porsches, steel was the preferred medium for the bodywork – it was better suited to series production, and less expensive, too. But it was also heavier. The decision to go racing left Porsche with a choice: use a 'production' 356 as a base, or build something afresh. In fact, they did neither, choosing to resurrect three Gmünd coupés with which to go racing.

## “THEY CHOSE TO RESURRECT THREE GMÜND COUPÉS ...”

Now that may seem like an odd decision, but there was method to the apparent madness. First of all, there's the argument that they were available – low production figures meant that the new 356s were in short supply – and the fact that they were now an outdated model arguably rendered them expendable. They were also lighter, of course – the aluminium body made sure of that – and they were more aerodynamic, their curved front quarter windows giving a wrap-around effect to the front end. To differentiate them from the production model, the Gmünd-based race cars were given the title 356SL – for 'Sport Licht' ('Sport Light').

But there was more. Not only were the Gmünd cars lighter but they were also more rigid than the 'new' 356. It's on record that Ferry Porsche questioned Erwin Komenda about this, when he discovered that the substructure of the steel-bodied 356 lacked the torsional rigidity of the Gmünd cars, a fact pointed out to him by a body engineer from the VW factory at Wolfsburg. As far as Ferry was concerned, it was a case of an engineer (Komenda in this case) not being able to leave things alone...

The most obvious body modifications were the aerodynamic full 'fender skirts' and the louvred panels fitted in place of the rear quarter windows. The interior was fitted with lightweight carpet mats, a wooden toolbox bolted to the rear package shelf, but little else. There was no need for a radio of course, but there is logically enough a windshield-washer bottle, and the driver and passenger seats are different; the





driver seat being thinner, more supportive and presumably lighter. Additional driving lights were added just above the front bumper, and slightly inboard of the regular headlights. Between them is a small rounded cut-out which housed not only the horn, but funnelled a little fresh air into the cockpit. Leather tie downs secure the front boot lid in place.

Le Mans' GT class regulations of the day required an onboard spare wheel and tyre, and a silenced exhaust system, both of which #46 contained. The engine, a 1086cc horizontally-opposed air cooled four, was essentially little different from what you'd find in a street spec Pre-A 356 of 1951 save for a more aggressive cam profile (the work of one Ernst Fuhrmann, who would go on to design the legendary Porsche four-cam engine), slightly higher compression and bigger carburettors. It was, as raced, good

for about 46bhp and could reach 100mph thanks to the aerodynamics and higher gearing.

Two of these cars were entered by the Porsche factory for Le Mans on June 23–24, 1951, these being chassis #063, wearing race number 46, the car seen here, and chassis #054, a virtually identical machine wearing race number 47. A third car was damaged ahead of the event. Long before the days of

computer-cut vinyl lettering and decals, the white number circles were hand-painted, as were the black numerals – and the bodies were refreshingly free of sponsor stickers and logos...

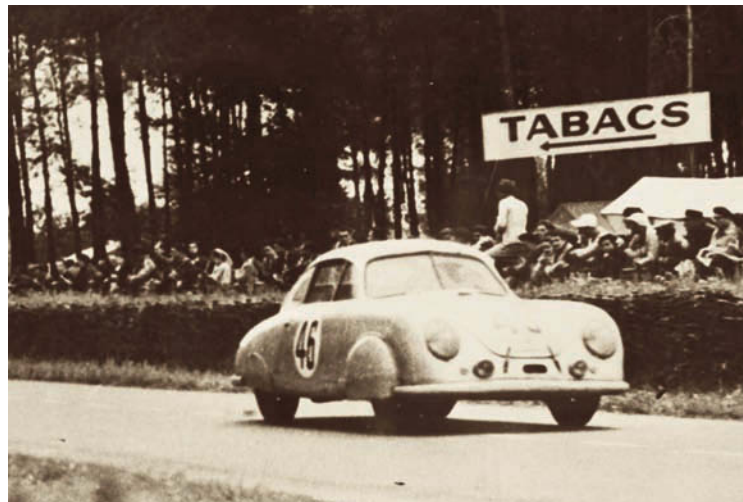
When Porsche jumped in the pool, it jumped in at the deep end. Running in the 751–1100 cc class,

there was little hope of an overall victory, but this being Porsche's first factory entry in a major endurance race, any credible finish would be considered a win on many levels. A pair of French drivers – Auguste Veuillet and Edmond Mouche

*Above: First time out post-restoration and under the scrutiny of judges at the world-renowned Pebble Beach concours. A second in class behind an ex-Stirling Moss Maserati was the result*

**“IT WAS, AS RACED,  
GOOD FOR ABOUT  
46BHP...”**

*Below, left and right: The 1951 Le Mans was the first factory race effort. Held in wet conditions, the day-long race put the 356SL to the ultimate test...*







– were chosen to run car #46, with car #47 assigned to German Rudolph Sauerwein and Frenchman Robert Brunet. Running two cars in an entered field of 70 seemed reasonable enough odds for these potential giant-killers from Stuttgart.

Unfortunately the entire load fell on car #46's rounded, aluminium fenders before the race even began, its stablemate #47 being substantially damaged in pre-race practice and failing to start. So, as the starter's flag dropped on that rainy Saturday in June 1951, Veuillet and Mouche were off, thereby launching Porsche's long and amazing career in big-time international endurance car racing.

Detailed accounts of the car's progress through the race are sparse, but it all came good because, when the chequered flag fell, Porsche – rookie Le Mans entrant (which now seems strange to imagine) – ended up finishing 20th overall, winning the 751–1100cc class. Number 46 came through, giving Porsche a major international endurance racing class win at the very first attempt, completing 2840.65 kilometres at an average of 118.36Km/h.

Porsche continued to campaign chassis #063 in a variety of important endurance races throughout the rest of 1951, including the Liège-Rome-Liège Rally, where it finished 10th overall, and at Montlhéry where it set several international

records. After the '51 racing season, the car was sold and migrated to the United States courtesy of east coast VW and Porsche distributor Max Hoffman. As a result of exhaustive research by Llew Kinst and Clark Anderson, who published a detailed history of the former-Gmünd coupés life in the USA on the 356 Registry's website, it's now possible to trace the story of #063 throughout the remainder of its life.

John Von Neumann, Porsche distributor on the west coast, acquired the car from Hoffman sometime in 1952, being one of three that were imported at the end of the previous year. Von Neumann raced the coupé but felt it was uncompetitive, so he cut off the roof to create a lightweight roadster which he reputedly referred to as a 'speedster'. In this form von Neumann achieved better success with the Porsche, his early victories being the first for the marque in the United States.

Von Neumann sold the car – or rather, traded it in – to Porsche dealer Bill Wittington in 1953, who raced it regularly before selling it on to Rick Gale towards the end of 1954. About a year later, it changed hands again, this time passing into the ownership of Ernie Spitzer, under whose ownership the 'roofless coupé' underwent a few changes to the bodywork. He then sold it in 1957 to Dick Cottrell who then sold it to Chuck Forge.

*Above: Rod Emory and his team had the difficult task of recreating the missing roof, as well as fabricating much of the remaining bodywork. Old-school skills – including hand-applying race numbers – ensured period accuracy*

*Below left: The best lap at Le Mans was 5m 44.7s, at an average speed of 87.3mph*

*Below: John von Neumann cut off the roof back in 1952 in an effort to make the car more competitive. It remained in this form in the hands of the late Chuck Forge until his passing in 2009.*







Chuck Forge continued to race it for many years before it was placed in storage in 1981. It reappeared, following an extensive rebuild, at Monterey in 1982 and then became a regular sight at the track for many years. Sadly, Chuck Forge passed away in 2009, and the car eventually came up for sale. It was at this point that it was acquired by avid Porsche racer/collector Cameron Healy. Healy had seen the car race in roadster form, liked it and knew he had to add it to his already impressive line-up of Porsche race cars.

The new owner's vision for #063 was clear: to comprehensively restore the car to the period of its most auspicious victory at Le Mans in 1951. That meant complete disassembly, the recreation of the entire roof structure and exterior body panels, along with the louvred quarter window panels, the front wheels skirts and the decklid, all of which were lost in the decapitation. Not to mention, of course, most of the interior and countless other unique parts. His goal was to make the car as authentic as possible to when

raced at Le Mans in June 1951, while preserving and restoring as many of the original components as possible. It would be no mean feat.

Building cars from the ground up, including considerable bodywork fabrication, is deeply rooted in Rod Emory's DNA. His grandfather was Neil Emory, founder of one of California's most significant custom and hot rod shops, Valley Custom. Rod's father Gary also played the custom car game, and young Rod grew up around customs, body shops and special cars all his life. He subsequently went on to launch his own business, Emory Motorsports, a Porsche-only business that has crystallised the notion of 'outlaw' Porsche 356s. Owner Healy was already an Emory customer, so his choice of shop and personnel for the monumental task of properly reconstructing 063 was obvious.

Before a wrench was lifted or a torch was lit, the owner and restoration team began the process of documenting the car's history to make sure they definitely had the real 1951 Le Mans

*Above: Slim, more aerodynamic 'glasshouse' of the Gmünd-built cars is evident in this head-on view, wrap-around quarter windows helping the tiny coupé to cheat the air*

*Below left: Lighter, more supportive driver's bucket seat was reupholstered in the correct blue cloth*

*Below: Dashboard and interior in general look remarkably 'stock' – far removed from latterday Le Mans cars!*







*Above left and right: Between them, Rod Emory and owner Cameron Healy have done a stirring job of bringing the once roofless race car back to its original form. In our eyes, this is one of the most impressive – and important – Porsche restorations yet undertaken*

machine, along with making a detailed inventory of what they had – and didn't have – as a starting point.

Disassembly was done with great sympathy: there would be no sand-blasting or media-blasting that might anneal the metal in any way, or take off the variety of paint surfaces so quickly that nothing could be learned from them. Instead, the car was painstakingly stripped by hand, documented and photographed every step of the way.

The most overwhelming aspect of the job was to authentically recreate the roof structure and body panels. Fortunately Rod Emory and his team at the shop have the metal-shaping tools and skills for such a comprehensive rebody, and the restoration of every millimetre of original alloy body panelling that remained. This would be no small task as about a third of the bodywork had been lost in the process of converting the car to a roadster.

Recreating the body required a complex melding of modern methods, such as 3D modelling, with old-school metal shaping; the goal was not to make the car better than new, but to make it as it was on June 23, 1951, including hammer marks and imperfections that would have come out of a race shop back in the day.

The 3D modelling included the digitising of Gmünd chassis #056, as well as a couple of period street 356s, to come up with a series of overlays which could be analysed to ensure just the right profile for the metal. From this a wooden buck was constructed and measured to ensure it replicated the original rooflines as accurately as possible.

While Emory and Healy together insisted on the highest quality craftsmanship, the goal was perfection with authenticity, not over-restoration. This came down to the paint job, too; one coat of primer, and two coats of single-stage silver, which give

the car a somewhat satiny glow that isn't overly shiny nor too metallic looking. Suddenly, it's 1951 all over again.

Once the body structure and chassis had been rebuilt, the rest of the job was somewhat more straightforward, yet with a variety of small twists, turns and challenges along the way. For example, historic documentation suggested that the driver's seat was originally upholstered in a blue, somewhat velour-like fabric, but the team was unsure where to find it. A worldwide treasure hunt ultimately yielded an entire roll of the correct material, enough to upholster this single seat many times over, and assist any other owner of a similar car who is in need of this fabric.

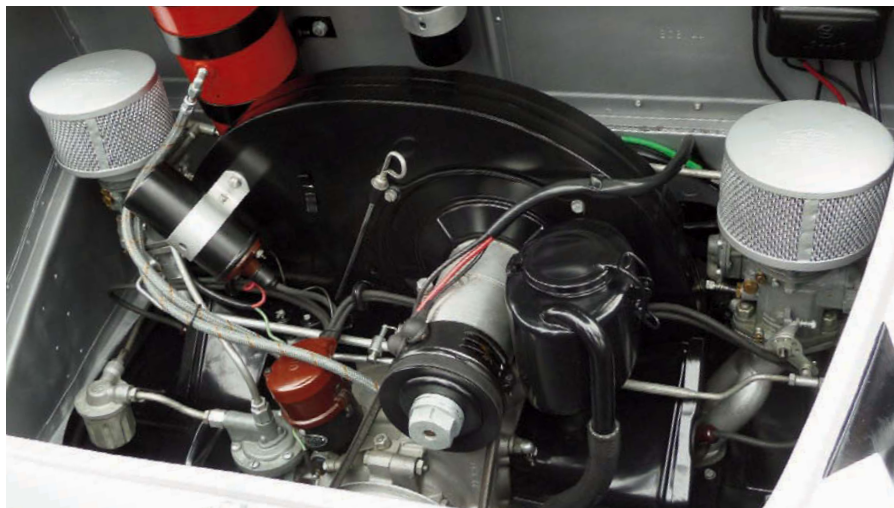
Original items that were faithfully restored include the aluminium bodywork below the 'shadow line', the rear wheel skirts, the steel chassis, the front bonnet and handle, the front and rear cowlings from body to roof, the shifter assembly and two of the wheels. Nearly everything else had to be sourced from wrecked cars or other parts sources – or fabricated from scratch, by hand.

Emory's shop doesn't normally become involved with this sort of painstakingly original and authentic type of restoration work: its stock in trade are hot rod outlaws, built and finished to a very high standard, but with less emphasis paid to 'as built' authenticity. But in much the same way that Porsche elected to jump in the deep end at Le Mans when #063 was new, Emory and Healy elected to do the same when it came time to its debut on the world's most famous concours stage. They decided to enter the now jewel-like Gmünd 356SL in the 2016 Pebble Beach Concours d'Élégance.

Emory wasn't entirely sure what to expect, and emphasises that 'we didn't build the car for Pebble Beach per se; we restored it the way we wanted to, and hoped that was enough'.

