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Classic PORSCHE

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It was as I was compiling the Contents page that it struck me how white (or pale cream) seems so popular in the classic Porsche world. There was a time back in the late 1990s and early 2000s when one of the least expensive Porsches you could buy would probably have been an impact-bumper 911 Targa in Grand Prix White. The same car in Guards (India) Red or black would sell without a problem, but white? No thanks, said the market. How times have changed...

I've lost count of the number of early 911s I've seen for sale that left the factory in Light Ivory but then underwent a respray

"NOBODY WANTED A WHITE OR CREAM-COLOURED PORSCHE..."

in the 1980s to red, black or silver – the colours of choice at the time. Nobody wanted a white or cream-coloured Porsche back then, and yet here we are in 2017 with no fewer than three in this very issue, along with a pale cream infiltrator in the form of a Goliath. How times have changed...

Ah yes, the Goliath. We hope you don't mind seeing a non-Porsche in this magazine, but it really is a fascinating vehicle, and in its day a potential rival to the 356. It even looks like one from the side! With a transverse engine in the front, driving the front wheels, it was very advanced for its day, but proved to be no match for the 356. All we can say is thank heavens for that...

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FROM R TO S AND BACK

Words: Johnny Tipler
Photos: Antony Fraser

No sooner had it left Baur's workshop in April '68 than this 911R was back at the factory, this time at the race department, being softened up in S-spec as a one-off road car. Luckily for us – and for race ace Gérard Larrousse on the 1969 *Ronde Cévenole* – its next owner swiftly had it returned to full R-spec back at the factory

Austerity in motion, the 911R is a spartan competition car. Created in mid-1967, it's one of the rarest 911 derivatives, with a mere 20 cars bearing the *RennSport* R chassis number. Its specification, which included the 210bhp 901/22 Carrera Six-specification engine, meant it was technically a prototype and thus eligible only for the GTP class.

At the time it was categorised as a Group 4 car, requiring a maximum of 50 units built in 12 consecutive months. On the other hand, the 911S in race trim was eligible for Group 3, demanding a minimum of 500 units built in a year. The factory race department retained six of the 20 911Rs as *Versuchswagen* to be tested and raced by the factory; the remaining 14 were sold to favoured customers for racing and rallying in the new FIA Group 4 Appendix J category.

This is number 16, VIN 118 99 016R, and it has an intriguing story. It's being marketed by Lasne-based Kobus Cantraine, who holds a thick dossier on the car's provenance, starting with confirmation by none other than Jürgen Barth that it was delivered to French concessionaire August Veuillet under the auspices of importers Sonauto on 9th April 1968, and sold straight away to Parisian entertainments company Les Danseurs, which belonged to leading 911 exponent Claude Ballot-Léna.

Ballot-Léna also owned a 911TR race car (#118 20 807), retiring just two laps from the end of the 1968 Le Mans 24 Hours (held in September '68 – see the feature on page 54 of this issue) with engine failure when lying 12th overall. The Le Mans regulations outlawed the 911R because it was homologated for Group 4 and the GT class was for Group 3 cars like the 911S. But, would you have even considered







running a 911R at Le Mans in Group 4 when you'd be totally outclassed by much faster prototypes?

But Ballot-Léna was a prolific competitor – he won the Spa 24 Hours in 1969 and Daytona 24 Hours in 1983 in a 935, for example – and he doubtless had other plans for his R. However, the 911R is a feisty piece of kit, and not the best choice of daily driver for a Paris resident, even in 1968. So our best guess is that Ballot-Léna requested it be converted to 911S spec to make it easier to live with in an urban environment.

The Kardex – a cross between a log-book and a build-sheet – states that, in 1968, the Porsche factory removed the 911R engine, installed an 'S' engine, fitted sound deadening in the cabin, Recaro sports seats, and a Webasto gas heater, the welded-over holes for which are still visible in the front luggage compartment floor. However, even before Le Mans that year, in August 1968 the car passed into the hands of Marseilles-based racer Xavier Camprubi, and he instantly had it reverted to real 911R spec, the guise in which you see it here.

Peering into the engine compartment of the 911R, the triple Weber carburettors have their own little flat roof over the intake trumpets to stop rain ingress from the engine lid air intake going down the barrels, and the twin spark distributor is another obvious feature. The shroud is that

beige semi-transparent raw glassfibre that's traditionally a hallmark of a racing flat-six.

At the rear of the engine bay, the slam panel is stamped 4553 68 13, which Kobus explains is the number allocated by the French government (Type approval file number 4553, the year 1968 and *département* 13) as the car had a one-off type approval, something the other Rs in 'standard' spec didn't have. The fact that it came from the factory with the less powerful and less noisy 911S engine, and more weight because of the revised interior, made it a non-standard car as far as the authorities were concerned.

Then we have another document which also is clearly referenced to this car, which is the final bill, stating that the modifications ended up costing DM10,000, on top of the purchase price of a 911R of DM45,000, totting up to DM55K. That was a lot of money back then, making it almost twice the price of a normal 911S!

Looking through the fascinating documentation, Kobus distils the info: 'It lists the technical data of this converted 911R, built up as a street car or maybe to be allowed to run in the up to 2000cc GT class. 016R had a chassis weight, including 10-litres of fuel and seat belts, of 871kg. That's almost 75kg more than that of a normal 911R, so they added a lot of weight to it.

'The engine was a 170bhp 901/02 with power kit – a

Above: Glassfibre bumpers and front wings, with small NSU-sourced turn signals and no horn grilles, were used to cut weight

Below left: To aid cabin ventilation, the 911R features louvred rear quarter windows, with a drip tray to catch any rain

Below right: Weight saving measures extended as far as using vinyl for the badging and lightweight mesh for the engine lid grille





901/02 is a 911S 2.0-litre unit with a normal exhaust – and it had a standard issue gearbox for a 911S, albeit fitted with special flanges to accept the original 911R-specific Nadella driveshafts. The top speed as tested was 235Km/h, so they matched the minimum of 210Km/h specified in the original work order.'

Xavier Camprubi registered the car as 7255 DH13 – for the Bouches du Rhône *département* – and as the car returned to its original R-spec, an engine switch took place at the factory in Stuttgart, as the one it has now features a magnesium crankcase, stamped AT 901/22, which is a normal 911R engine. The AT stands for *Austausch*, or 'exchange' in German.

So now we come to our star driver, Gérard Larrousse, who was at the wheel of the car for the 420km Ronde Cévenole asphalt rally in 1969. Gérard and navigator Maurice Gélén won the 1969 Neige-et-Glace rally, the Tour de France and Tour de Corse later in the year in a works 911R, but for budgetary reasons Porsche wouldn't provide the

French ace with an 'R' to do the Ronde Cévenole.

It was one of his favourite events, which he'd won in 1967, as well as the Critérium de Cévennes later in the year, in an Alpine-Renault A110. So he was lent Camprubi's 911R under the auspices of Sonauto, starting the 4500km event in third spot in the running order. After ten laps of the 45km course, the winner was Ignazio Giunti in a works

Autodelta Alfa Romeo T33 – an out-and-out racing car – in 27h 53m.

There were 65 starters, largely a welter of Alpine-Renault A110s helmed by stars like J-C Andruet, Bob Wollek and J-P Nicolas, with fellow Porsche aces Jean-Marie Alméras and Guy Chasseuil in different 911s, plus rally cars of the

period including Escort twin-cams, BMW 2002s, Alfa GTAs, Lancia Fulvias, NSU 1000TTs and Renault Gordinis.

We spoke to Gérard, and here's his take on the event and his eventual *dénouement*: 'The 911R that I drove on the Ronde Cévenole belonged to Monsieur Camprubi, who lent it to me at the request of the Porsche Client Service headed by Monsieur Härle, who was in charge of my rally programme in France. This car looked good, behaved well and I was very

Above left: As a further part of the campaign to keep weight to a minimum, the 911R's door handles were moulded from plastic. Doors were glassfibre

Above right: Triple-choke 46IDA Weber carbs give crisp throttle response and result in a memorable induction noise...

Below: Soon after purchase, the original 911R-spec 901/22 engine was replaced with a mildly-tuned 911S unit. However, the correct-spec engine was refitted following a change of ownership. 210bhp at 8000rpm was enough to make the 911R an effective weapon in racing and rallies

“AN ENGINE SWITCH TOOK PLACE AT THE FACTORY...”





happy to drive it. But, after eight laps, in the closed park part of the circuit at the top of Le Minier, between the finish line and the start line, a front spindle abruptly broke and the car collapsed onto the front wheel – which was now lying almost flat on the ground.

'I had no option but to abandon on the spot! I was very lucky that it did not happen to me on the descent of Le Minier that I would have been approaching right after that. I could have been in for the big dive over the edge! Either it broke due to metal fatigue, or I hit something and damaged it in one of the previous laps.'

High drama indeed – the drop-offs were pretty awesome, so, as Gérard says, it could have been a very big accident. Viewing Kobus' period photos of the car in the Ronde Cévenole it looks like he did indeed hit something as some pictures show the passenger side headlight covered up in gaffer tape.

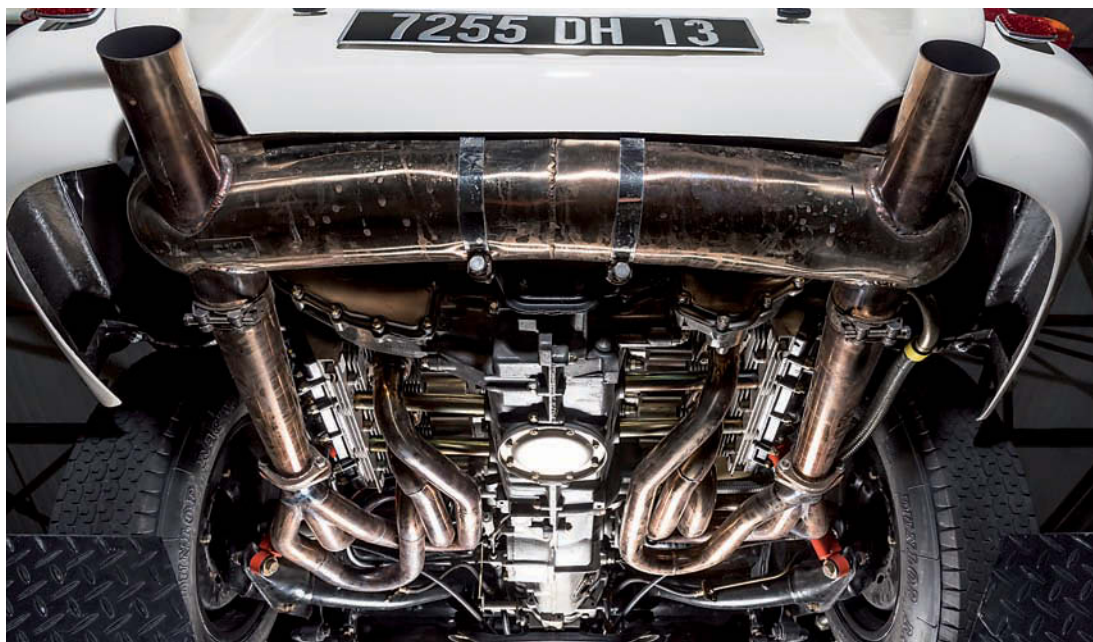
After that, Camprubi campaigned the car a few more times – for instance in the Critérium Alpine and the St Antonin hillclimb north of Toulouse – and sold it in 1970 to Bernard Gnuva of Millau (where the lofty Norman Foster bridge spans the gorge). Gnuva took delivery of the car after a complete overhaul at the racing department in Stuttgart, giving him a car fully prepped and ready for action. He re-registered it on the 106 HZ 12 plate in the Aveyron department.

The car's controls were altered, too: Gnuva suffered from poliomyelitis aged 14, and so had a withered right leg. Accordingly, it was equipped with a manual clutch and left-foot accelerator pedal. A keen rallyist and man-about-town, the dapper Gnuva was undaunted by his affliction and seems to have campaigned the car more than his predecessors, taking part in 15 rallies and hillclimbs in just six months, doing events such as the Critérium des Cévennes and

Above: Magic Fix decals are those of a hair products company which sponsored Gérard Larrousse. Frismola? Oh, they made nappies!

Below left: It doesn't take much to imagine what that sounds like at full chat!

Below right: Hella tail lights in a light glassfibre housing – trademark 911R style!





Above left: Scheel seats are used in conjunction with four-point Britax harnesses – you'd never get away with that today, when thicker webbing and five-point are the order of the day

Above right: Glassfibre doors feature simple 'T' pull to operate the lock, and a leather strap to lift the Plexiglas window



Below: No-frills dashboard means no glove-box lid, no radio and just three gauges. Fuel and oil level gauges are dispensed with, along with the clock

Course de Côte de Millau in 1970, and Course de Côte Lodève in '71 and '72.

By now he'd upgraded it to an ST, the engine enlarged to 2.3-litres and fitted with high-butterfly injection, and the car now featured wider wheelarches, with Minilite wheels on the back. He had an accident in the Rallye de l'Hérault in 1971, and the car was then repaired with the assistance of nearby Montpellier-based Alméras Frères. It's at this moment that the car lost all of its remaining original glassfibre panels, and the doors were replaced with a pair of regular steel doors.

In 1973, 016R was acquired by Jan Gonçalves from Paris who sold it in '76 to fellow Parisian Raymond Touroul – who seems to have owned every famous 911 going at some point, though by '73 Touroul was heavily into RSs (he also drove a 910 at Le Mans that year), so quite what he had in mind for an R is not clear. He hung on to it for a while, though.

Touroul passed it on to Jean-Pierre Bodin in 1985. Bodin's claim-to-fame is that he and René Mazzia placed seventh in the 1969 Tour de France in one of the four factory 911R prototypes: 305876S, and 10th in the Le Mans 3 Hours in 1971 in a 911S. Bodin also ran 911T/R 11820505 in the 1971 Tour Auto and Le Mans 24 Hours, a car that Kobus is

currently restoring to concours. Thereafter, 911R 016 was bought by a collector in the south of France in 2002, and it's from him that Kobus acquired it.

In almost 50 years, then, the car never left France – until now, when it's in Belgium at Lasne. The last owner had the restoration carried out but did not put it back into one of its period race liveries. As Kobus says, 'these sponsor stickers are only found on the car during Ronde Cévenole, and in that year I've not found any other cars with these brands backing them except for Shell. Magic Fix was one of Larrousse's ongoing sponsors.'

Indeed, and bearing in mind that, back then, Gérard sported a pretty extravagant hair-do, it's not surprising to learn that Magic Fix was a brand of hair gel. Equally bizarrely, the other sponsor, Crylor Frismo, is a brand of nappies. Apart from that, the door bears Larrousse's signature, signed last year at the Concours d'Elegance du Valescure – a golf course near Cannes – where it won first place in the Porsche category, even though it wasn't wearing the '69 replica stickers at that point.

Up till now I've been champing at the bit to give it a go, and now it's my turn to relive the golden days of Larrousse.





I'm cranking up the flat-six – a couple of dabs on the accelerator and turn the key, and...*branger, branger, branger!* There's nothing quite like a 2.0-litre 911 – call that a 906 – on loud sports pipes with 210bhp at 8000rpm! I've been told not to let it idle because it will foul the plugs, so I have the perfect excuse to blip the throttle, proper old school!

So while I'm sitting here in this aural delight, I contemplate the internal austerity. I'm bound by period-style Britax four-point harnesses, which feel the part, enveloping comfortable, though short in the backrest, vintage-style Scheel bucket seats. No door liners, no roof liner, leather thong-like belts to prop up the windows, louvred air vents in the plastic rear three-quarter windows, each with a little drip tray to catch rain ingress.

There's no radio or glove compartment, obviously, no cigarette lighter, minimal carpeting over the side sills, drilled plywood footrests for the passenger and a welded-on foot rest for the driver. The simplest of roll-over hoops, braced from the rear seat mounts. The curious door opener is just a 'T' pull going straight into the lock mechanism in the glassfibre door, and although I anticipate the door will be light of movement it is always a bit of a shock how skimpy it does feel, weighing absolutely nothing; it's just a very basic empty glassfibre shell.

“RISING TO FEVER PITCH AS THE REVS SOAR TO 7000+...”

After maybe 10 minutes of this, it's well warmed up and we can head out to take the sunshine snapshots. It's a sharp cat, this 'R'. Vivid acceleration accompanied by that aggressive snarl, rising to fever pitch as the revs soar to 7000+rpm in each gear. Handling's equally sharp with a tight turn-in, as I balance it through the corners on our Belgian backroad location, perfectly weighted steering making it a joy to swing along the zig-zag byways.

What a beautiful implement this is, so responsive and so chuckable, and all the while I'm treated to that manic roar of

the 2.0-litre flat-six that's right on song at the moment. If I might say so, the acceleration seems more spontaneous, more explosive than the couple of 'R's I drove last year south of Brussels, and also the steering seems better weighted. And yet, at the time of writing, Mike van Dingenen, who's prepped

the car at Kontich-based 911Motorsport, still needs to do a full suspension set up and corner balance so, according to Kobus, 'it's not where it should be yet,' though I have to say, it does the trick for me.