*Below: Tiny 1086cc engine produced 46bhp in race trim, the output cut back from 49bhp for the sake of reliability at Le Mans*

*Below right: Wooden tool chest was bolted in place of the back seat for on-track repairs. Fortunately it was not needed during the race*







As it turns out, chassis #063 was the only Porsche on the Pebble Beach field in August 2016 – 65 years and two months after its historic class win at Le Mans. Against a very difficult field of equally significant street and racing cars, the glowing silver Porsche finished second in class, beaten only by an equally storied and fabulous Maserati Birdcage once raced by Sir Stirling Moss.

We asked Emory if he and Cameron Healy felt they got a fair shake from the knowledgeable and picknickety judging team, and he replied that, without question, they did. He added that ‘We went there with no expectations, so how could we be disappointed? That Maserati was a really “big” car and it was no shame to have it cross the ramp a step ahead of our little Porsche.’ He further added that the crowd’s (and judges’) reaction to the car was overwhelmingly positive, and that they enjoyed a great experience on the Pebble lawns that day.

We enjoyed a brief run in the passenger seat with Rod at

the wheel. The six-volt electrical system churns the flat four over fast enough for it to splutter to life with the familiar Porsche soundtrack, settling to a slightly edgy but smooth idle once warmed up. The view from inside is text book 356, the exhaust note from the single exhaust pipe has a bit more bite

than the average 356 system, but it seems otherwise quiet and well mannered.

Cameron Healy spent several years pursuing this car, and untold thousands of dollars having it recreated and restored to its original – and arguably most famous – specification. He sums up the experience with the

following words: ‘One of the great privileges in life is to work with a team that shares tremendous passion for a project, or goal. That’s what this was all about. It gives us all great joy to be associated with it, and it’s been a tremendous privilege to be a part of it.’ **CP**

For a video of the project, visit <https://youtu.be/ox6jDa0j40o>

*Above: Thanks to its light weight and superior aerodynamics, 46bhp was all that was needed to propel the 356SL to over 100mph*

## “WE WENT THERE WITH NO EXPECTATIONS...”

*Below left: Rod Emory of Emory Motorsports was the metalworking genius behind the restoration*

*Below right: Emory took care not to over-restore – it was important to retain the character of such an important racing Porsche*







1958 Speedster #54 Black & Taupe

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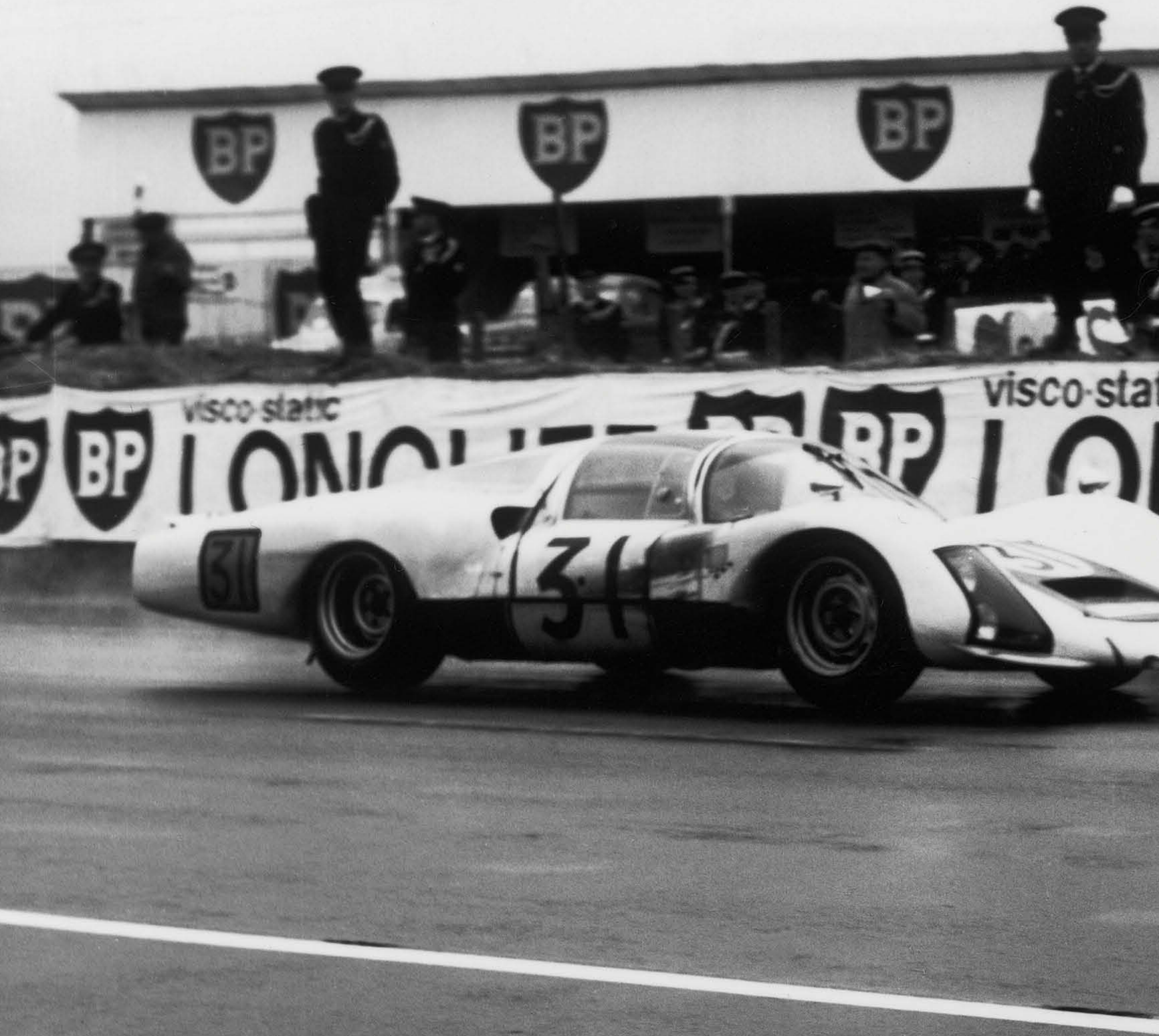


# A LIVING LEGEND

Herbert Linge attended the 24 Heures du Mans some 23 times – as mechanic, as a racing driver and at the wheel of the camera car in Steve McQueen's legendary film of the 1970s. Here we catch up with the evergreen Linge at Le Mans Classic to learn more about his amazing life with Porsche

Words: Thomas Wirth

Photos: A Emmerling and Porsche Archiv











**T**he sun beats down mercilessly over La Sarthe in the middle of July, the thermometer reading 35.8 degrees Centigrade. The hot air affects all the drivers, the mechanics, the engines – only Herbert Linge seems to take

no notice of it. In June he celebrated his 88th birthday, yet he is now the one giving tips on how to keep cool.

Christian Loch (a mere youngster in comparison at just 53), whose Porsche 356A's oil temperature is reaching over 140 degrees on the long straights, making its driver slightly nervous, listens to Linge's advice: 'On the straights, lift off the gas pedal for an instant,' Herbert Linge suggests, 'Only very briefly, and then put your foot back down.' Loch follows the

suggestion and the extra 'squirt' of fuel on the piston crown does the job, the temperature falling immediately to a more tolerable 125 degrees.

Herbert Linge knows a lot of tricks like that. He knows because he's been at Porsche for all his working life. In 1943, he started working with Ferdinand Porsche in Zuffenhausen at the age of fifteen. When the Professor passed the apprentices' workshop each morning, he would leave his entourage in the corridor and greet everyone with a

handshake. 'How are you, my boy? Is everything ok?' This is what Herbert Linge remembers most about those early days, and those memories have helped shape him.

When the first Zuffenhausen-built 356 was completed in

## “HE’S BEEN AT PORSCHE ALL HIS WORKING LIFE...”

*Above: Herbert Linge, now 88 years young, slides behind the wheel of Christian Loch's 356 at this year's Le Mans Classic. The smile on his face says all you need to know about how Linge feels about Le Mans...*



*Far left: 1954 marked Linge's first visit to Le Mans, but as a mechanic, rather than driver. Here he climbs into the 550 of Frankenburg and Glöckler*

*Left: 1960 and Linge races at Le Mans for the first time, sharing driving of Carrera-Abarth #35 with H Walter. They finished sixth overall*





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1950, Linge was there. He was a driver, then worked in customer service in Switzerland, then headed to the USA. In 1952, at just 23 years old, he went for the first time to the Le Mans 24 Hours. Up until the 1960s, the team travelled to France by train, but the cars were driven to the track in about twelve hours. On many occasions, Linge drove racing cars like the 550 Spyder down to Le Mans and home again immediately after the race. 'We always placed great emphasis on absolute reliability,' says Linge.

These were special times, and for Herbert Linge 1958 was a special year. He had untiringly driven hundreds of kilometres testing, driving every Porsche once it had been completed. Eventually, the factory decided to use Linge as a co-driver on the Carrera Panamericana, the Mille Miglia, Tour de France, Liège-Rome-Liège, the 12 hours of Sebring, and

the 500 and 1000 kilometre races at the Nürburgring.

But 1958 was the year he first took part in the Le Mans 24 Hours race. Here Linge shared the drive of a Porsche 550 RS 1500 Spyder with Carel Godin de Beaufort, a partnership which proved quite successful: they managed second place in the up to 1500cc class, finishing behind Edgar Barth and Paul Frère in a Porsche 718 Spyder.

Some 58 years later, in the summer of 2016, the cars – many Porsches included – are once again sitting in the heat of the paddock waiting to go out on track. Christian Loch, who looks after the classic team at the Porsche Centre in Mannheim, is no longer so worried about the temperature: the two 356As and the 904 in his team are now running perfectly. After all, historic racing is an expensive hobby and the cost of running a three-car team

*Above: 1964, Linge drove a 904/8 in the prototype class, accompanied by Edgar Barth. After reaching eighth place, they were forced to retire with clutch failure in the 11th hour*



*Far left: 1961, sharing driving with Dutch VW and Porsche importer, Ben Pon, Linge finished the event tenth overall in this Carrera-Abarth*

*Left: 1963, this time sharing with Edgar Barth, Linge came home in eighth place at the wheel of this 718/8*





over the long weekend of Le Mans Classic is considerable.

Herbert Linge has other words of advice. He recalls tactics of the past: 'We always hoped for bad weather at night,' he says. 'In the rain, we were able to brake almost 100 metres later than the big, fast Ferraris. You could hit the brakes hard, the back end would lift and you suddenly had a lot of weight on the front end to stop the wheels locking.'

Linge's eyes sparkle as he remembers driving in the early morning mist. 'We lapped in the same times as in the dry,' says Linge, adding, 'that was our time of day! When everybody else was tiring, the smaller cars kept to their chosen pace. In the morning, our competition rubbed their eyes in disbelief, wondering how the small Porsches had managed to work their way up the order. You couldn't do it during the daytime,' says Linge 'as they could see what

was going on.' It was these tricks in the long-distance races which helped teams with the smaller-capacity cars finish well up in the overall classification.

Eleven times Herbert Linge drove at Le Mans. He drove confidently and was regarded as a specialist at the legendary sprint Le Mans start. Casually yet swiftly, he'd swing himself

into the car, often making up several places in the first metres. 'Ferdinand Piëch always said that as Linge was there anyway, he can drive when we need him.'

And, as it turned out, they needed him again and again. At Le Mans in 1969, he drove

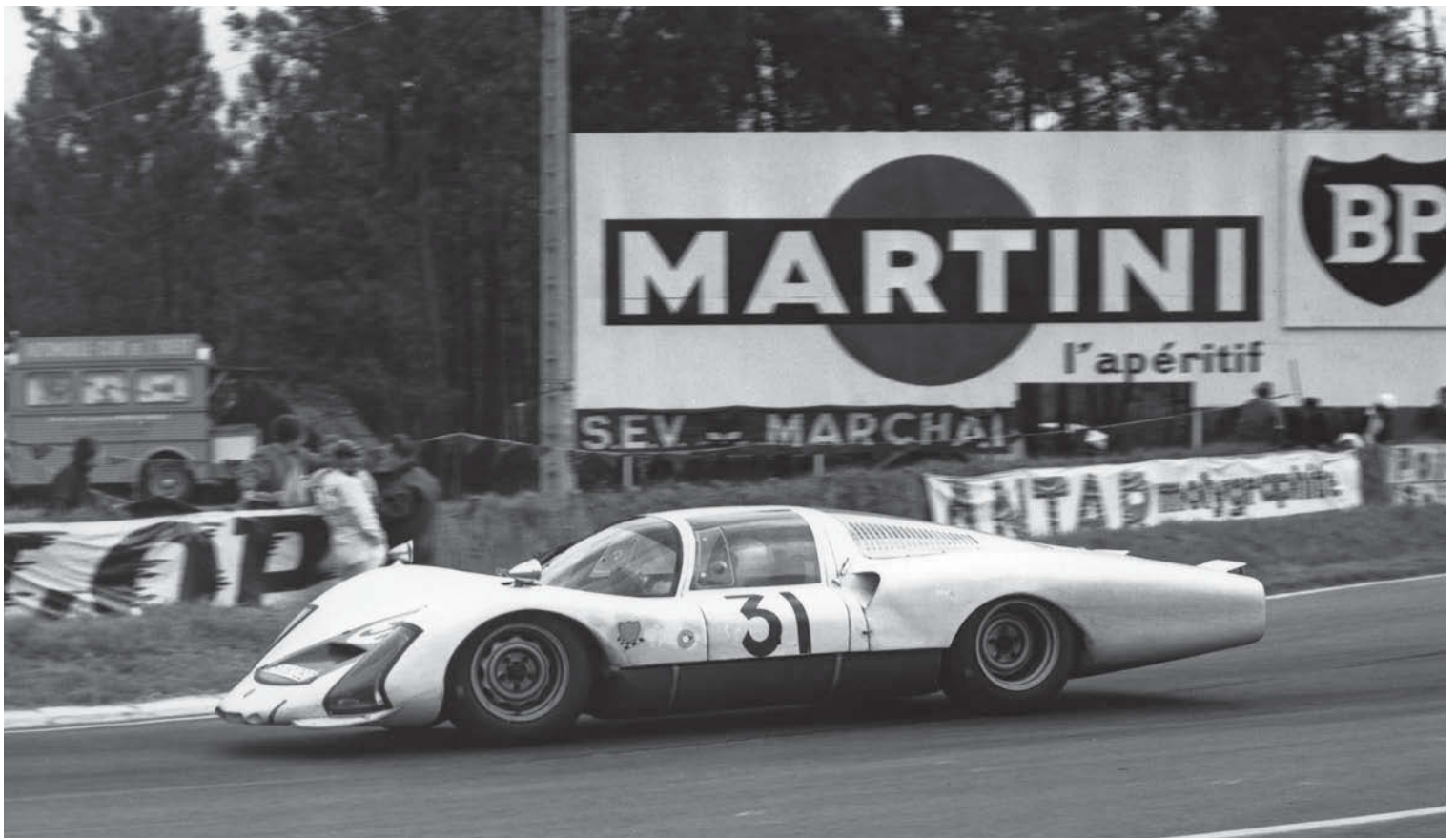
the first 917 Langheck in private hands. The atmosphere was electric, the car brand new and barely tested. Herbert Linge drove the course in the pre-race test sessions: 'I felt comfortable, the temperature readings were OK and I was

*Above left: 1965, Linge and Nöcker drove the 904/6 to fourth overall and first in Index of Performance*

*Above: 1967 saw Linge drive this 911S in the GT class with Buchet. They finished a worthy 14th overall and second in class*

*Below: 1966 and Linge shared driving the longtail 906 with Hans Herrmann. The carburettor-fed engine proved trouble-free, leading to what was reported to be an uneventful drive. The pair finished fifth overall*

## "WE ALWAYS HOPED FOR BAD WEATHER AT NIGHT..."







keeping watch on everything. Suddenly there was a sign reading "500 yards", says Linge. 'I had been on the Mulsanne straight for no time at all.' He was confused, because no one told him about the shortened lap – except that the distance round the track wasn't shorter. The 'problem' was that the 917 was faster – much faster – than anything he'd driven previously, accelerating to 395Km/h (245mph)!

But Linge felt the 917 wasn't ready. Piëch was unsure about John Woolfe starting the race, but the privateer driver was keen. On lap one, he arrived at Maison Blanche and flew off the track at speed. In the ensuing crash, Woolfe died instantly.

Moments like these motivated some drivers like Linge to push for greater emphasis on safety in motor racing. In 1972,

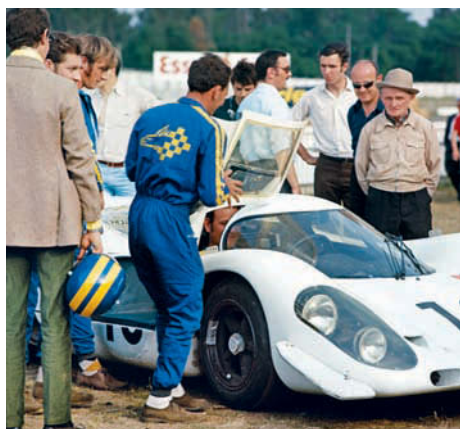
he founded the ONS Relay, which is intended to provide rapid assistance at the scene of an accident. After nearly two decades, he finally went to join the Porsche Development Centre in his hometown of Weissach, finally turning his back on active motor sport.

But before focusing on the new career, Linge still had one final job to do at Le Mans. In 1970, he drove the Porsche 908 camera car during the making of Steve McQueen's film 'Le Mans', while Hans Herrmann and Richard

Attwood drove the 917 to give Porsche its first overall win. Later, during the actual shooting, he was allowed to double for McQueen, also in the 917. 'That was,' says Linge, 'a very special treat for me...' **CP**

*Above: Driving 907 #67, things didn't go so well for Linge and co-driver Buchet in 1968, for they were disqualified over a technicality while lying in 20th place overall*

## “THE ‘PROBLEM’ WAS THAT THE 917 WAS MUCH FASTER...”



*Far left: 1969 was a bad year. Linge was to share driving the new 917 with privateer John Woolfe (seen here at the wheel prior to the race), but Woolfe was killed in a first lap crash*

*Left: Having decided to retire from racing, Herbert Linge was happy to make one last appearance in 1970, driving the 908 camera car for Steve McQueen's film Le Mans*



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# LONG LIVE THE KING

Porsche's mighty 935 was the stuff of legends, and when the factory finally stopped production in 1977, it was the turn of the independent teams to take up the challenge. The most successful was Cologne-based Kremer, with the now-legendary 935 K3. On behalf of *Classic Porsche*, Mauro Borella steps behind the wheel of such a beast...

Words: Mauro Borella  
Photos: Federico Bajetti







**T**he story behind the development of Porsche's legendary 934 and 935 race cars has been told many times, so rather than going back over old territory we're going to move on a few years and start our story a little later – to be precise, towards the end of 1977.

That was when Porsche made the decision to stop production of the 935, with the exception of just one more example being built for 1978. This was the famous 935/78, better known as 'Moby Dick', the tube-framed, long-tail 935 powered by a 3.2-litre four-valve engine with water-cooled heads which was built specifically to run at that year's Le Mans 24 Hours.

But the King was not really dead at all: Porsche was confident that those 935s entered by privateer teams would, with the help of the factory's race department, be able to defend the company's honours for many years to come. To this end, the race department in Weissach began selling bare chassis, engines and gearboxes to the more prestigious private teams, such as Kremer and Joest in Europe, and JLP and Andial in the USA, each of whom continued to race 935s – and build new ones from parts supplied.

Ironically, some of the most prestigious race results were achieved by teams using the non-factory-built cars, such as the Porsche Kremer 935 K3, which won at Le Mans in 1979. In the USA, the 935 was *the* racing car to have and a number of the domestic teams built and raced some of these

## “IN THE USA, THE 935 WAS *THE* RACING CAR TO HAVE...”

'specials' with great results, including taking overall honours in the IMSA championship, and victories at important events like the Daytona 24 Hours.

Porsche was happy to celebrate these victories as if they were their own, printing posters proclaiming the successes and making the most of the results in publicity material. This demonstrated the deep involvement in the privateer programmes on the part of the factory, and how important they were seen to be for the Porsche brand.

Among the teams which sought to keep the 935 flag flying high was Kremer Racing. Based in Cologne, Germany, the team was owned by brothers Erwin and Manfred Kremer, and was conveniently located less than one hour's drive from the Nürburgring. The Kremer operation had enjoyed close links with the factory since the late 1960s and in 1976 began developing its own range of 935s, each bearing the letter 'K' – for 'Kremer'.

Following the K1 in 1976 and the K2 in 1977, Kremer produced what is now universally regarded as the most successful variant ever, the K3. With brand-new and very striking bodywork produced by Ekkehard Zimmermann of DP Motorsport, the new K3 was presented to the press on a cold, snowy day at Hockenheim, where it was driven for some (careful) demonstration laps by the highly experienced Kremer team driver, Klaus Ludwig.

The brand new car was equipped with a twin-turbo 3.0-litre engine and a special Kremer-designed air-to-air intercooler, and featured an upside-down gearbox to lower the engine/gearbox mountings without increasing the





angularity of the special titanium drive shafts, and lower centre of gravity. The Kremer K3s also featured new suspension and bigger brakes, plus many other unique features such as the tubular cross-bracing at the rear of the engine and the angled dashboard oriented towards the driver.

In 1979, the new car won the German championship first time out, and finished first overall at Le Mans, with Klaus Ludwig and the Whittington brothers at the wheel. There's an amusing story attached to that victory: Erwin and Manfred Kremer had

decided that their driver, Klaus Ludwig, was to start the race, but the Whittingtons were not happy with that decision. In response, Erwin and Manfred told them that as the car belonged to Kremer they would decide who was starting.

However, just as the race was due to start, a bag full of US Dollars – all cash – was delivered to the Kremer brothers, the Whittingtons telling them that they were now the owners of the K3! Guess who started the race?

Kremer produced about 20 K3s, starting with bare 911 bodysells delivered to the Cologne workshops direct from

Porsche. They also sold parts to other teams to build new K3s or modify existing 935s. Even some of the original factory-built 935s got the 'K3 treatment'. After a few successful seasons in Europe, K3s continued to race in the USA for many years, winning the IMSA championship outright.

The car featured here – chassis number 930 770 0907 – started life as a factory 'customer' 935 in 1977, and was sold to Josef Brambing in Germany. The first, original, *Wagenpass* (racing log book) that is still with the car confirms that it was

*Above: Mauro Borella looks understandably content after driving the K3 for our photographer. Well, wouldn't you be?*

## “SOME ORIGINAL 935S GOT THE K3 TREATMENT...”

*Below and opposite: Despite the radical bodywork, it's still recognisably a 911 under there. Note the stock rear light assemblies...*











driven extensively by some of the best drivers of that era, including Jürgen Neuhaus, Jochen Maas, Franz Conrad, Volkert Merl and Reinhold Joest. It participated in prestigious European events such as the Nürburgring 1000km and Monza 1000km, and, in the USA, it finished the 1978 Daytona 24 Hours, driven by Konrad/Joest/Merl. Race results from those early years are well documented in books by John Starkey and Jürgen Barth, as well as on the Sports Racing Cars website.

To keep it competitive, the Porsche was modified in period (here we're talking of the early 1980s) to K3 specification, as was the case with many other 935s. A new

works-supplied 930/78 engine, number 6980074, was installed (it is still with the car today), along with an upside-down gearbox, titanium axles, cross-bracing over the front-mounted oil and fuel tanks, rear engine support frame, angled dashboard, upgraded K3 suspension and bigger brakes.

Recent research carried out by Jürgen Barth shows that after an accident – possibly a fire in the 1981 Monza 1000km – the original bodyshell was changed for one from a 1971 911S (chassis number 911 130 0236). At this point, the car was

owned by German driver Wolfgang Rupp from Aachen, who retained all the documentation relating to the original chassis

*Above: Mauro Borella always dreamed of driving a 935, and over the years his dream has come true more than once. The K3 is one of his favourite race Porsches*

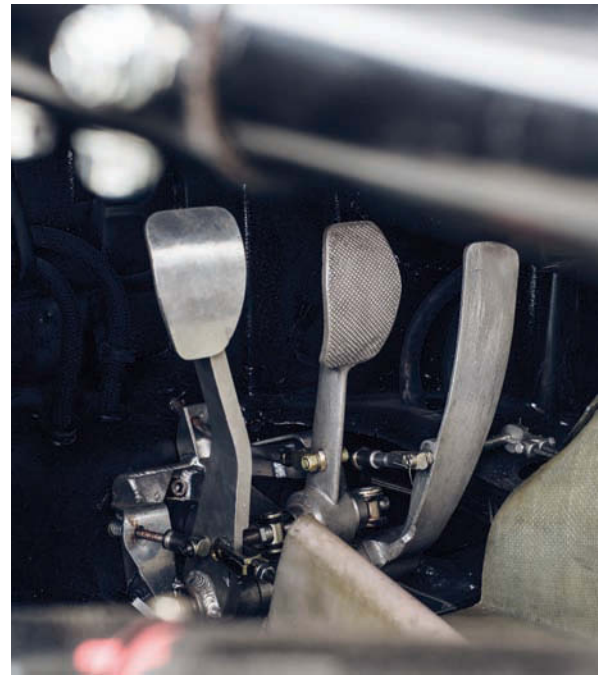
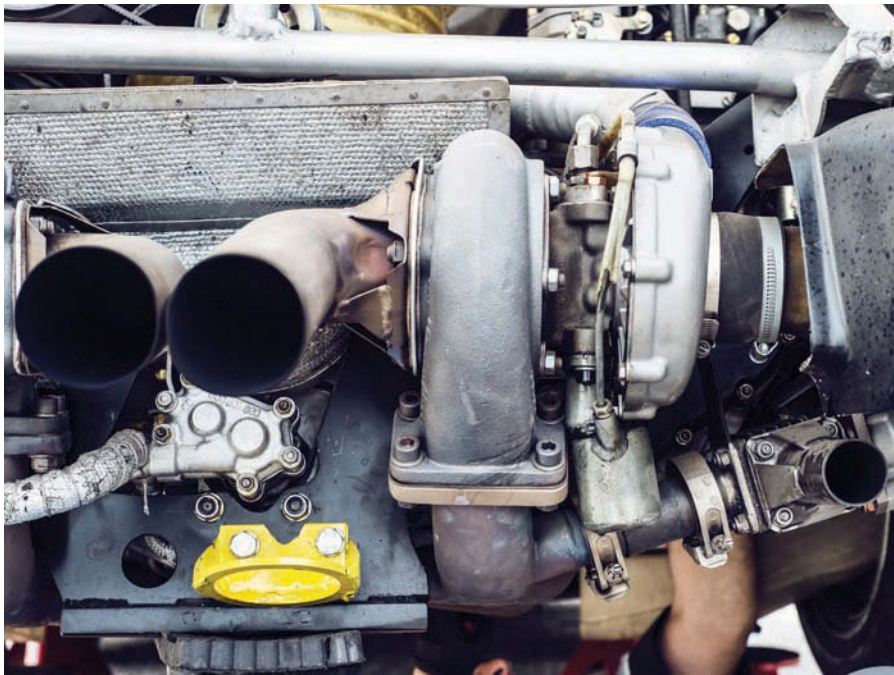
## “IT WAS MODIFIED IN PERIOD TO K3 SPECIFICATION...”