What could you do with this car if you owned it and were minded to use it? Whatever it's worth, you could still use it in the Tour Auto and other big-time historical events. Let's face it, it cries out to be used and enjoyed – as a proper 'R' rather than the 'S' compromise it once was. **CP**

Above: An all-too brief drive on the narrow Belgian roads leaves a lasting impression – the 911R remains one of the greatest dual-purpose Porsches of all time

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Below left: Strut brace and large-capacity centre-fill fuel tank severely impact on the luggage space!

Below: Kobus Cantraine has amassed a wealth of history





1958 Speedster #54 Black & Taupe

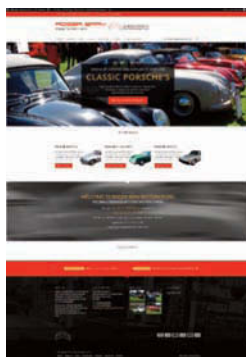
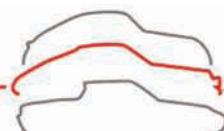
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LE MANS BOOK TRILOGY

This amazing trilogy of books contains a remarkable collection of models which is the property of the N Collection, comprising every single car that raced at Le Mans 24 Hours between 1949 and 2009 – that's over over 3000 cars! Here, for the first time,

you can see and compare all the various makes and models, from the famous to the obscure, that ever competed at the famous race event. Not only are there three views of every model, but the salient facts are given as to who drove each car, who the entrant was and how each performed.

Packed with over 30,000 facts, the books feature some 9000 photographs and 61 specially-commissioned paintings, along with an introductory resumé of every race. The collection includes 565 cars from the 1950s, 522 from the

1960s, 533 from the 1970s, 513 from the 1980s, 446 from the 1990s and 506 from the 2000s. Book one (which covers 1949 to 1969) comprises 354 pages, while book two (1970 to 1989) has 324 pages and book three (1990 to 2009) 296 pages. You can buy all three volumes as a set for £200.00 (plus £5 carriage) by visiting www.porterpress.co.uk



LIGHT & TRIM...

Karmann Konnection is now stocking the beautiful Hella 128 Lamps, the original Porsche accessory fog lamp for all 356Bs, Cs and 911/912s up to '73. Supplied as a pair, these retail at £456.00, including free delivery to the UK mainland.



LES LESTON DISCOUNT DEAL

This is something worth shouting about – Ritchie King is feeling generous! No, he's not handing out free candy, he's reduced the prices of his two most popular Les Leston steering wheels!

Designed to fit 356B and C models, the wheels are stunning recreations of the original and highly-prized Les Leston products from the 1960s. There are two styles available, one with polished spokes (as shown) the other with machine-turned spokes. You can use them with the standard horn push or full-circle horn ring (both of which are also available from Karmann Konnection) and they are both 375mm in diameter.

The polished version normally retails at £780, but Ritchie's special deal is just £474, while the machine-turned model – normally £888 – is now only £534. All prices include VAT.

Call 01702 340613, www.karmannkonnection.com

And then there's this four-piece aluminium step-plate trim set, which will fit all 911/912s from 1965–'73. It comes complete with two wide and two narrow pieces, with all screws. One set per car is required. These retail at £118.00 inc VAT and postage to UK customers.

For details, visit www.karmannkonnection.com



PORSCHE DESK ART



Stefano Notargiacomo is a very talented sculptural artist from Rome. Much of his work relates to his passion for cars and scooters, especially Porsches, using parts such as crankshafts and hubcaps to create amazing functional works of art.

He has recently completed a 'desk tidy' for an actress client who wanted it as a present for her 356-owning husband. The inspiration comes from the classic Porsche coupé, with the shape reflecting the nose of the car, while the oddments cup on the side echoes the form of the door mirror. The Porsche script and a hubcap badge complete the piece, which is made from methacrylate. We can't tell you the price as it was a gift, so if you'd like to find out more, contact Stefano via his website...

For more details www.stefanonotargiacomo.it

THE MILLION MILE 356

When Guy Newmark's father bought his 356C new, we bet he had no idea it would still be going strong 50 years later, and with a million miles under its belt! He purchased it new in Germany, and then had it shipped back to the USA. Four years later and with 40,000 miles on the clock, he bequeathed the car to his son, Gary, as a graduation present.

Since then, Guy has used the car daily, maintaining it impeccably and loving every minute of being behind the wheel. The transmission lasted 900,000 miles, while the engine has had just three rebuilds over the course of clocking up the magic million. It even survived a theft attempt in 2013.

Impressive, yes, but the last word goes to San Pedro, California, resident Newmark. 'If you add up all the miles I have on the car, all the enjoyment I've had driving a million miles, it's just pure joy.'

RETROFIT ON TEST!

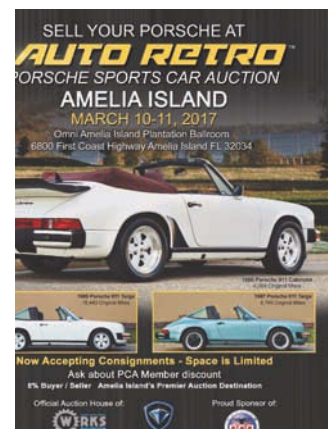
Classic Retrofit's CDI+ ignition upgrade for classic Porsche 911s has just achieved another milestone, clocking up 10,300 reliable miles in 35 days of driving on the Pan-American Friendship Rally. Fitted to Andy Graham's 1969 911S, the CDI+ unit covered an impressive daily average of 300 miles on its epic adventure. 'Our car is as close to original as possible, with only minor modifications to ensure reliability,' said Andy. 'These are mainly electrical, with the fitting of contactless ignition and a modern Classic Retrofit CDI+ ignition unit. CDI+ proved to be a sound investment, as the car never let us down.'

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AMELIA ISLAND AUCTION

As if going to the legendary Amelia Island weekend isn't enough fun (remember, that includes the PCA Werks Reunion, too), then how about attending what promises to be a truly amazing auction? Friday 9th March is preview day, followed by the Werks Reunion and Amelia Island Select auction for European sports cars, American classics and historic race cars on the Saturday. The main Porsche auction – Auto Retro – is being held on the Sunday, following the Festival of Speed showcase of over 300 exotic cars, bikes and boats. There are 50 hand-selected Porsches in the auction and you can see the whole list of lots by following the links on the website: hollywoodwheels.com



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CARGRAPHIC FUCHS REPLICAS

Cargraphic has cooked up a new range of fairly affordable replica wheels. Available in both 15-inch and 16-inch, the wheels are compatible with air-cooled 911s, 914, 924 and 944 models.

The 15-inchers kick off with 6J items with an ET36 offset and extend all the way to deep-dish 11J ET27 monsters. The 16-inch alternative starts at 6J with an ET36 offset and tops out at 9J ET15. Common to all is the polished rim and matt-black wheel centre, plus a three-year warranty and German TÜV certificate. Centre caps and mounting hardware are not included, but the wheels are fully compatible with factory caps and wheel bolts. Prices start at €220 each for the smallest 15-inch option (or £187 including VAT), while the epic 11-inch wide 15-inch monsters come in at €660.45, or £563. More information from www.cargraphict.com



RACE AND RALLY MODELS



Two superb resin models in 1/18th-scale are a must-have addition to any enthusiast's bookshelf (or display cabinet). On the left we have the Larrousse and Perramond 911 ST from the 1970 Monte Carlo Rally, while on the right there's the

1973 911 RSR as driven by Herbert Müller and Gijs van Lennep in the 1973 Dijon 1000km. Each model is highly detailed, the ST costing £158, the RSR £155. Both are made by Minichamps. For more, see www.racingmodels.com



CLASSIC PORSCHE BACK ISSUES AND BINDERS

The new *Classic Porsche* binder is in stock now! Featuring the new *Classic Porsche* logo foil-block printed in silver on the spine, the new binder is finished in the same dark blue as the previous version. Each binder holds up to twelve copies of your favourite Porsche magazine, and is shipped in a robust carton. *Classic Porsche* subscribers get 15 per cent discount! Just quote your subscriber number (see the carrier sheet on your mailed copies) and get 15 per cent off the regular price. Prices are as follows (subscriber prices in brackets): UK: £10 (£8.50); Europe: £13 (£11.05); Rest of World: £15 (£12.75). To order your binders, call us on +44 (0)1883 731150, or email: chp@chpltd.com.

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 10, 13, 14 and 16-41. 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



COMING IN THE NEXT ISSUE...