*Below left: Aluminium cross-bracing helped to stiffen what was, underneath, a modified production bodyshell*

*Below: High-mounted gear lever works well with the upside-down gearbox*







*Above left: Twin-turbos make the K3 less of a handful to drive than the earlier single-turbo 934s and 935s*

*Above right: Aluminium pedal assembly includes bias-adjustable brake system*

### Racing the beast

A loud noise, like the distant sound of thunder, a deep vibration that you feel deep inside your very being – this is the first memory of a Porsche 935 that I have as a young racer, writes Mauro Borella. That was at the Monza 1000km in the very early 1980s, when I saw the 935 belonging to 'Victor' – Vittoria Coggiola. From that moment on, I wanted to race a 935, and I have been very fortunate to have been able to fulfil my dream.

The 935 K3 is a very sophisticated tool compared to the early 934s and, as we have mentioned previously, even the single-turbo 935s were very different to drive. You climb into the car by stepping over the door bars that form part of the roll-cage where you'll find the familiar 'Lollipop' style seat is waiting for you. Despite all the years that have passed, to me this style of seat is still the best made for racing, especially on long distance events.

The angled dashboard, a K3 trademark, gives you a much better view of the instruments than the previous design, which was basically like that of a normal 911. The linkage for the upside-down gearbox feeds straight into the gear lever 'tower', which is almost alongside the steering wheel, allowing much quicker and

more precise gear changes.

But still, this is not a 'pure' sports car: it is quite heavy, you sit high in it – it's a bit like driving a 750 horsepower bus – but when you push the throttle to the floor, it's best if you already have the front wheels pointing straight ahead, even on a dry track (don't even think about trying it on a wet one...).

Personally I don't like to play with the infamous 'widow-maker wheel' (adjustable wastegate control) too much, even though it's conveniently placed near the gear lever. Only when absolutely necessary, a couple of turns will give you those extra 50–100bhp you might need for a super-quick qualifying lap, or the power to pass that troublesome sport-prototype impeding your progress.

On the 935s you need to have an eye on the temperature gauges, especially if you play with the boost control too much. The air-to-air intercooler was a great advantage over the previous water-cooled one, as it worked far more efficiently. When the K3's temperature was too high, all you needed to do was slow down for half a lap to get back to normal operating temperatures, whereas the old water-cooled intercooler required a lot more time.

At speed the K3s are really stable – you

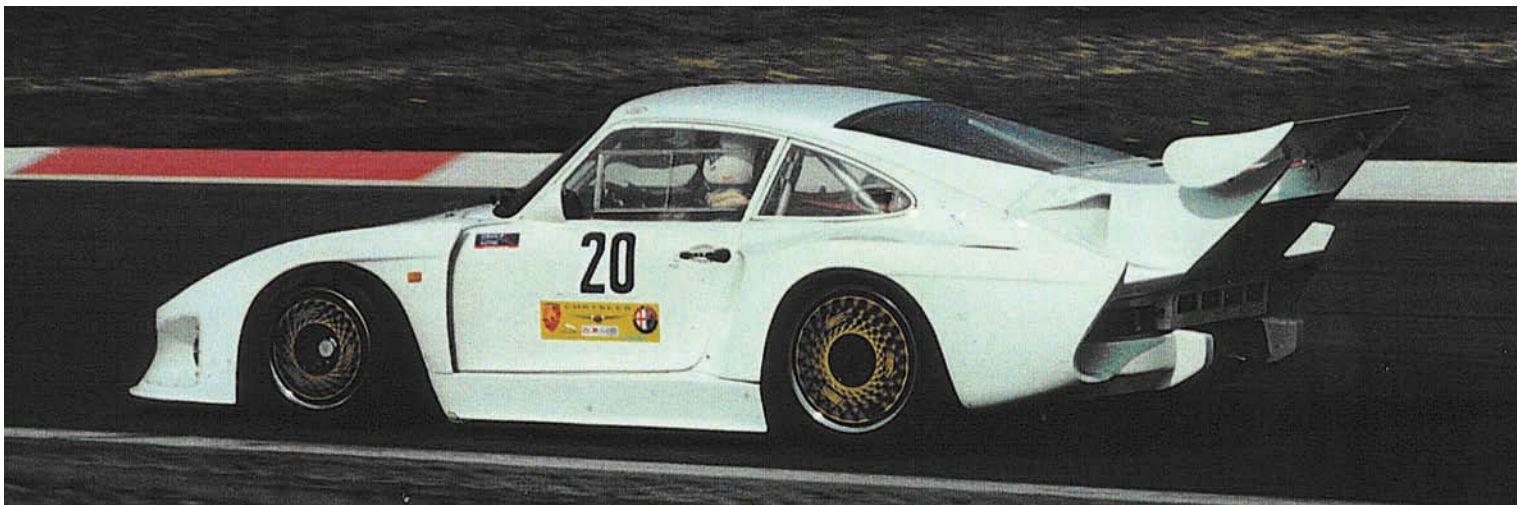
feel safe inside them, not like some other plastic-bodied prototypes that make you wonder what is going to happen to your legs if you had an accident...

The cornering technique is quite simple, at least on paper: keep the turbos spinning with your right foot, using if necessary the clutch, and only experience will tell you when is the precise moment for 'full throttle' just before the exit. A fraction of a second too soon and you will spin. A fraction of a second too late, and the other 935 right on your tail will pass you before you (and your turbos) can react.

The heat inside the 935's cockpit is another big issue, so it's better if you drink a lot before a race or, better still, only race in winter! These old turbocharged monsters are like dinosaurs from another era: you can expect to use one litre of fuel for every one kilometre covered – on my own ex-John Paul IMSA-winning 935 JLP-4, fitted with the last 3.2-litre evolution of the glorious twin-turbo engine, I got even less.

But who cares? The push in your back when you accelerate full throttle is an intoxicating experience – and the light from the exhaust flames in the dark is something you will never forget...

*Below: 'Our' car as it appeared at the 2000 Nürburgring Old Timer meeting, sans stripes*







'0907', and it was raced in Germany and abroad as can be seen documented in the second *Wagenpass* that forms part of the huge file of paperwork relating to the car's history.

Unfortunately, Wolfgang Rupp died in a motorcycle accident in 1995 and the 935 K3 continued its racing life in the hands of another German owner, Rolf Putz. After several more years of racing, the car was sold once again to Peter Ludwig Hersfeld, another *Wagenpass* being issued at the same time. Finally, in 2014, the K3 made its way to Italy and into the hands of the current owner.

He carried out a full bare-chassis restoration, which included rebuilding all the mechanicals, and a new set of HTP papers were issued by the FIA.

The car was inspected in 2016 by Jürgen Barth, who produced a 27-page certification document which stated that, among other things, 'the car left a good impression. It looks correct with all the Group 5 modifications' and 'is fitted with all the original parts, including engine, gearbox,

suspension, brakes, etc.' Barth then went on to say that he would have been 'delighted to sit in it and drive it fast on race circuits.'

Compared to the early single-turbo 935s or, even worse, the 934, the K3 is not so difficult to drive. Thanks to the twin-turbos, the lag is greatly reduced, while the improved

aerodynamics together with the uprated brakes and suspension all add to the equation. Obviously only a few drivers like Ludwig, Wollek, Paul Jr and Fitzpatrick were able to drive the K3 to its maximum, but the car was – and still is – a fantastic opportunity for the slightly less talented (but rich!)

privateers to compete at the highest level.

The Kremer 935 K3 is one of the best racing cars ever made, built to compete in the most prestigious events, and this is what the car shown here is waiting for once more. It's a true time capsule looking to add to its race history for many years to come.

And maybe the person to do it is you? **CP**

*Above: The view that much of the opposition got of the Kremer K3 back in the 1980s*

#### Contact:

If you are interested in becoming the owner – or better yet the driver – of a real piece of Porsche racing history, send an e-mail to Mauro Borella: [mbracing61@yahoo.it](mailto:mbracing61@yahoo.it)

*Below left: 1987 and a race appearance at the Nürburgring – the home track for nearby Kremer*

*Below: K3's relocated rear window improved the aerodynamics but kept within the rules...*

**“AND MAYBE THE PERSON TO DO IT IS YOU?”**





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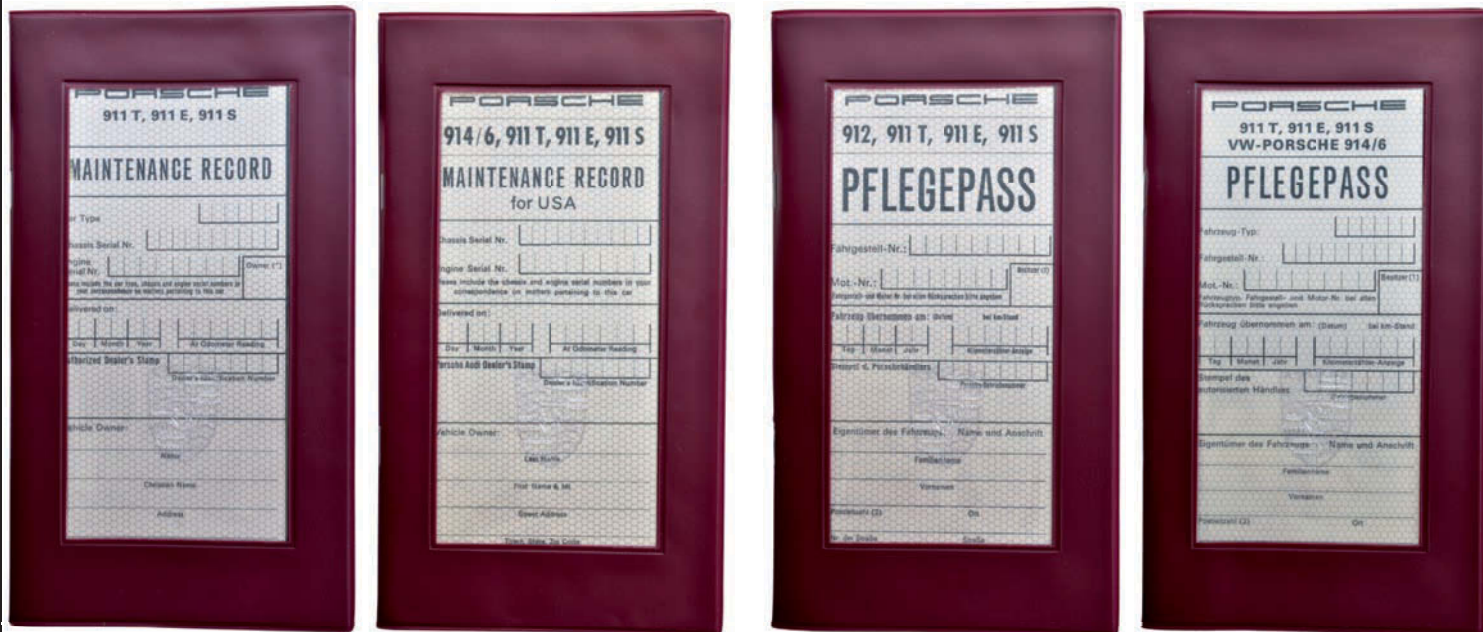
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# LEARNING TO FLY

It took just a few minutes' drive for 'Malibu' Larry Koch to fall in love with this 911S, but another 43 years to form what's become an unbreakable partnership...

Words: Alex Grant  
Photos: Andy Tipping







**J**ust west of Malibu along the coast from Los Angeles, Deer Creek Road rises steeply away from the Pacific shoreline into the beautiful Santa Monica mountains. Painted orange under the warm glow of a Californian evening, its sun-cracked concrete weaving a path through the mountains.

Larry Koch, better known as Malibu Larry, knows this route well. And it shows. Now retired after 38 years as a TWA pilot, he reckons he's flown most of the best-known passenger aircraft in service during what he's been told were the 'golden years' of aviation. But it's this distinctive brown 911S, and an incredible road only a few miles from his home, where he's at his happiest.

His enthusiasm is infectious: 'Anytime I get in the car and start it up I feel great,' he says, reaching for another gear. 'Hangovers, colds, whenever the wife's yelling at you – just get in the car and go for a ride.'

Larry might be a local, but his obsession for air-cooled cars came from a childhood in France, eventually making his way through a multitude of tuned Volkswagens, with a Forest Green '67 Beetle as his mode of transport when he was working as a flight engineer.

'In 1972 I was made co-pilot, my salary doubled and a Porsche seemed like a natural upgrade,' he explains. 'So I drove up from Orange Country to Encino, to the Gabriel-Olsen Porsche-Audi lot run by Roman Gabriel and Merlin

## **“A PORSCHE SEEMED LIKE A NATURAL UPGRADE...”**

Olsen from the Los Angeles Rams – the American Football team. But there wasn't a car on the lot, the sales guy said he'd sold all of the '72s, so he suggested I talked to Roman.'

Larry arrived well-researched, convinced by magazine reviews that the mid-spec 911E was the one to have. But Gabriel had a single 911S at the dealership, his own car. It had 600 miles on the clock and, at \$9500, it was offered to Larry at \$10,500 less than list. But what's since become its most recognisable feature wasn't a selling point at first.

'I asked what colour it was – he said brown, and I said I didn't want it,' he recalls. 'He says take the keys and go for a ride, take as long as you want. I was out for ten minutes, if that, before I came back and said I'd take it. That was it – I don't know how he got home.'

Larry brings the 911 to a rest as the road takes a sweeping right-hander inland, the crests of Pacific waves twinkling in the distance. Under the reddish tint of a fading afternoon, it's hard to imagine that the distinctive Mocca Brown, now such a rare colour, was ever an unattractive option. Helped by its flared arches and colour-coded Fuchs wheels, the coupé has made an ugly duckling-like transformation during the 43 years since Larry brought it home.

But that four-decade partnership has brought plenty of unwelcome attention, too. Not least of all from the local law enforcement, whose radar it appeared on almost as soon as it left the dealership. Several fines down, Larry decided to scrub off some of his need for speed by joining the Porsche Club of America and getting some time on track at one of their time trial events.

'Anyone who owns a Porsche should have it on the track at least two or three times to know how it performs. They're





completely different to everything else you've ever driven and that's what makes these cars so beautiful – they're a unique car to learn how to drive. I went on every track in California: Willow Springs, Sears Point, Riverside – before they tore it down – and of course, my favourite, Laguna Seca.'

You wouldn't know to look at it. Aside from the harnesses, wrapped around a harness-bar spanning the top of the folded rear seats, there's little evidence of its track career. A small plaque on the dashboard marks it out as a contender in the 1975 Riverside Race Hunt, its first race, and the turning point for what's happened since, as Larry explains:

'I spun the car every time I took it out, it was the only way I could figure out how hard to push it,' he says. 'I didn't have a lot of experience, and I was learning on the run so I busted the transmission on that event.'

'This guy comes up to me, he had a VW Bus that he had converted to Porsche running gear...it was beautiful. He said he'd tow it home and swap out the transmission for 250 bucks – he'd give me a rebuilt one and I'd give him mine,

which sounded like a fair deal. He towed it to his garage – he had a lot of parts in it, so I said to put some new shocks on for me, too.'

It wasn't the good deal he was expecting. Putting the new parts through their paces on the way home he realised he was being followed and, as he pulled up on the drive, a Volkswagen screeched up to a halt in the road, and a pair of armed police officers started barking orders at him.

Larry was dumbfounded: 'Apparently they had been watching this guy, as he was dealing

in stolen Porsche parts. They arrested me right there – the engine was stolen, the trans was stolen. 'We're impounding your car, and you're under arrest.' I had no idea!

'The transmission had its numbers filed off, so it was confiscated, but I got my car back, and they asked if I'd testify against this guy. He cost me a bundle because I had to buy a new transmission outright, but he was guilty, and they deported him.'

But, having had a glimpse of how the car could be even

*Above: What better way to see off the summertime blues than going for a quick blast through the twist and turns of the roads above Santa Monica?*

## "I SPUN THE CAR EVERY TIME I TOOK IT OUT..."



*Left and far left: In its original form, the 1972 Moccasin Brown 911S was a pretty desirable car in its own right, but with the progression of time it's now become one man's personal quest to create his perfect Porsche*





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quicker with aftermarket parts, the Porsche took a change of direction. The 930 Turbo Carrera launched that same year and, while it was outside the reach of a TWA co-pilot's salary, the wider wings that set it apart from lesser models were an easy upgrade. At least, they should have been.

Instead, Larry wound up with a six-month separation from his car, as the bodyshop closed down mid-way through fitting the glassfibre wheelarch flares and it disappeared, eventually turning up in the painter's back yard in Costa Mesa before being hastily finished.

Balk if you will at the thought of hacking apart an early 911S, but those glassfibre add-ons were a short-lived addition. Two weeks after his six-month separation was over, a spare wheel escaped from underneath the van in front on the freeway while he was out driving with his wife. There was nothing he could do.

'I tried to turn really hard, but it wiped out the whole side of the car,' he says. 'The flares ripped off, it blew both tyres, it

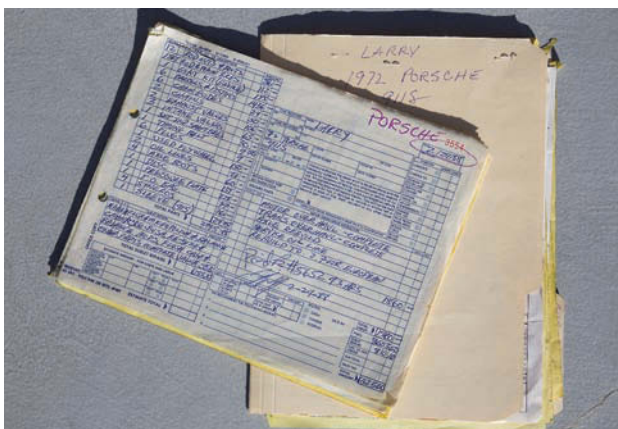
just trashed it. Then this guy comes walking down the centre divider of the freeway and asks if anyone saw a spare tyre. It could've been the most expensive walk he ever took – luckily for him he was working for a company, and it was their van.'

The trade-off for some waiting was a massive upgrade in parts quality from the insurance-funded repair job: 'These are '76 Turbo flares – these are steel,' says Larry, tapping the rear wing. 'We also found another "S" front spoiler and welded on about a foot on either side to the original spoiler to make it line up. That time, I went to the paint shop every day to look for it!'

By the end of the '70s, the Porsche had changed completely. Larry says he'd been inspired by the International Race of Champions (IROC) cars and, as was the trend at the time, had styled his to match, including adding the eight- and nine-inch Fuchs wheels that still fill out the arches today.

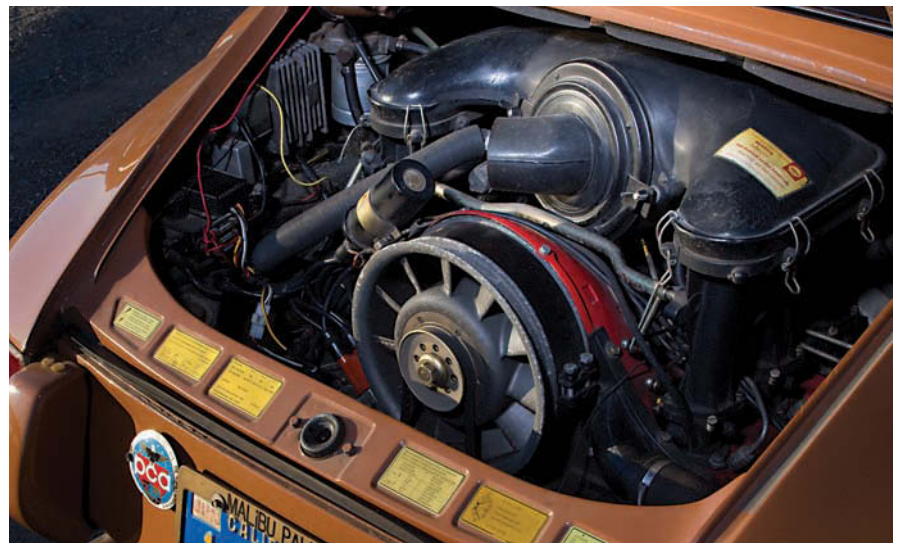
But, of all the parts that swelled the S beyond its factory body lines, it's the whaletail still propped up in the corner of

*Above: Larry's 911S has been through a few guises, but the current S/T-inspired look is his favourite. Fender flares are steel 930 panels*



*Far left: Throughout four decades of ownership, Larry has accumulated plenty of paperwork, including this invoice for the 2.7-litre engine build and complete transmission overhaul, which totalled just \$6323.60 back in 1988. Oh how we wish we had a time machine...*





his garage that made the biggest difference. A genuine part from Vasek Polak, the dealer who prepared the 'Jellybean' 911 racing cars, it was a glassfibre replica of the wing fitted to the 911 Turbo, but with an extra cooling grille, and it was functional, too.

'It had the most beautiful lines and curves I had ever seen,' says Larry. 'Vasek made only a few, many tried to copy it but they were never the same graceful lines as his work. The mould was broken after the '74 IROC season, but I was able to get one for my newly flared and painted car.'

It wasn't until 1986 that the original North American-spec 2.4-litre engine was treated to matching upgrades, though typically it came out of misfortune. Part of one of the valves broke off on the freeway and, despite shutting the engine off almost immediately, it was too late. Instead of rebuilding it back to factory spec, Larry had the capacity increased to 2.7-litres to match European cars and, in doing so, gave it muscle to match the bodywork.

## "THE MOST BEAUTIFUL LINES I HAD EVER SEEN..."

'It probably doubled the torque, that's what's made this thing really interesting,' he explains. 'From a 2.4 where you had to keep the revs up all the time and the cam doesn't come on until around 5000rpm, it was possible – not that you would – to accelerate in fourth or fifth from 2000rpm, without the engine bucking out the back. It made the car a really fun drive.'

But, for once, it's not damage or theft that's toned down the styling to the subtle levels it's reached more recently. Larry kept the 911 almost unchanged for over 20 years, even resisting a slant-nose conversion during the 1980s, before

members of the Early S Registry suggested its wide arches would be a good foundation for turning it into a replica of the homologation-special 911 S/T.

So, at the end of the 'Noughties', the original decklid came out of storage and the rubber bolt-ons dictated by the US Department of Transport made way for colour-coded bumpers matched to the centres of the wheels. It's also

*Above left: Recaro sports seats in tan match the Mocca Brown exterior well. Full harnesses are evidence of time spent on track*

*Above: Original engine suffered a dropped valve, leading to a rebuild to 2.7 litres and 'European spec'*

*Below: Living so close to the Santa Monica mountains, Larry Koch's favourite way to relax is to head for Deer Creek Road and explore the 911S's performance*







running a cut-down version of a stock 911S exhaust system, albeit with the baffles removed to make the engine a little more sonorous as it approaches its 7300rpm redline.

This did mean re-learning some of the car's limits after two decades of familiarity, though: 'The problem is as you get older your mastery level diminishes a little bit,' says Larry, laughing. 'The last rally that I was on, I was clipping along fairly good, and we're out in farmland where there are no cars anywhere. This is the first time I'd driven my car without the whaletail, and I come tearing into this 90 degree turn where a farmer wouldn't let the road go straight.'

'I took it just the way I thought I would take it and I realised as I was coming out that it wasn't going to happen. So I kept my foot in it and drifted off onto the opposite side of the road and into the dirt. Fortunately the fences were set way back so there was plenty of room.'

'The whaletail made that much difference, you have to drive it totally differently – at least 25mph difference in entry speed. Anything over about 80 is where it really works, and it was amazing. A real eye-opener.'

Toning it down might have taken a little of the grip out of the back end, but that brush with near-destruction on a

Californian road was a reminder that the colour which he once walked away from has just become fashionable: 'Ironically, just recently, with the meteoric rise in the early 911s this colour has become more popular as it was only available for a couple of years, thus making it period correct for 1972. Now I know how much my car's worth, I don't wanna wreck it.'

Which would make this a pretty solid investment, considering the price he paid. But Larry isn't entertaining that idea: 'Even when I'm feeling really good about life, getting into my Porsche and firing it up makes me feel even better. There's no way I'll ever part with it.'

He pauses: 'But who amongst my family will get it after I'm gone? Maybe in my will I will stipulate that first it be insured to its full market value, then each kid gets it for a month, then it's sold to the highest bidder, with the remaining kids splitting the profits. I'm not sure.'

Buckled back in and with the low growl of idling flat-six behind us, you'd have to wonder what sort of profits would ever make this worth parting with. Despite the setbacks, with roads like this on his doorstep and time now finally at his disposal to enjoy it, this one-off 911 is worth far more than even the most generous offer for the sum of its parts. **CP**

*Above: Gone these days is the Vasek Polak-sourced IROC rear wing, the original 'smooth' look finding favour. Being a 1972 model, Larry's 911S, of course, features the one-year only oil filler flap...*



*Far left: Well, let's face it, wouldn't you be happy with an early 'S', empty SoCal mountain roads and wall-to-wall sunshine?*

*Left centre: Eight- and nine-inch Fuchs wheels shod with Kumho tyres fill out the Turbo flares nicely*

*Left: Contoured Personal Fittipaldi is Larry's steering wheel of choice*



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# GOING SLOWLY SIDEWAYS – FAST!

What do you do when you own Group B rally cars, yet there is no longer anywhere to compete in them? Why, you start your own club and use it to show the world what it's missing. Ladies and gentlemen, meet Slowly Sideways...

Words & photos: Robb Pritchard  
Lead photo: Bart Vanpoucke



**T**he Slowly Sideways club is a fantastic idea. Two guys used to suffer acutely from rich man's problems as they owned original Group B rally cars but had nowhere to drive them. Normal rallies were either too rough for such valuable machines or they weren't allowed to compete.

Their genius solution was to start a club for fellow owners of ex-works cars from years gone by to do 'demonstration' events on routes specifically designed to be non-damaging. The public, of course, absolutely loved it and soon Slowly Sideways was expanded to include homologation-correct replicas which allowed people on much smaller budgets to enter. Thus was the huge Eifel Rallye Festival born. In 2016

it really came of age with a staggering 64 Group B cars together, the biggest gathering since their mid-'80s heyday.

And among the 150 entrants there were, of course, some stunning Porsches. Perhaps one of the rarest and most unique is Wolf-Dieter Ilhe's 953 that Jackie Ickx drove in the 1984 Paris-Dakar Rally. Unlike many cars at the event, this is not a replica and is the only 4x4 competition Porsche in private hands out of the eleven 953s and 959s in existence. To cope with the harsh off-road conditions in Africa it has a lot higher ride height than any other 911 and with four-wheel drive doesn't handle like one either, but also sounds a lot rawer. Apparently it's because the engine is set to low compression to cope with the poor-quality African fuel and









that gives it such a distinctive bark.

Prepared for the Sahara, it's not the most waterproof car in the world and because of the pouring rain we didn't see it out too often. Previously owned by two Americans, a Japanese collector and with two Dakars under its belt (with Jacques Laffite in 1988) it's one of the most well travelled Porsches in the world.

Another car in works colours was Michael Stoschek's 911 SCRS. Technically it isn't an original rally car as it started life as one of the twenty road versions made to get the rally cars homologated. Michael did get Porsche to convert it to full rally specification so it's virtually identical to the cars Henri Toivonen and Saeed Al-Hajri drove in the 1984 European and Middle East championships.

Because of this it gets the 'Slo1' designation, which stands for identical to the original, but not the sought after 'Orig' that ex-works cars get. Michael doesn't care too much. He's in the enviable position of being able to afford any car he wants and in fact he even designed and built the 'New Stratos'. But he's owned this SCRS since 1989 and it says a lot that this is still his favourite car.