Contents subject to change

ISSUE #43 – ON SALE MARCH 16TH 2017

Overseas (approximately): Europe March 23rd; N. America April 20th; Australia/NZ May 18th. For your nearest stockists worldwide see page 3



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*The Blockley 185/70VR15 tyre is also similarly available at the special price of £250 +VAT a set of four (Offer limited to 100 sets)

DELWYN MALLETT

LOCATION, LOCATION, LOCATION – IT'S ALL ABOUT THE LOCATION, SAYS MALLETT, NOT TALKING OF A HOUSE PURCHASE BUT THE ENGINE IN A PORSCHE...

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...



Where Porsche chooses to place its engines has these days ceased to be an issue that exercises the passions of enthusiasts, but I must say that I'm pleased, excited even, to see that Porsche, after more than half-a-century of production, have finally built a 911 with the engine in the 'right' place.

The 911 has always been described as 'the triumph of engineering over physics' and it appears that 'engineering', having battled stoically with great success for so long, has finally acknowledged that it might be more rewarding to bow to 'physics' rather than fight it, and make a great car even greater. But can we still call it a 911?

Although the 2017 911 RSR endurance racer is strictly for the track, could this mean that somewhere down the line there's what would amount to a 'Super Cayman' lurking on a CAD screen? Let's hope so. It makes a certain amount of sense now that the Cayman itself has lost that legendary six-cylinder magic.

As one of the older contributors to *Classic Porsche* magazine I remember only too well a time when where Porsche decided to locate its engine generated much heated bar-room debate amongst the faithful. For the traditionalists it had to be in the tail – where it had been since 1948, or 1938 if you include the Beetle in the equation.

The success of the Volkswagen Beetle meant that by the 1960s a host of manufacturers had at least one rear-engined model in its lineup. Renault, Fiat, Simca, Seat, BMW, NSU were pumping out tail-happy family saloons in the millions. Britain had the Hillman Imp and even the automotively conservative Americans had a bash, with the Chevrolet Corvair. The arrival of the groundbreaking Mini in 1959 was the beginning of the end for the rear-engined car and by the early 1970s virtually every European manufacturer had abandoned the idea with only Volkswagen and Porsche in Germany and Skoda and Tatra in the Czech Republic pursuing the configuration.

The 914 arrived in 1969 with its controversial styling and engine ahead of the rear axle – just like the racers, but the real schism amongst the Porsche acolytes took place in 1976. The 924 created a shock wave that split the fan-base, provoking the same degree of vitriol that greeted Bob Dylan when he went electric. Replace the cry of 'Judas' with the not quite as succinct 'Not a real Porsche'. Not only was the engine in the front but, to pour brine on the insult, it was water-cooled, too.

Although I witnessed Dylan's 'electric' tour and was an enthusiastic convert, when it came to Porsche's new arrangement no one shouted 'not a real Porsche' louder than me. And not far behind came the 928 – 'real' or not, the front-engined Porsche had arrived and was here to stay.

Having strayed 'off piste' more than once in my tail-wagging Porsches, with bent bodywork to prove it, an incident in a 924 did convince me that a front-engined Porsche had some admirable qualities. On a trip to the Nürburgring I managed to gatecrash a Porsche Club of America 'driving school' event for a bunch of enthusiasts who had just taken delivery of their new Porsches.

Factory driver Jürgen Barth had spent the best part of the day showing them how to drive the 'Ring and, as I stood idly by, a bunch of keys arced in my direction, thrown by a wildly grinning Yank shouting, 'You take this one, I'm going with Jürgen!' 'This one' turned out to be a brand new, not yet on sale in the UK, 924.

I wasn't exactly gripped by panic but with absolutely no pre-flight introduction to a car that I had never seen before, let alone sat in, and 14 miles of the world's trickiest circuit ahead of me, I was mildly anxious. I couldn't even find where to put the ignition key!

Finally getting underway I sped after the rapidly disappearing field of a dozen or so cars, eventually catching up to, and for the next few miles, more-or-less attaching myself to the rear bumper of the tail-end Charlie.

Up until this point I had been impressed by the chap's verve in a curve, and despite a suspicion that we

were going a bit too fast for the bend that was about to catch us out I was suckered into it. Underpowered and undergeared it might have been but the 924 was not lacking in the handling department. As the rotating 911 sped out of my peripheral vision into the undergrowth my right leg also had an attack of the wobbles and I became more of a passenger than a driver as 'physics' gave me a practical demonstration of the effects of centrifugal force.

Whereas the 911 had departed engine and tail first the 924 pursued a long, snaking, speed reducing, series of slides, gyrating around the mass of the engine, but not spinning. Fortunately all of this without leaving the track, sparing me an embarrassing encounter with its new owner. Impressed though I was, I still couldn't bring myself to think of it as a real Porsche.

I capitulated eventually and for several years enjoyed a stunning 924 Carrera GT (full story in issue 3 of *Classic Porsche*), but I'm afraid that for me, now and forever, 'real' Porsches have to have the engine somewhere behind the driver – and a mid-engined 911 could just be the best Porsche ever. **CP**



Dr Porsche knew where the engine should be – in the middle. Oh, so why is the engine in the rear of the 356 and the 911? Maybe it should be at the front? It's all very confusing...

“ I COULDN'T EVEN FIND WHERE TO PUT THE IGNITION KEY... ”

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Porsche 911SC 3.0L 1982
Targa, Manual Gearbox, LHD
Guards Red.



Porsche 911SC 1982
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Black, all original interior.



Porsche 911T 2.4L 1973
Coupe, Manual Gearbox, LHD
Signal Yellow, Black interior.

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ROBERT BARRIE

We live in a fast-changing digital world, so why are more people buying vinyl records than for years? Could it be it's time to start a 'pre-digital revolution', Robert wonders?

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



I'm old enough to remember vinyl records the first time round. I used to collect them and so did my mates. Then we got older, there were newer and better ways to listen to music and vinyl went out of fashion. I got rid of my collection and didn't give the subject another thought until a few months ago, when I heard record sales were growing strongly again. In the UK, they just hit a twenty-five year high.

In *The Revenge of Analogue*, David Sax tells how records were rediscovered. People are listening to them and, in a world in which music is more or less free, they don't have a problem paying to do so. You can make money pressing and selling records again. Sax points out something similar is happening with writing and books. You may be reading a paper copy of this magazine. Maybe you prefer it to the electronic version. You may even enjoy going to the shops to buy it.

That's right – despite greatly exaggerated rumours of their demise, record and bookshops still exist. In fact, their numbers are growing.

This is no passing fad, in my opinion. The modern world is a frantic place and, mostly, it's all we can do to keep up. But sometimes we can afford to be analogue. It's analogous to luxury. See what I did there! We don't always need immediate and near-costless access to unlimited numbers of sounds or words. Sometimes less really is more.

We might like to take a record out of its sleeve, place it on the turntable and put the needle in the groove. We might like to open a book or make a note in a paper diary with an ink pen. All of this because we like to exercise choice, to collect and to curate. We like to do real, tangible things, to be involved in the process and to do it our way. In a mostly-digital world, analogue is niche and low volume. There isn't the time for it to be anything else. However, what records and books show is that, despite that, it can survive and be profitable.

Where does this leave old cars? New cars are so much better – on almost any measurable basis – you have to wonder why we spend time and money on old ones. We and plenty of others do exactly that, of course, but we are getting on a bit. What happens next? I was greatly encouraged to find that it wasn't just dated oldsters like me buying records nowadays, but youngsters

doing so for the first time. The manual gearbox is an obvious analogue read-across to our world. A digital gearbox changes more quickly. Ferrari no longer makes a manual car as a result. Porsche hardly makes any either, but the current 911R – the name is a clue – is an exception.

We all like to drive quickly, but some of us like to change gear slowly! Or, to be more precise, we like to change gear ourselves. Check out the used Ferrari adverts, by the way – everyone wants one of the last manual cars! Actually, as we know very well, there is a lot of old-fashioned stuff you can do when driving if you wish – like not over-revving the engine, not

spinning the wheels and not locking the brakes. Then you can stick your head under the bonnet and try to figure out how the damn thing works.

How to encourage analogue? It starts with discovery. The idea is that if you learn a little about old cars you'll want to know more. It's fortunate that Porsche still makes something called a 911 with an engine in the back. What better way to link to its past.

Could it now make a series of 'real' 911Rs? It might sound laughable, but it's what Jaguar has done with the Lightweight E-type. It only made a handful, but we have all heard about it. They probably sold a few more F-types – the name is another clue – as a result.

Then there are analogue-digital partnerships. Need a hard-to-find part for your ancient 356? Don't worry, there is a business somewhere with a searchable digital photo-catalogue of every nut and bolt who'll courier it to you overnight. Don't forget you found out about them via an advert in this magazine!