On his quest for originality he even went as far as kitting out an authentic period-correct VW service truck, so seeing them together

in the service park is really quite a nostalgic scene. Visually the Eminence-sponsored SC might not be as instantly recognisable as a Rothmans liveried one, but the closest Porsche came to winning a modern WRC round was

*Above: Slowly Sideways is a somewhat misleading name, for the Group B cars are driven in earnest in the worst (best?) conditions!*

## “IT'S NOT THE MOST WATERPROOF CAR IN THE WORLD...”

*Below left: Walter Rohrl at the wheel of the Eminence-backed 911SC, restored by the Porsche Museum after 25 years in storage*

*Below: Dominik an der Heiden's 4x4 964 benefits from a 420bhp engine by Weitec in Austria*







the 1981 San Remo rally. The history books celebrate it as the first win by a female driver, as Michelle Mouton took her A1 quattro to a famous victory, but on his only WRC outing that year Walter Rohrl in a hastily-prepared car almost won.

Compared to the turbocharged Audi the 911SC was very underpowered and with two-wheel drive was also at a severe traction disadvantage on the loose. Two days of the event were on Tarmac separated by one on gravel, so the plan was to go all out on the first day, try not to drop too much time to the Audi on the gravel and then see where they were on the third day...and it almost worked.

On what some say is the drive of his career, others the best drive in the history of the WRC, Rohrl was leading on the final day and on the final Tarmac stages, where the all-wheel drive Audi had less of an advantage, he looked to have the event under control. It wasn't to be, though, as a driveshaft failed. It was a heartbreaking result but a performance that confirmed Rohrl as one of rallying's greats.

The car spent 25 years sitting in a garage until it was found by someone who knew what it was and was bought by the Porsche Museum, where it was comprehensively restored. Walter drove it in Australia on the Targa Tasmania a little while ago but for the Eifel Rallye it was put back into the original Eminence colour scheme, so the double champion could enjoy it just as it was 35 years ago.

Another car that Rohrl made famous is the Monet-sponsored gold and black 924 GTS with which he competed in the 1981 ERC. Mercedes abruptly pulled out of the world championship leaving the current champion without a drive, so he signed with Porsche before going on to claim his second crown a year later.

A lot of development work was put into the project and with three wins in the German series as well as the Hessen Rally, which was a European Rally Championship event, so it was a good performance for a first season with a completely new car. But with Audi unleashing the 4WD quattro onto the scene, the rear-wheel drive cars became obsolete practically overnight and the 924 project was abandoned in favour of developing the 959...

When Thomas Schofer, a man with many years of experience working with turbos, was looking for a 'blown' classic rally car to make a replica, the 924 GTS was a good choice. Unfortunately at the rally problems with the 30-year-old electronic system created an untraceable misfire which prevented him from getting out onto the stages. He could change the wiring for a more modern system but wants to keep the 'Slo1' designation and have an identical car, not just one that looks similar. It was a pity he couldn't

drive because even parked up in the service area this is one seriously gorgeous machine.

Undoubtedly the hardest-driven Porsche at the rally was Dominik an der Heiden in his 1990 3.8 964. It is four-wheel drive so is easier to handle on the tight stages, which are often subject to the region's notoriously inclement weather. Even though it's not a timed event, Dominik was pushing so hard that he managed a couple of spins.

The engine is tuned by Weitec in Austria and produces upwards of 420bhp, which makes it the most powerful Porsche at the rally but it's an N-GT car, which has a 1200kg minimum weight restriction, so Dominik feels it's a little too heavy. But then he owns a 914/6 GT he stripped down to

*Above left: Enough to sets the hairs tingling on the neck of any rally enthusiast – Group B rally cars were faster but deadly...*

*Above: Michael Stoschek's 911 SCRS was converted to full rally trim by Porsche, and is a dead ringer for the works cars driven by Toivenen and Al-Halri in 1984*

## “WALTER DROVE IT IN AUSTRALIA ON THE TARGA TASMANIA...”

*Below left: The engine of Stroschek's works-prepped SCRS is all business. Car is backed up with a period-correct VW service truck*

*Below: The evergreen rally hero, Walter Rohrl enjoys the opportunity to drive the Group B cars, and is always on hand to sign autographs for the fans*







800kg so pretty much anything else would feel overweight!

The Kremer 935-based K cars are probably the most well known Porsches to run in the Jagermeister livery, where the insanely powerful winged silhouette Group 5 cars raced free from power and downforce restrictions. But seeing as Rudiger Baehr already had a bright orange 1970 RSR, all he had to do was put the Jagermeister stickers on and he had an instantly recognisable car.

No such colour scheme ever graced a works rally car, though, but the Eifel Rallye has a group for popular local drivers in nice cars that aren't exact replicas of works machines, and Rudiger ran alongside a

Lamborghini Gallardo, BMW 3.0 CSL and a Simca 1200S. Despite this being a car with just 5000km on the clock and a value well into six figures, Rudiger was always spectacular to watch as he was constantly testing just how far he could get the back to step out.

One of the friendliest crews in the whole event were Ireland's Conor Falvey and James O'Brien in their 1975 3.0 911 RS. The Christine Laure and BP colours are the ones Bernard Beguin drove with in the 1978 Monte Carlo Rally, but the replica also has its own interesting history. It was converted from a road car in 2006 by Prepfab for non other than Jimmy McRae. He won the Astra Stages in it before John Buffum took the wheel in the Colin McRae Stages.

*Above: Conor Falvey and James O'Brien in a replica of the 3.0 RS driven by Bernard Beguin in the 1978 Monte Carlo Rally*

## "IT'S AN ABSOLUTE EXTRAVAGANZA OF CLASSIC RALLY CARS"

Apparently Colin himself drove it once, as well, but didn't like the gearbox as it was too awkward. So although it's only been a rally car for 10 years it already has quite a lot of history.

The Eifel Rallye Festival takes place in the village of Daun, just a few miles south of the Nürburgring

and is an absolute extravaganza of classic rally cars. Not only do you get to see some of the most iconic cars in action on the tricky stages, all the crews and drivers are accessible in the service park, too. It is well recommended. **CP**

**For more details, log onto [www.eifel-rallye-festival.de](http://www.eifel-rallye-festival.de)**

*Below left and right: Wolf-Dieter Ilhe drives the Rothmans-backed Porsche 953 that Jack Ickx drove in the 1984 Paris-Dakar rally. This is the genuine item – not a replica!*





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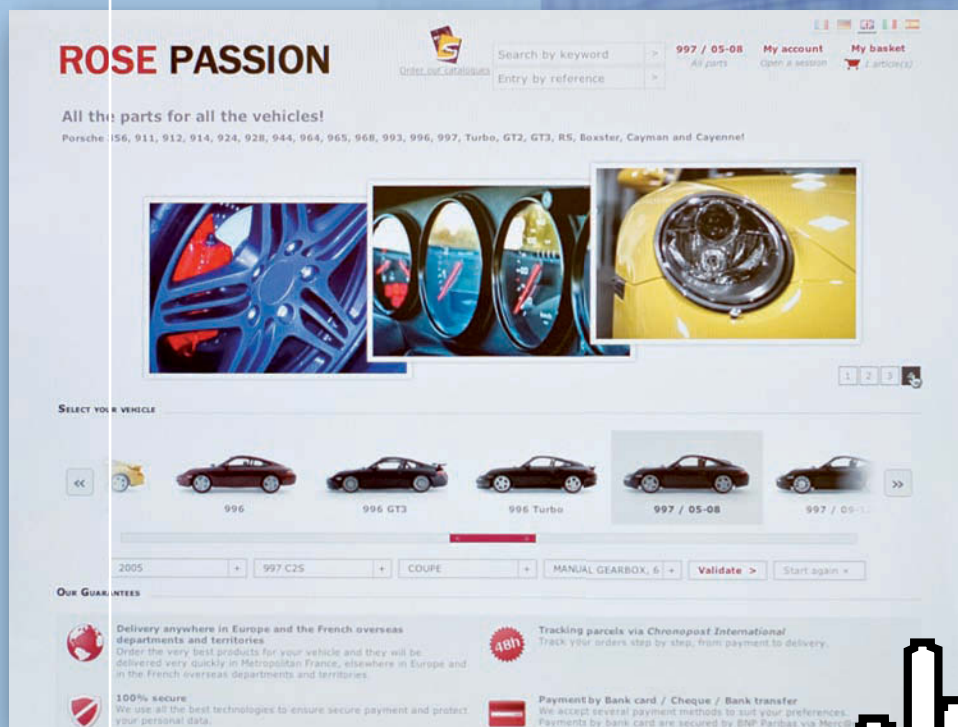
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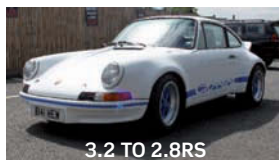
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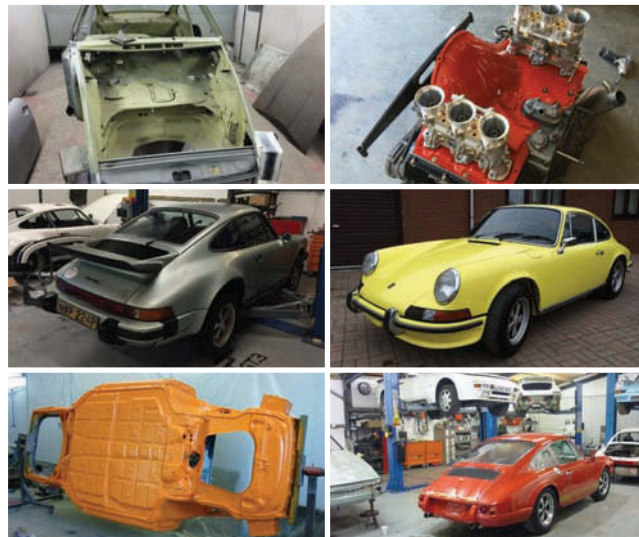
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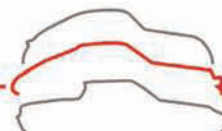


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# PORSCHE WERKS REUNION 2016

With nearby areas ravaged by wildfires, this year's Werks Reunion gathering at Carmel was literally overshadowed by ash clouds. But did that stop everyone having a great time? With 600 Porsches on display, you just know what the answer to that question is...

Words & Photos: Kristina Cilia



A cool, damp and foggy morning greeted participants and spectators alike at the 3rd Annual Werks Reunion 2016 hosted by Porsche Club of America on Friday, August 19th at Rancho Canada Golf Course in Carmel, California. This story has a good ending, but the event might have been changed to another location or cancelled all together since a large wildfire started in the Los Padres National Forest (not far from the Carmel Valley) just weeks before Monterey Car Week kicked off.

The Soberanes fire spread quickly, causing Cal Fire to issue many evacuation orders. The entire Carmel area was under watch as it threatened to cancel many automotive events. At one point, scenic Highway 1 was closed to tourists just south of Carmel and a portion of Rancho Canada Golf Course (where Werks Reunion was held) had

been turned into a base camp for the Cal Fire firefighters. Thankfully the fire did not spread into the rugged mountain terrain of Carmel Valley, which is littered with beautiful homes, golf courses and wineries.

Members of the Monterey Naval Postgraduate School Color Guard kicked off the event by parading the colours while the National Anthem played. This Monterey Car Week event focuses solely on Porsche and is a casual gathering that invites all Porsche clubs, owners and enthusiasts to come join in the camaraderie during this annual auto extravaganza. This year's event highlighted the 40th anniversary of the water-cooled Porsche 924 which generated the next wave of models like the 944, 928 and 968. The event was sponsored by Porsche Cars North America and Michelin who provided many prizes, including a trip to the 2017 Le Mans 24 Hours.

*Above: Early short wheelbase cars parked in the corral – the event welcomes all models, all years, meaning there's something for everyone!*





Top: Local area residents declare their appreciation for the teams fighting wild fires

Top right: Pat Wadman details his 1973 911T Targa

Above: This Ruby Red 356A Carrera GS/GT Speedster – the last one built in July 1959

Above right: 1970 Irish Green 914-6 is still owned by the original owners

Far right: Members of the Naval Postgraduate School Color Guard at Monterey parade the colours

Right, top: Ex-Bruce Anderson 911T underwent a bare metal restoration by Marc Zurlinden

Right middle: 1988 944 Turbo Cup car finished 6th in the Canadian Rothmans Cup

Right bottom: Brian Adkins' 1973 Canadian Grand Prix F1 Safety Car tribute

Far right: 1984 Carrera 3.2 coupé backdated hot-rod looks the part







Werks Reunion was definitely the place to be for the largest gathering of Porsches during Monterey's Car Week. This year's stunning event treated spectators to views of rare classics and current models, while Porsche owners could

Porsches registered in the concours; 595 parked in the display corrals; more than a dozen parked in the special interest and vendor areas, and hundreds of spectator cars (mostly Porsche) parked on the back fairways. Some

*Above: Original 1969 California 'black plate' 912 in the owners' corral*

## “THERE WERE 153 PORSCHEs REGISTERED IN THE CONCOURS...”

enter to park in the model specific corral or enter in the Concours and compete for awards.

To break it down by the numbers, there were 153

entrants were lucky enough to drive in from their homes up the road while some drove all the way across country to celebrate with like-minded enthusiasts. One couple, who

*Below left: This 1952 Glöckler Porsche was the German National Champion in 1952. It has also participated in more recent various events including the Goodwood Festival of Speed*

*Below: 1959 Black 356 Carrera Cabriolet is owned by Jeff Trask*







*Top: Sold new by Vasek Polak in 1967, this 911S still wears its original Bahama Yellow factory paint job*

*Above: Just back from a 30-month restoration, this 1973 Carrera RS has been brought back to factory-delivered specifications*

*Below: The Concours winners pull forward to accept their prizes*



happen to be the original owners of their Irish Green 914-6, were on a 5000-mile round trip from their home in Colorado.