Above all, the key element of analogue is that it's more sociable. Sax writes that Record Store Day – a series of special events in record stores – played an important part in the revival of vinyl. There's nothing nicer than sharing your interest with other people.

So, the future of our hobby is in the hands of those of you that organise old car events, be it breakfast clubs, cars and coffee, swap meets, open days, road trips, track days, concours, race meetings, and so on. The length of the list is itself indicative. Of course, if you are organising an event, don't forget to take your phone and post the details on social media. Before, during and after! **CP**



In an age when the allure of pre-digital – or 'analogue' – technology is gaining popularity, will we ever see a day when Porsche might be tempted to produce a 'continuation' 911R, in the same way that Jaguar has done with the Lightweight E-type, asks Robert...

“ WE ALL LIKE TO DRIVE QUICKLY, BUT SOME OF US LIKE TO CHANGE GEAR SLOWLY! ”



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LETTERS

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IROC: RSR OR NOT?

I enjoy your magazine and was just curious about a couple of facts in your article on the 'Hillstarter', featuring the Mexico Blue 3.0 RS (issue #39).

I've always been confused by the IROC cars, as mostly they are referred to as RSRs, while they have more in common with the RS than the RSRs of 1974. They were also originally delivered with the duck-tail spoilers and, before the first race, the 'tea tray' or 'whale tail' spoilers were added.

My confusion lies with the wings (fenders): the RSR of 1974 had vents and the IROC cars don't, and the RSRs had much wider tyres and centre-lock BBS wheels, while the RSs had the standard five-lug Fuchs wheels.

It seems to me that either the IROC cars were really RSs, or a one-off RSR model, as they certainly don't resemble the race-prepared RSRs of 1974. I'm not questioning your story, just curious and wanting clarification.

Richard Van Dyke
California, USA

Keith Seume replies: Well, despite the 'narrow' 3.0 RS bodywork, the factory did indeed regard the IROC cars as RSRs and counted them as such in the numbers. The 15 cars were built using the body structure of the production Carrera 2.7 and the factory referred to them as 'Carrera/RSR 210 (DIN)', Type number 911.74. In common with all subsequent 3.0 RS and RSR models, they shared the Carrera 2.7 chassis prefix 911 460. The chassis numbers of the IROC cars were then included in the homologation process for the RSR. So, in many ways, the cars could indeed be considered highly-modified Carrera 2.7s. In reality they were, as you suggest, one-offs in their own right – a kind of half-breed. But the fact remains, as far as Porsche was concerned, the IROC cars were RSRs, with the RSR engine and brakes etc.

LOVE FOR THE 2.7 911

We live in France but on a short trip to the UK I found *Classic Porsche* magazine, which is just what I have been waiting for. We have been Porsche owners for 30 years and our 911s have included 1980s 3.2 Sport, 964C2, 964 3.8 RS (our biggest mistake was selling it) and a gen 2 996 GT3 (which proved underwhelming after the 964 RS). Our current pair are a gen 2 996

Turbo S with KW V3 suspension, JZM chip, Forge intercoolers, Milltek exhaust, etc, producing 515bhp, and a 1975 2.7S producing 175bhp. The Turbo is a massively capable car that eats miles, it has done 75,000 miles and still drives like new, it is like a poor man's Bugatti Veyron!

The 2.7S is often derided but for us it is an excellent car. It is ex-USA but the engine was rebuilt by Autofarm in 2000 to Euro spec before coming to France, and the previous owner used it as his reserve car in regularity rallies (he was in the top 10 in the French championships).

The car is lightly modified with Bilstein sport shocks and various 930

components in the suspension, and a Dansk exhaust. Although only producing 175bhp, the car is light and pulls strongly with great throttle response, in spite of the K-Jetronic injection. It is a delight to drive on quiet French roads and is welcome at any classic car show here.

Although our two 911s could not be more different they are both unmistakably 911s and are our two 'keepers'. Perhaps the market will discover the 2.7S and reassess its qualities, as is happening with the 912. Its current market price certainly makes it a great buy.

David Smith,
France



Were the IROC cars of 1974 really RSRs, or were they RSs, like the 3.0 RS we featured in issue #39, asks reader Richard Van Dyke?

“AS FAR AS PORSCHE WAS CONCERNED, THE IROC CARS WERE RSRs...”

level of restoration it had gone through. Another question the feature hasn't answered: why on earth it was named 'Barbarossa' and who gave it this intriguing name?

Mohammad M Ayyad
Jerusalem

BARBAROSSA

The main feature in issue 40 on the oldest surviving 901 prototype in existence was simply unbelievable.

However, if a car with such intriguing history has been actually a 'barn-find', that means there should've been at least one photograph of the car 'as found', just to realise the

Keith Seume replies: Sadly, we did not have access to the barn-find photos at the time of writing. The name 'Barbarossa' was one chosen by the development team – each prototype was given a pet name to help distinguish it from the rest ('Sturmvoegel', 'Fledermaus', 'Blauweise', among others). But why 'Barbarossa' specifically, we'll never know!



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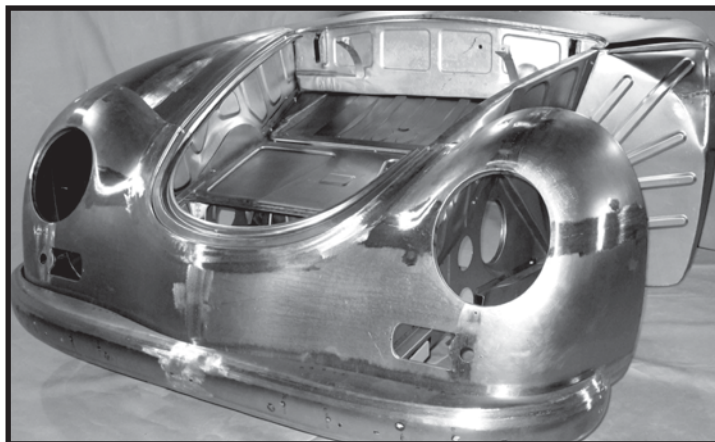


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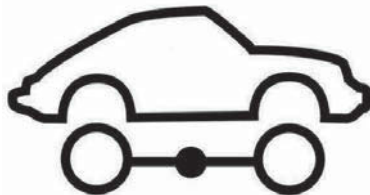
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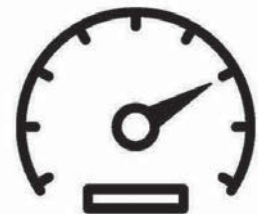
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A MATTER OF TASTE

It's all in the detail. Andy Boyle's tasteful take on an outlaw 356C coupé brings together the best of ideas to create a classic Porsche that would have done the factory engineers proud

Words: Keith Seume
Photos: Paul Knight







Specialist Porsche forums on the internet are awash with tales of projects, some that get off to a great start and then fizzle out after just a few postings, while others last for months – or years – going into immense detail about every single aspect of the rebuild. Many cover relatively straightforward restorations, others detail how a car was highly modified, transformed into a race replica or outrageous hot-rod.

Of the many cars that are featured, there are some which instantly grab your attention, not necessarily because they are totally over the top, but because it's clear the owner knows when to stop – knows the difference between good taste and bad. Knows what makes an old Porsche into something special without going to extremes. Andy Boyle's tastefully – and skilfully – modified 356C is an excellent example of this.

He's now retired, but in the past Andy's worked as a research chemist for pharmaceutical giant Unilever (coincidentally, based in offices across the road from AFN in Isleworth, the original Porsche importers in the UK) and then, via a variety of other avenues, he ended up in mid-Wales running his own classic car business, building Jaguar C- and D-Type replicas before moving on to restorations. Later still, he retrained as a Design Technology teacher and now lives in retirement in the Midlands.

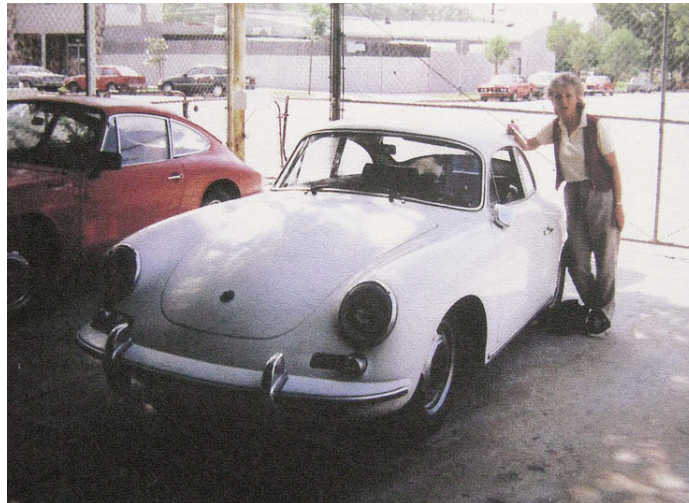
Andy's automotive interests are possibly best described as many and varied, for his current stable includes an early Series 1 Lotus Seven, a race-prepped Alfa Romeo Giulietta Sprint Veloce and a project 1947 MG TC. From that list you can tell that a love of classics runs through his veins, but it's fair to say that Porsche is the marque which carries the most appeal.