By midday, the fog began to burn off and the warm California sunshine started to heat things up. This also made evident how poor the air quality was: by now speckled ash was highly visible on the exterior of the cars as a reminder of the close proximity of the Soberanes fire. While the judges finished tallying their marks for the concours, show-goers waited in line for a gourmet lunch from one of several food trucks or perused the row of vendors and strolled the corral parking of almost 600 Porsches.

Due to the sale of Rancho Canada Golf Course, next year's event already has PCA scouting for a new location. The venue may change, but the level of enthusiasm for the Porsche marque will never fade. This year was yet again another great gathering of Porsche people and the cars they love to drive! **CP**

## 2016 WERKS REUNION TROPHY WINNERS

### **Zell Am See (356 Coupe)**

1st Hoss Rahnema 1964 356 C  
2nd Kathryn Enos 1959 356 A

### **Kabriolett (356 Cabriolet)**

1st Jeff Trask 1959 356 Carrera  
2nd Gabe Renga 1964 356C  
3rd Christian Carlsen 1965 356

### **Butzi Group (911/912 1965–1968)**

1st William Beckenbaugh 1966 912

### **Wurtemberg (911/912 1974–1989)**

1st Patrick Wadman 1973 911T  
2nd Charles Palmer 1971 911E  
3rd Kirk Bradford 1970 911T

### **911 (1974–1992)**

1st Edward Gervasoni 1989 911 Turbo Cabriolet  
2nd Mike Burns 1979 911 Turbo  
3rd David Rossiter 1984 911 Carrera

### **Metzger (964/993 1990–1998)**

1st Nathan Merz 1993 911 RS America  
2nd Bruce Talamon 1997 911 Carrera S

### **Wasserkuhlung (996/997 1999–2012)**

1st Phil Snowdon 2006 911 Carrera S  
2nd Jud Walford 2006 911 Carrera Cabriolet  
3rd Jean Francois-Bulycz 2008 911 Carrera 4S

### **Zuffenhausen (991 2011–Present)**

1st John D'Angelo 2016 911 GTS Club Coupe  
2nd Thorsten Kopitzki 2014 911 Carrera  
3rd Marc Giammona 2015 911 GT3

### **Mitte des Motors (914 & 914-6)**

1st Bob Murray 1972 914-6  
2nd Dean McLaren 1974 914 2.0  
3rd Paul Green 1976 914

### **Gran Touring (924/944/928/968)**

1st David Carlisle 1989 944 Turbo  
2nd James Berberich 1993 968  
3rd 1986 944 Turbo

### **Lagaay Group (Boxster/Cayman)**

1st James Gatewood 2008 Cayman S  
2nd Ken Vaughn 2014 Cayman S  
3rd Kirk Doberenz 2016 Boxster GTS

### **Leipzig (Cayenne/Panamera/Macan)**

1st William Anast 1978 928  
2nd Perry Marringer 2012 Panamera Turbo  
3rd Jim Corenman 1993 928 GTS

### **Limited Production /Factory Race Cars**

1st Chris Stocker 1988 Carrera  
2nd Jason Schurfeld 1987 Rothmans #60  
3rd Gael Buzyn 1988 944 Turbo Cup

### **Piech Group (Limited Production/Factory Race)**

1st Sidney Kaufmann 1997 911 Speedster  
2nd Karen Holt 1995 911 Carrera  
3rd Brian Chinnock 2012 911 Carrera GTS

### **Sonderwunsche (Outlaws/Rgruppe/Tribute)**

1st Dave Kealoha 1984 911 (M491 coupe)  
2nd Fred Veitch 1953 356  
3rd Wade Nelson 1978 911SC

### **Werks Reunion Corporate Sponsor Awards**

Michelin: Dave Kealoha 2007 911 GT3  
Porsche: Arthur Woo 1974 911 Turbo  
Griot's Garage: Tye Tolantino 2007 911 GT3  
HRE Wheels: William Anst 1978 928  
Hollywood Wheels Shows & Auctions: Jeff Trask 1959 356  
Leland West: Richard Shelton 1973 911 RSR Clone





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1971 911 2.2E Coupe – Choice of 2



1972 911 2.4S Coupe LHD – Choice of 2



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1989 911 3.2 Carrera – Choice of 4



1991 964 C2 Coupe Manual



1997 993 C2S Manual

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# SUNSHINE IN SION

The 4th VW Porsche Classic was held this summer in the mountains close to Sion in Switzerland, and once again it brought together a fine selection of cars from the two marques, along with around 6000 people

Text: Bernie Shoemaker Photos: Alain Sauquet



**T**he first three VW Porsche Classic meetings in Sion, Switzerland, were such a success that it has now become established as one of the key events in the calendar of enthusiasts for both marques. Visitors now attend from all over Europe, including France, Belgium, Germany, Great Britain and as far away as Spain. However, in an effort to make the event more 'special', the organisers have now decided to make it a bi-annual meeting – this year's gathering, then, was the last of the annual shows.

Not many events bring together the two marques – Volkswagen and Porsche – despite their obvious ties dating back to pre-war times and the work of Ferdinand Porsche in developing the People's Car, later to become

the Volkswagen Beetle – while post-war his son Ferry was the driving force behind the Porsche brand. As is well known, the earliest Porsches used an engine derived from the VW, so it seems only natural to bring fans of the two brands together at one show.

This year, the event team encouraged owners of all pre-1968 Volkswagens, and pre-1974 Porsches to attend, these being the dates which they felt represented the golden years of each brand. Also, as there have been many people showing up in the past with later-model cars – what are known in mainland Europe as 'Youngtimers' – a special area was set aside for up to 80 such cars.

All trends are welcome at the show, ranging from the immaculately restored to the 'patina' and 'rat-look'

*Above: From Speedsters to Roadsters, coupés to Outlaws, every type and style of 356 was on hand at Sion, along with a large selection of pre-'74 911s and pre-'68 Volkswagens*





machines, as well as the ever-popular 'Outlaws'. All that was asked was that people brought along the 'right' cars and had a good time relaxing in the beautiful scenery. The local area – the Domaine des Iles, close to Sion – lends itself particularly well to hosting an event like this, with large open areas of grass, beautiful forest and a lake.

The show makes for a well-packed weekend, with the Saturday traditionally dedicated to a tour to discover the winding routes through the Valais mountains. This year, the resort of Crans-Montana was chosen as the destination, welcoming the participants to the picturesque region. Everyone could choose what to do on route, where to stop,

## “THE SHOW MAKES FOR A WELL-PACKED WEEKEND...”

where to take in the scenery, so the driver of a 1953 VW Bus could enjoy the drive as much as the pilot of a rather more powerful Carrera RS. The evening was then spent sharing tales while being entertained by local Boogie-Woogie band, the Moonlight Gang.

Sunday is the 'big day', with the car show and the election of a Top Ten, along with several other activities to keep everyone entertained. This year there were more than



Top: VWs and Porsches parked side by side – it's surprising given their shared roots why there are not more such events

Above: 356s appeared to be the most numerous, but there were plenty of 911s, too, as can be seen lined up in the background

Right – clockwise from top right: Porsche Museum brought along the homage to the Le Mans-winning 917; Saturday saw a driving tour round the local mountains; Outlaw 356s were popular; Pre-A coupé was particularly attractive; Top Ten prize presentation was a laid-back affair in the afternoon sun







6000 visitors, which is a record. Mind you, the weather helped, as the wall-to-wall sunshine and high temperatures (up to 29°C over the weekend) led many locals to come to the show and enjoy the green pastures to cool off! In all, around 300 cars attended the show, filling the available area to capacity.

The centre-piece of the weekend was a special display, which was the result of two years of negotiations on the part of the organisers. The aim was to highlight the very best representatives from both featured marques, presented in a carpeted marquee with theatre lighting to show them at their best.

The oldest production Beetle was brought from the Czech Republic by its owner, Ondrej Brom, who had spent

no less than 19 years restoring this important car.

Alongside it were other rare special-bodied VWs from Tüscher, Dannenhauer & Stauss, Hebmüller and Beutler, while Porsches were represented by an early 550 Spyder (chassis number 40), an unrestored 718RSK and the star of the show, a Porsche 917K from the Porsche Museum, resplendent in the colours of the 1970 Le Mans-winning car. The best news of all was that the display was free, meaning the marquee was packed all weekend.

With radiant weather, perfect (Swiss!) organisation and in a setting that couldn't be bettered, the 4th VW Porsche Classic was a big success, but the organisers promise there's even better to come in two years' time. So make a date: September 2018. Maybe we'll see you there! **CP**

*Above: It wasn't all about VWs and 356s, as this line-up proves. Whatever your favourite model and colour, it was probably there!*

*Below left: Later-model 911s were just as welcome, especially if they looked like this Martini-striped RS*

*Below: Well-used Roadster was a popular winner*





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# BACK TO SQUARE ONE

The old adage about three steps forward and two steps back seemed very fitting when it was discovered that *El Chucho's* engine had dropped an exhaust valve seat after less than 4000 miles. But all's well that ends well and we're back on the road again – with a new MOT and suspension that doesn't knock...

Words: Keith Seume Photos: KS & Williams-Crawford



*Above: Not quite what we were hoping to see after a year on the road. We hadn't expected to have to carry out a partial rebuild so soon, but at least the heads are now all as they should be and the engine's running like a top...*

Well, it's certainly been a roller-coaster of a ride this year! I've now covered about 3500–4000 miles in *El Chucho* since he/she/it (which is it?) hit the road towards the end of last summer and I'd gradually been ironing out the bugs – or so I thought – in the course of which I'd led myself down a blind alley.

Let me explain. The last time I wrote about the car in *Classic Porsche* (issue #37), I was happily under the impression that all my engine woes were behind me. The ominous clattering, which I had assumed to be evidence of a failed cam-chain tensioner, had seemingly disappeared with the installation of a pair of Carrera pressure-fed tensioners, and I was all set to enjoy a trip to Le Mans Classic without a care in the world.

The journey out was trouble-free, and I really enjoyed driving the car across France on virtually empty provincial roads. I didn't have a care in the world (well, apart from the usual ones of mortgage, vet's bills and stuff like that). But then, on the return journey, 'the noise' returned in earnest – the cam-chain death rattle was back.

I was gobsmacked – how could it be? The first thought was that the new tensioners had failed (unlikely, but that's all I could think of) and I arranged to drop the car off at Williams-

Crawford to investigate. We tried changing the tensioners for another pair and kept our fingers crossed, but as soon as the engine was fired up again, the noise was still there. What was going on?

It was obvious that we were going to have to dig a little deeper, so I left *El Chucho* in the safe hands of Williams-Crawford and tried to forget about it. Which, of course, I couldn't. I had not expected any problems so soon and spent a sleepless night wondering what the problem was.

Closer investigation showed a broken valve spring – and then another. There was evidence of corrosion on the springs and the only reason for that was, for some bizarre reason, the engine builder – the late Bob Watson – had re-used old springs. That's it! We replaced the springs – all of them to be safe – and sat back. Surely the noise must have gone now?

But it hadn't. It was discovered that the noise could be induced at will, even with the engine idling, by simply placing a hand over the intake trumpet of #6 cylinder. Most odd. There was no alternative but to pull the engine out and remove the cylinder head to take a closer look. And that's when it was discovered that the exhaust valve seat had moved – not a lot, but enough to cause a problem.

Looking at the top of the piston, there was a small witness mark in the form of a shiny line of aluminium which mirrored





the edge of the valve at that point. The valve, for whatever reason, had been hitting the piston. Looking at the exhaust port, we could immediately see that the valve seat had been moving – the carbon build-up had been disturbed, and there was also a small shiny lip around the valve seat.

Dean and Richard decided that there was no other course of action than to remove each head and look closely for evidence of other seats moving. As it turned out, they were all fine. Why did that one seat move? It was almost certainly thanks to a broken valve spring which allowed the valve to float, hammering the seat in the process. But that was not all, for they discovered the valve guides showed signs of wear, too.

Now that was a mystery which could only suggest that the guides hadn't been replaced as they were supposed to have been during the original build. I can't turn the clock back, so I can't ask why – I just had to swallow hard and put it all down to 'experience', even though I'd paid for the work to be done.

Fortunately, Williams-Crawford use a very good local

machinist who replaced the offending valve seat and all the valve guides, allowing the engine to be built back up and reinstalled. It was a slightly nerve-wracking time for me, waiting for the call to say that all was well.

In the end, I could wait no longer and drove over to the workshop only to find that the car wasn't there. The reason for its absence was to do with the fact I'd asked them if they could also arrange to get the car MOT'd, as it was about to expire. At least it was proof that I'd had the car on the road for one full year!

The reason why the car was missing on the Friday

when I arrived was because Adrian Crawford had taken the car home, with the intention of dropping it off for its MOT on the Monday morning. That was great news because it meant it was back running and ready to go – MOT willing, of course...

As it turned out, the car failed its MOT on a number of points. The front number plate was deemed to be illegal (OK, it is...) and there was play in both the front and rear anti-roll (sway) bars. The headlight main beam had failed (it had been

*Top left: The first job was to out the motor (and trans, of course)...*

*Top right: Everything was refreshingly clean and oil tight under the cooling shroud. So far so good...*

*Middle left: Left side all OK*

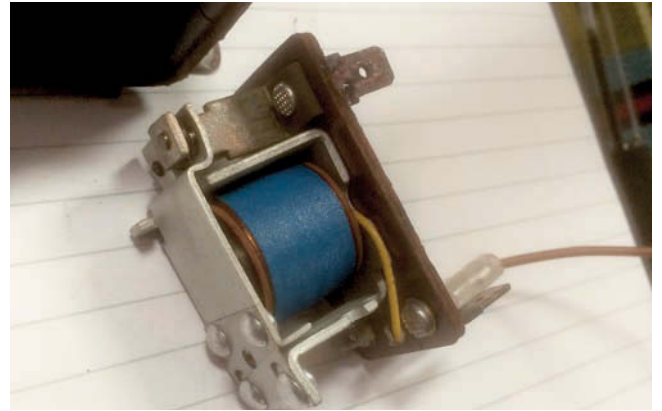
*Middle right: Oh... There were signs of contact between the exhaust valve and the piston on #6*

*Bottom left: The culprit was a partially dropped valve seat, which was hanging the valve open*

*Bottom right: Fortunately there was no damage to the piston or cylinder*

**“IT WAS A SLIGHTLY NERVE-WRACKING TIME FOR ME...”**





*Top left: El Chucho has started to take root on the lift at Williams-Crawford!*

*Top right: Faulty contact caused loss of high beam*

*Middle left: Play in the rear anti-roll (sway) bar mounting led to MOT failure*

*Middle right: One front wheel recently lost a balance weight, meaning a trip to tyre shop*

*Bottom left: Play in the front anti-roll-bar drop link was traced to new Rose-joints...*

*Bottom middle: New rear anti-roll bar mountings*

*Bottom right: Dean removing the top strut mount*

playing up on an intermittent basis for a while), one rear number plate light didn't work and, finally(!), the windscreen washers weren't operative.

Well, let's start with the easy ones first: the reason the windscreen washer didn't work was...I'd run out of water! That was a very easy fix. The inoperative number plate light was nothing more than a loose bulb. Another easy fix. The front number plate? Simple: just stick a legal black and silver plate in place for the retest. But what about the troublesome headlight main beam?

That turned out to be a fault with the original steel-cased relay: one of the riveted terminals had worked loose, making for an intermittent contact. Sometimes it worked, sometimes it didn't. The fix was to squeeze the rivet in a vice. Job done!

But what of the anti-roll bars? The front one was a mystery because I'd made new drop links to replace the worn originals on the aftermarket Weltmeister bars fitted to the car when I bought it. However, there definitely was some discernible

play when you moved the suspension up and down. It turned out that the Rose-joints I'd used to make the new links had a little play in them – with two joints, or spherical bearings, one at each end of the link, the total combined play was enough to fail.

The way round that was to pack them well with grease and

tighten everything to make sure there was no play – or as little as possible – and hope for the best. After the retest, I ordered some higher-quality bearings which should do the job.

At the back,

though, the wear was a little more obvious. The Weltmeister bars are connected to the trailing arms via short links. At the trailing arm end, the original eccentric adjuster bolt which allows you to fine-tune the ride height is replaced by a new one which is drilled and tapped to accept a 3/8UNF bolt with which to mount the drop link.

The problem with mine was that the eccentric bolt had

**“SOMETIMES IT WORKED, SOMETIMES IT DIDN'T...”**





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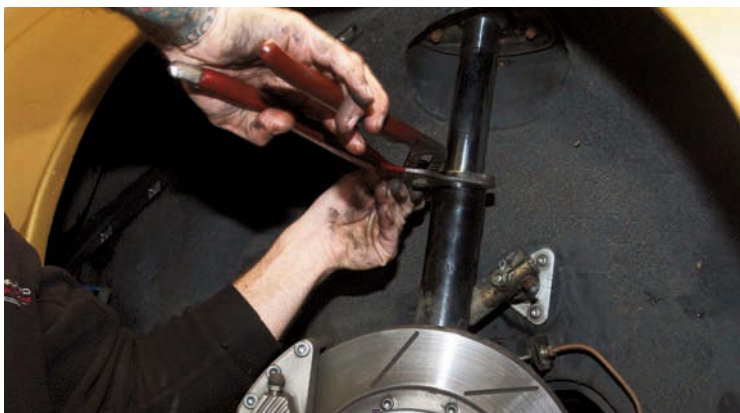


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come loose at some point, so the thread was now worn, meaning that it was impossible to tighten it fully. As a temporary fix, I had a new, smaller-diameter, thread cut, but I've since managed to get hold of a new pair of the correct bolts, courtesy of Jon Miller of Classic Carreras. Thanks, Jon!

All this meant that the car passed its MOT retest and was legally back on the road, with an engine that was sound in wind and limb, headlights that worked correctly and suspension that didn't knock – or did it?

Rather like the tale of the 'clattering cam-chain that wasn't', the car had suffered from a knock from the front suspension for some time. I'd always assumed it was down to those troublesome anti-roll bar links, but it appeared that was not the case. Maybe it was the struts themselves?

There was only one way to find out and that was to call on the services, yet again, of Williams-Crawford (thank heavens they're only 25 minutes down the road...) to find out what was going on. We discovered a little play in the left front wheel bearing, and adjusted that accordingly, but that wasn't going to be the answer and we knew it. The noise seemed to come from the left strut, so Dean undid the top mount and, compressing the strut insert, pulled the leg out from under the front wing.

We checked the strut insert (Bilstein fitted into the original

Boge leg) for wear, but couldn't discern any. There was no sign of leakage from worn seals, either. We tried swapping the strut inserts from one side to the other, but it made no difference. What we did discover, though, was that the base of one insert had worked loose and needed to be pressed back into the strut body (the Bilsteins are 'upside down' dampers, with the fluid chamber at the top, so there was no chance of damping fluid leaking out).

This was frustrating: there was no obvious fault with the strut inserts and there was no difference if we swapped them over. We even disconnected the strut brace, not that that would have been a problem. So we tried one thing more: we disconnected the front anti-roll bar. Yes, you got it: the knocking sound which had been driving me mad for months finally disappeared!

The original Weltmeister drop-links had caused a knock through being worn, so I replaced them with home-made items using new Rose-joints. They proved to have too much radial play in them, so they knocked even more! Now I just need to replace the worn parts of the original links and I think I'll be there. Fingers crossed... **CP**

**Thanks to Williams-Crawford for keeping me sane and on the road! Call Richard or Adrian on 01752 840307**

*Top left: Fortunately, on a 911 (and 912) you can remove the strut in situ*

*Top right: Checking for play suggested the strut was OK (note dust cover removed)*

*Middle left: To disassemble the strut, you need to undo this brass collar...*

*Middle right: ...which then allows you to pull out the strut insert. Our car came with Boge struts from the factory and has aftermarket Bilstein inserts*

*Bottom left: The bottom of the insert had come loose*

*Bottom right: Wheel bearing required adjustment, too*





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# SPECIAL UPDATE

**Classic Porsche's resident racer Steve Wright's been spending a lot more time and effort (and a few Pounds, too) getting stuck into his Okrasa-engined special, that owes more than a passing nod to the early Porsche- and VW-based creations of the early 1950s...**

Words & photos: Steve Wright



*Above: If you think the car looks tiny in the photograph, wait until you see it in real life! Work has been progressing well, and it will soon be time to head for the coachbuilder's workshop for its new aluminium body*

Well, the racing this season has been a bit thin on the ground for various reasons but I've been completely idle. One of those reasons is that I've been pouring money, effort and a significant amount of time into the Okrasa Special. The car has now gone to Ian Clark of WPS Engines (07880 311850) for the engine and mechanical fettling and it then goes to the coachbuilder's (Moulard & Yates) for the bodywork in January 2017.

The guys at M&Y wanted the car to be as complete as possible, so they know they are building the body around an otherwise finished car. The moment you have a deadline everything else comes into sharp relief but I've found it's always the best way to finish a project otherwise they just drift interminably.

First up, the gearbox was sent to Pete Englezos at Cogbox (020 8842 2580) for a rebuild. With zero miles on it I'm sure it will require very little work, but it's always worth going through a major component when you're going to race it. We had to take it apart anyway as I've managed to track down an ultra-rare period ZF limited-slip differential, so that is being included in the rebuild.

Apart from a complete freshen up, we are also significantly lightening the gears, ring and pinion and other parts to reduce the weight of the gearbox and power loss associated with spooling up heavier than needed reciprocating parts. Porsche and VW over-engineered the

gearboxes to cope with the rigours of tens of thousands of miles of use, and from experience of doing the same thing with more powerful motors, we can be confident that machining the gears down won't compromise them.

We also drilled the gearbox casing to improve cooling to the clutch, an often overlooked modification that also allows for inspection of the pressure and clutch plate without removing the gearbox.

Next up was trimming the car. There's not a lot of opportunity to put much in the car, and frankly as a race car it's not really required, but there needs to be a modicum of trimming to provide comfort for the driver during endurance racing. The plan was to emulate the Porsche race cars of the era so trimming is confined to the driver's seat, a headrest, and a knee rest covering the roll cage for the driver, and a cursory seat and back cushion for the passenger.

Scott Brabon at SM Trimming (01273 813444) has done a fabulous job taking old original covers supplied by PRS Services and reconfiguring them to reflect the 550 Spyder and 718 RSK of the Fifties.

In parallel I'd been thinking about the wipers for some time. The front scuttle is integral with the NOS Karmann Ghia roof, but the front bulkhead is completely new, so a standard KG wiper mechanism didn't fit. It's also massively heavy. Simon Butty (07734 807835) specialises in reproducing VW Split-screen Bus wipers which utilise a rod and ball/cup arrangement so he was able to fabricate a lovely set up utilising early VW/Porsche parts, such as the wiper motor.





*Far left: Drilling the aluminium brake drums was a trick the factory used to reduce unsprung weight – and to aid cooling*

*Left: Even the wheels have come in for some attention. Anything you can do to reduce unsprung weight will help improve the handling*



*Far left: Nick Wright of Wright Engineering made himself busy lightening the brake backing plates and fabricating new GT-style cooling ducts*

*Left: SM Trimming made these neat seats using material from original seat covers out of a 356*

After much trial, error and fabrication Simon ended up with a perfect set-up that is 12-volt, two-speed and has the self-park mechanism, looks completely period, is as light as I think we can realistically make it, and is made from completely new parts. So we should benefit from a clear windscreen even during the worst downpours.

Plastics4Performance (01204 811277) came to the rescue when finding a supplier of windows for the car. Not only could they supply Perspex rather than polycarbonate, which although tougher can't be easily bent to a fixed shape (it springs back) and it has a more plastic sheen to it, but they had the original Perspex logo from the 1950s that they were able to etch onto the windows. After I'd made up tracing paper templates, new windows arrived six weeks later, beautifully cut and finished.

To bend them I clamped them to the original glass and heated them with a heat gun – it required a bit of experimentation to get the right combination of heat and curvature but we finally ended up with perfectly-formed, lightweight, period-correct windows in the car.

## “I'M PLEASED REAL PROGRESS IS NOW BEING MADE...”

Finally, Nick Wright of Wright Engineering (01825 840777) has patiently solved a myriad of small fabrication and engineering jobs for me, the sort of one-off problems that inevitably arise when you're building or restoring a one-off car. The main focus has been on creating Carrera GT spec brakes – the lessons from racing the 356 have taught us a lot

about making drum brakes work well in endurance racing.

Nick fabricated a set of correct GT-spec scoops, slightly longer on the front, though, to maximise airflow, and drilled hundreds of holes to lighten and vent the backing plates. I also spent hours drilling the drums for the same

reasons, using the 718 drums as a reference point for how much material I could safely take out without compromising the structural integrity of the drum itself. In all we removed two kilos from the drums – it might not sound like a lot but it's reciprocating mass hanging off the end of the torsion bar.

Next up Ian will completely dismantle the car and then carry out a dry build with any refurbished parts. I can't wait to see it and am pleased real progress is now being made on this lovely Special... **CP**



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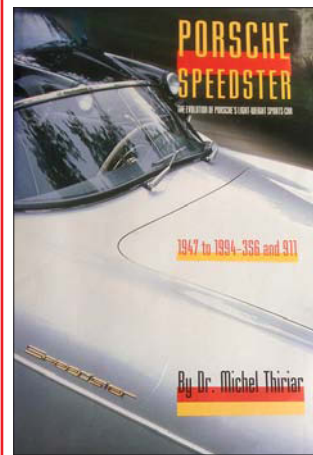
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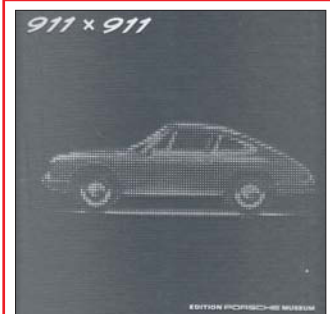
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**1695100100 (91163111300)**

Headlamp with chrome rim

Fits: 911 (2.3-3.3) 69-83

♦ **Classic Line®** 



**1615600200 (93020101002)**

Fuel tank, 85 L, without internal fuel strainer

Fits: 911 (2.7-3.3) 73-89

♦ **Dansk®**   
**BODY PARTS**

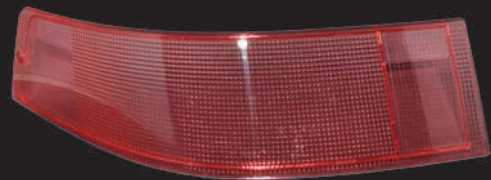


**1695150400 (91163114100)**

Headlamp rim, grey primed

Fits: 911 (2.2-3.3) 72-89 + 964 (3.3-3.6) 88-94

♦ **Classic Line®** 

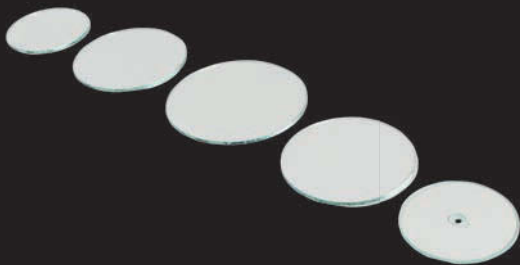


**1695350970 (96463190710)**

Lens for tail light, left, E-marked

Fits: 964 (3.3-3.6) 88-94

♦ **Classic Line®** 



**1699650810 (EQ940800)**

Gauge glass set (5 pcs.)

Fits: 911 (2.2-3.0) 70-77

♦ **Classic Line®** 



**1699650100 (91131802900)**

Angle drive for tacho shaft

Fits: 911 (2.0-2.3) 63-73

♦ **Classic Line®** 

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