The passion started with the build of a GP Concessionaires

Above: Yellow French-spec headlight lenses, smoothed bumpers with Carrera aluminium trim and 904-style steel/aluminium wheels – all details adding to the appeal

Below left: As imported into the UK, the car proved to be basically sound apart from rot in lower door skin

Below right: Wife of the original owner happily sent Andy a bunch of history relating to the car





718 RSK replica, built using many original 356 parts back in 1984. This was soon followed by a right-hand drive 356B in the late 1980s (which he admits to having cut up and sold for spares – but remember, such cars weren't worth much back then). Over the years Andy's owned close to 20 what he describes as 'old' Porsches including, he tells us, 'Maybe a dozen early 911s (nearly all of them modified), a perfect unrestored 1969 912, that 356B, a couple of 924 Turbos, one of just 75 RHD 924 Carrera GTs, a 914/6 clone, a 904 replica and, most recently, the 356C "GT".'

Ah yes, the 904 replica. We can't pass that by without comment. Another internet star, the replica was built using a Martin & Walker 904 kit (actually, the word 'kit' does it a disservice, for it's a far cry from what most people would think of as a glassfibre kit car. It is about as accurate to the factory original as you

can get...) and became the stuff of legend, as Andy spent weeks, months even, researching the tiniest details to make this a car that would withstand the closest scrutiny. The end result was simply breathtaking – look on the restoration section of the ddk-online.co.uk forum for the full story.

Once the 904 had been sold to a new owner, nobody for one minute believed that Andy would turn his back on Porsches, and everyone eagerly awaited news of what was to follow. There were hints about an earlier car, but nothing was confirmed until one day up popped a new 'restoration' thread on DDK, detailing the build of a what many would today refer to as an 'outlaw' 356, but which Andy prefers to call his 356C 'GT'.

'I found the car for sale at Karmann Konnection,' says Andy, 'when I went to look at another 356 they had for sale. That was back in December 2014. The fact that it was in bare metal at the time was perfect as it gave me a blank

Above, left and right: Steel Speedster seats have been trimmed with elephant-grain vinyl, the same material used on the lightweight door cards. Note, also, the Carrera-style window pulls and the re-webbed aircraft-style harnesses

“EAGERLY AWAITED NEWS OF WHAT WAS TO FOLLOW...”

Below: Out on the road, Andy reports that the car has enough 'pep' to keep up with modern traffic, even on the motorway. Handling is sharp, the ride comfortable, thanks to Koni-damped suspension





canvas with which to start building the car to my own specification. In addition, with it being at KK, I was able to agree a spec and a fixed price to include many of their own custom-made parts.'

Andy continues the tale: 'As it was in bare metal, it was easy to assess the condition of its bodywork. As it turned out, the car just needed the bottom six inches of both door skins replacing and all of the redundant trim holes welding up. As for mechanically, it was agreed that as part of the sale the car would be checked over and refurbished as necessary to bring it up to MOT-plus standard (including the installation of new brake parts and suspension bushes). Also we agreed the engine would be "detailed".'

Working closely with Karmann Konnection in Southend, Essex, is a well-established restoration shop, as Andy recounts: 'Another factor in me buying the car was that Lionel's Bodyshop was virtually on the premises. It's owned and run by ex-Sportswagen head body man "Lionel" (that's Richard Clarke – but nobody calls him by his real name) who's undoubtedly one of the best and most experienced

Porsche bodywork experts in the UK.

'The paintwork was undertaken by Southend-based Essex Auto Finishers (who also do some work for Sportswagen) with the remit that I didn't want a perfect modern-looking high gloss finish. Instead, I wanted the car to look like it had been painted many years ago to a high standard. Trimming was done by Karmann Konnection's own trimmer and all mechanical work was also done in-house in their workshop.'

But why an 'outlaw' car? What made Andy follow that route, and with a later 356C? 'I've always been a big fan of Rod and Gary Emory's 356-based cars and I really wanted a 356A as a starting point (I still remember Ritchie King's stripped-out Carrera-looking 356A hot-rod that he built in the late 1980s) but escalating prices meant that unfortunately I'd missed the boat.

'Most "classic cars", for want of a better expression, that I've owned have been modified, but I always wanted them to appear to have been modified in period – ie, using the type of parts that would have been available to owners back in the day. I wanted this car to look like one that had been inspired

Above: Louvred engine lid, Sebring exhaust, 'GT' bumper trim – Andy Boyle's own take on a 356C GT coupé looks super-cool from every angle

Below left: When Andy first saw the car at Karmann Konnection, it had been stripped to bare metal, giving him the chance to assess its bodily condition in detail

Below: Engine had been rebuilt, but that red painted tinware had to go...





Above: Hopefully the full toolkit won't ever be needed, but it's a great finishing touch

Above right: Sebring-style exhaust is loud and throaty, and adds further to the Carrera 356C GT style

Below: As the original engine had only covered about 10,000 miles since a rebuild, Andy decided to leave it alone but treated it to a full repaint and external detail

by the very rare 356C GTs (of which I think only six were built), with a clean, somewhat minimalist, approach with all superfluous parts deleted and extraneous weight removed wherever possible.

'Like I said, since the car was in bare metal it was easy for me to stipulate a final spec, so it was built to my requirements. But I did supply some of the parts, including the 904-style steel/alloy 1965-dated wheels (that I'd had made in Australia for my 904) fitted with Avon CR6ZZ 175/70 tyres, a louvred twin-grille engine lid and elephant-grain vinyl, which I'd sourced for the Speedster seats, etc. The suspension was also lowered by about 25mm all round. I also decided on GT-style aluminium trim for the smoothed and detailed front and rear bumpers.

'Once I had the car back home,' Andy continues, 'I was

able to add further personal touches, such as an early 1960s Nardi wood-rim wheel, re-webbed aircraft-style four-point harnesses, custom-made grey vinyl graphics (including bonnet stripe, which is no longer on the car), yellow headlamp lenses and an original Talbot Berlin bullet mirror. I re-trimmed the interior door panels in elephant-grain vinyl to match that used on the seats. I also scrupulously cleaned everything – instruments, wiring, suspension, brakes, etc – and installed new adjustable Koni dampers.'

Mechanically, the car remains relatively stock, with the original engine having been rebuilt less

than 10,000 miles ago by Larry Markham. Which brings us to the matter of its past history. 'There was no history as such with the car but there was a new set of California licence plates in an envelope which had the previous owner's address on it. I wrote to her and found out that the car had been

“THE SUSPENSION WAS ALSO LOWERED BY ABOUT 25MM...”





bought by her husband in 1973 and had passed to her when he died in 1996. It turned out she had all of the receipts/invoices/history going back to 1973 which she was delighted to send me!' says Andy.

The car has recently been sold, but Andy readily admits he never keeps his cars for long. When asked why he had decided to sell the car so soon after building it, his reply was 'It's not soon for me! I don't get emotionally attached to any of my cars, or keep them for more than a couple of years, as there are too many others I'd like to sample.'

'I've driven the 356C "GT" approximately 4500 miles, including a trip to the Spa Six Hours and did a recent 2000 mile round-trip following part of the Wild Atlantic Way on the west coast of Ireland, both of which it covered without a hitch.'

So, did the Light Ivory Porsche (its original colour, incidentally) meet his expectations out on the road? If so, what was it like to drive? Andy is quick to reply: 'It's an excellent car to drive and has proved very usable. It's comfortable, easily keeps up with modern traffic – even on motorways – with good handling and brakes, and has enough room for "touring" with two people aboard.'

'The only thing that would improve its usage – especially for hilly roads – would be a bit more power.'

The tastefully-done coupé attracts a lot of attention

wherever it goes, notably from those who confess to not usually being interested in old cars. Mind you, when you look at those timeless lines, and hear the throaty roar from the Sebring-style exhaust system, it's not hard to understand its appeal, car lover or no car lover. It's all about good taste. **CP**

Above: Andy restored the early Nardi woodrim steering wheel himself, adding the finishing touch to a nicely detailed interior

“IT EASILY KEEPS UP WITH MODERN TRAFFIC...”

Below left: Andy supplied the louvred Carrera engine lid, which completed the 'GT' look he was after

Below right: Without that lid, it just doesn't look the same, don't you agree?



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COLLECTION OBSESSION

Waiting two hours to get an autograph was a small price for Ekkehard Diez to pay when you consider the autograph in question was that of Ferry Porsche himself. We take a look round what is believed to be one of the biggest and most comprehensive collections of Porsche memorabilia in private hands



Words: Jan-Henrik Muche/Keith Seume
Photos: B Hanselmann





If you want to be the best, you have to work hard at whatever you choose to do, and that includes collecting memorabilia. Ekkehard Diez wrote letters, sent birthday cards and even postcards from his holidays, all in an effort to get a response. Eventually the call came, but he had to wait two hours, from nine o'clock in the morning, before the Professor arrived.

The 81-year-old man he had come to see was none other than Professor Ferdinand Porsche – Ferry Porsche – who was impressed by Diez's enthusiasm for the company of which he was still boss, rewarding him with the autograph he'd so longed for. That was over 25 years ago, and today 58-year-old Ekkehard Diez has a collection which is the envy of all – everything he has is related to Porsche, not only cars, but tractors, too.

He collects everything from stamps to brochures, model cars, advertising material and parts from race cars. 'It all started when my father brought home a poster of a Porsche 911 from the local Volkswagen dealer when I was just 15,' he recalls. Later came the pins and models.

At the age of 23, he bought his first Porsche – a 356 – and admits that at the time he thought collecting would probably be a short-lived whim. But when the old men in his local

model club laughed at his efforts, he became determined to fulfil his earlier ambition to amass a notable collection.

Today Ekkehard Diez has one of the largest collections in the world, so he believes, and who would dare question that? One look around his memorabilia is enough to confirm it. He has 356 brochures from the earliest days of the company, cutlery from the workshops at the Porsche Diesel (tractor) factory at Manzell on Lake Constance, a business card from Louise Piëch, the valve cover from a Porsche-built TAG Formula One engine, and a pin-badge given to test drivers for completing one million kilometres (!) of accident-free driving.

His collection of pins brought Ekkehard to the attention of the Guinness Book of Records in 1996. At the time, the world record stood at 735 pins but his collection today stands at 2099! He also holds the world record for the greatest number of first day covers (stamps), with some 400 pieces in the collection from around 50 different countries. All the pins are attached to pieces of original Porsche pinstripe upholstery material, but other items are displayed in numerous glass cases, on shelves, in drawers – and all are meticulously catalogued by hand.

For over 30 years, he has been 'managing' his stock with

Top left: With over 2000 early Porsche brochures, Ekkehard Diez thinks he might now have enough!

Above left: Gold Porsche watch is one of several such items in his collection

Above: Books, magazines, workshop manuals, posters – you name it, Diez has it

Below left: His collection of pin badges earned him a place in the Guinness Book of Records

Below: Every item is catalogued by hand. Maybe it's time for a computer...





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a colourful selection of felt pens on sheets and sheets of lined paper. The resultant thick folder of information serves as his 'memory' when he visits shows and swap meets, or drops in on other collectors, or meets with somebody who wants to dispose of a late uncle's collection of race parts, for example.

'Once I started cataloguing everything, I couldn't stop,' he says. Now his apartment looks more like an office suite than a home – it's a big house with old furniture – and he admits that his hobby is not as much fun as it used to be. Maybe he will buy a computer one day... 'Material relating to Porsches has grown to be too expensive. The more people that are involved, the higher the prices become. I used to buy some pieces merely to improve the collection, but now I think "Why do I need more brochures?" I already have over 2000 and I can only sit and look at them...' says Ekkehard.

He's built a large storage space next to his home to house larger items. There's a coffee table made from the engine block of a Porsche 928, for example, but there are also cars – and tractors. Real ones, not models. He

owns a 912, a 911SC, a 914/4, 944 S2 and a 968. His everyday cars are there, too, in the form of a 928 GTS and a 993 C4, but there are also no fewer than nine Porsche Diesel tractors. They all drive, although they no longer need to earn a living, and play an important role in Ekkehard Diez's efforts to record the rich history of the marque.

He looks back to that day in 1991 when he visited

Ferry Porsche. 'After he signed my book, it became easier to get more autographs,' says Diez. Ferdinand

“COLLECTING IN ITS MOST BEAUTIFUL FORM...”

Piëch and Wendelin Wiedeking also willingly signed, adding their own little notes ('Great collection!' said former boss Wiedeking).

Perhaps the nicest inscription came from 1990s chairman, Arbo Bohn, who made a play on the famous slogan 'Driving in its purest form' by adding the words 'Collecting in its most beautiful form' to his autograph. That kind of says it all about Ekkehard Diez's collection... **CP**

Above left: Ceramic plates are among the most attractive items in the extensive collection

Above: There are shelves packed full of models, too, both large and small

Below left: No matter what the model, Ekkehard Diez has a manual or technical bulletin. His apartment now resembles an office more than a home...

Below: More delicate items, like the ceramic plates, are carefully stored away





Top left: These matches are not for burning...

Top right: The prized autograph collection, which started in 1991 with that of Professor Ferdinand 'Ferry' Porsche himself

Above left: Postcards aplenty

Above right: Porsche Diesel tractor models form a significant part of the vast Diez collection

Right: Ekkehard Diez built a special storage facility next to his home to house his cars and tractors. Looks like there's plenty of space to add a few more...





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ROAD WARRIOR

PETERSEN



Words: Matt Stone
Photos: Mel Stone

The story of Porsche's seminal 912 model has been well and often told, but the unique life of this particular 1969 912 is documented in several books that you've likely never seen or even heard of. The late Michael Newlon drove his Porsche 912 all over the western United States, and wrote (and published) books to share his adventures



On the surface Michael Newlon was an average American guy. He was born of a normal family, grew up, went to school and college (co-incidentally graduating from the same university as this writer), got a job as a business consultant, bought a cool sports car, served in the military and reserves, and married, retiring with his wife in 2005.

His '69 912 was configured like many others; Mr. Newlon bought the car new, and ran it as every day transport for the first several years of its life. It was originally painted Light Ivory 6804-131, a standard 'soft white' 912 colour. He described its specification thus: 'It has a very nice monaural Blaupunkt AM/FM/SW radio. Its only factory option was tinted glass all around – pretty basic, even for 1969. Long after delivery, I discovered the car had actually been

assembled using a Karmann-built 911 chassis, complete with dual battery boxes, factory 911 suspension fittings and wiring harnesses.'

He drove, used, and enjoyed it, particularly for long solo journeys on some of the more storied American highways: US Route 95, State Route 99, California State Highway 101, California 395 and others. Picturesque roads leading to and through historic places, with a variety of natural and man-made wonders to be enjoyed along the way. Michael Newlon photographed and memorialised his adventures, writing and having published (through self-publishing house Outskirts Press) books about four of those trips, one of them covering the more than 1500 miles he travelled.

The full-colour, soft-bound books resemble a very personal slide show about his travels. He occasionally met up with friends or acquaintances along the way, in one book

*Above and opposite page:
The 912 now resides at the famous Petersen Museum in Los Angeles, where it is a popular exhibit with both visitors and staff, who use the car regularly*

Below: It began life painted in Light Ivory but was repainted Grand Prix White some years later





a couple (driving a Boxster) joined him for part of his route, acting as photographer. These books are highly detailed, with all sorts of route tips, instructions, and maps along the way.

He cared for his car, maintained it, and treated it with respect, but certainly didn't baby it. There are many photos in his books showing this intrepid 912 crossing a blazing desert during the heat of summer, and often driving through rain and snow storms. It was a car whose purpose was to get him where he wanted to go, when he wanted to go there.

Ultimately time, travel, miles and years wore the car physically and mechanically. But it was still much loved, so he treated it to a rolling restoration, which included a

complete engine and drivetrain overhaul, plus a physical refresh in the form of a bare-metal respray, changing the colour to Porsche's popular Grand Prix White. It doesn't appear to have ever suffered any rust or accident damage.

Along the trail, literally and figuratively, he equipped the car with an oil cooler, wider steel wheels and modestly

Above: Sitting alongside other Porsches in the museum's storage facility, ready to be taken to yet another show

Below left and right: Well-worn key fob is evidence of a lifetime on the highway, while a vintage map is all you need to get you to where you're going. Sat-nav? We don't need no sat-nav!

“TREATED IT WITH RESPECT BUT DIDN'T BABY IT...”





Above left and right: Five-dial dashboard has been personalised with a hounds-tooth insert to match the seats. Steering wheel cover is further evidence of a long time spent on the road

oversized tyres, an auxiliary set of rally-style driving lights mounted in the horn grilles, and a throaty-sounding sport exhaust system.

As he and his wife retired to the California 'low desert' (near the well-known retirement and resort communities of Palm Springs and Palm Desert)

Michael Newlon developed a plan for his car that would ensure it would live on, even after he and his wife did not. There was little question in his mind about the best

course of action for his beloved 912, that being to entrust it to the sensitive and capable hands of the curators and collection managers of Los Angeles' Petersen Automotive Museum via donation.

Below: The interior looks fantastic, the only thing letting it down being the two carpet remnants used as floor mats

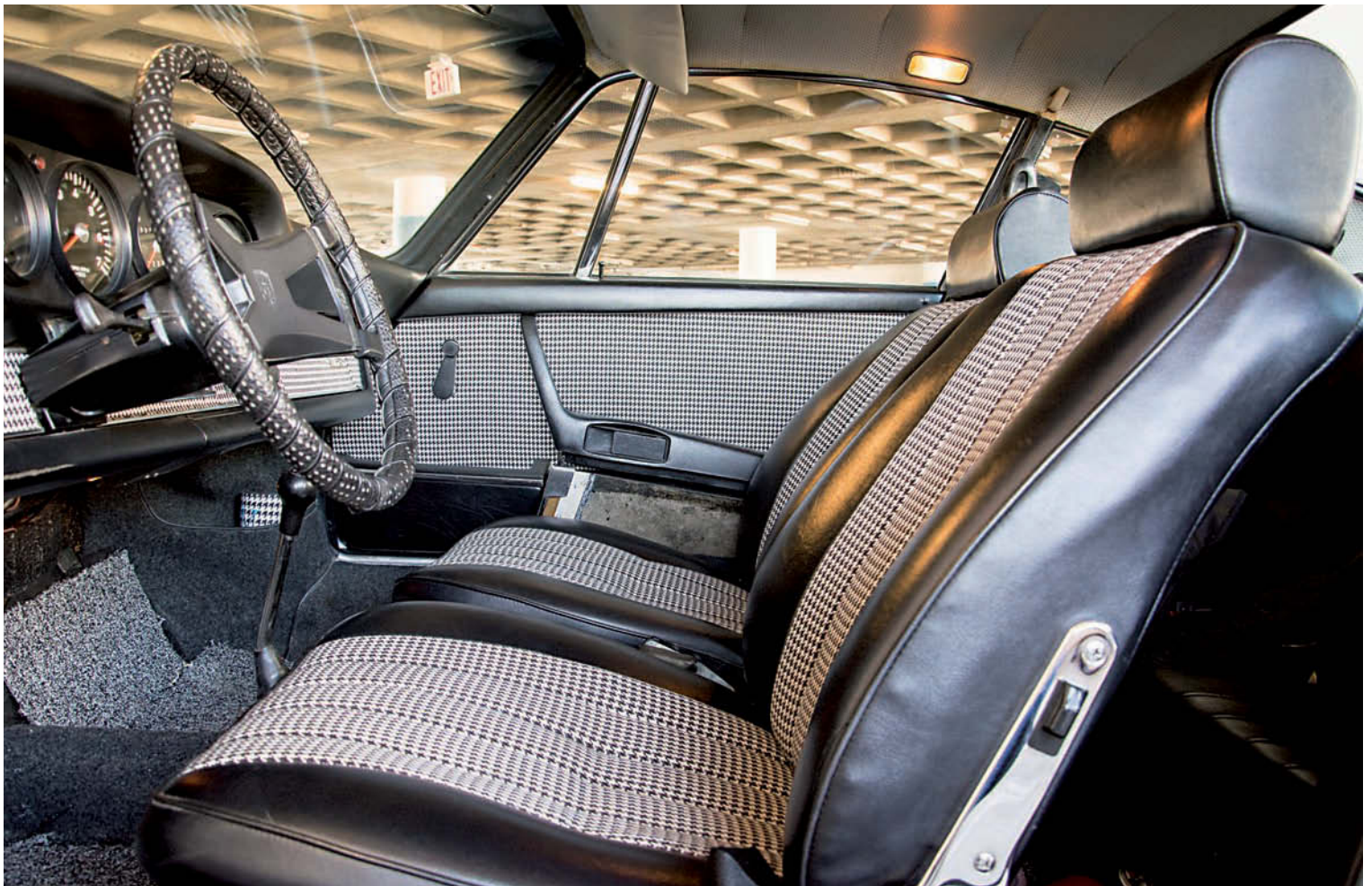
"THIS BOOK IS A MUST-READ FOR PORSCHE FANS..."

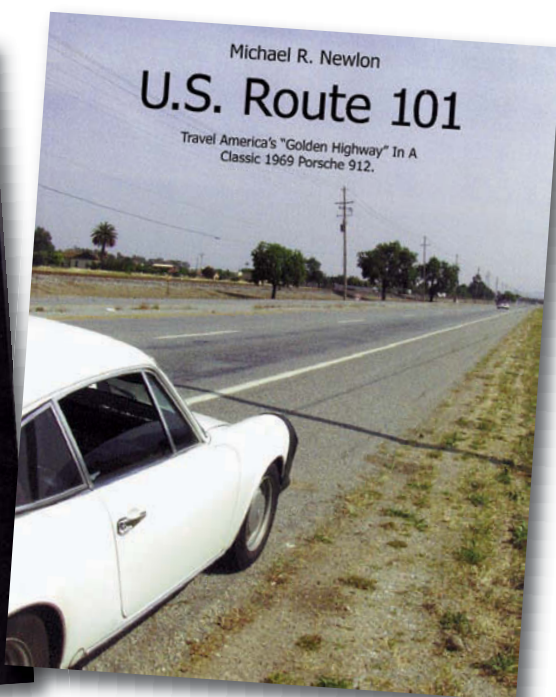
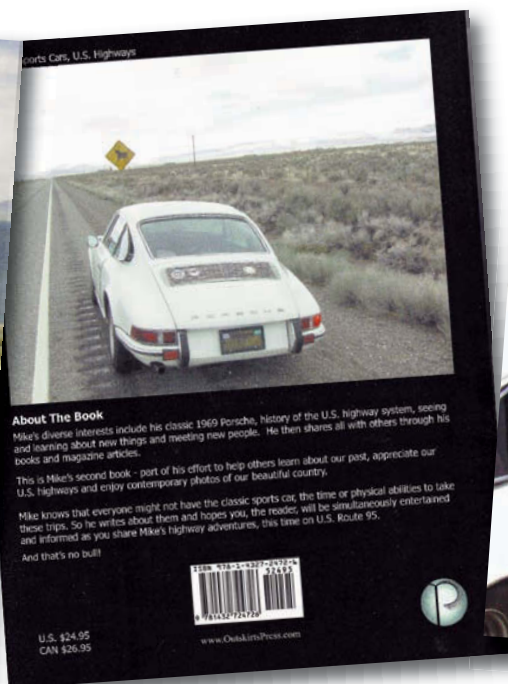
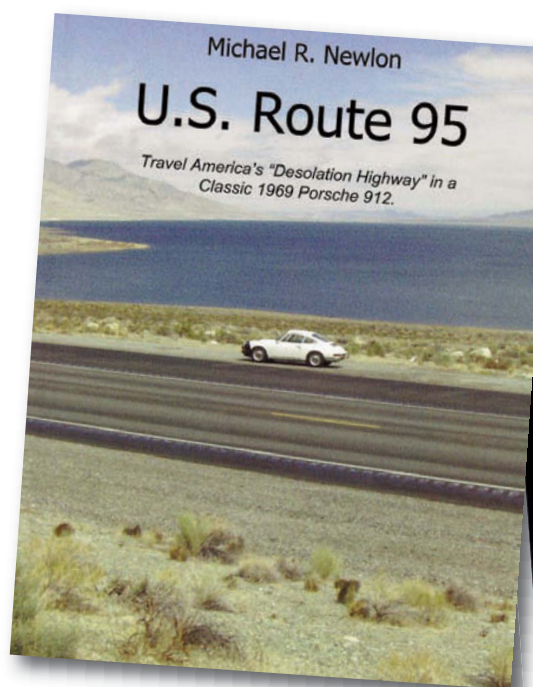
In a charming letter from his wife to the Museum, Bernadette Newlon wrote that 'Mike has in his trust that the Petersen Museum will in time receive the car; so exciting to think it might be kept with your own Porsche 901 and 911.'

Michael Newlon passed away through cancer in late 2015 at the age of 70, and the car is now a valued member of the Petersen's estimable collection.

Outskirts Press's words promoting Michael Newlon's travelogues include: 'His books also use highway atlas maps from 1959 (there were

no completed Interstates in the west in 1959) to show points of interest along the way. This book is a must-read for Porsche fans, highway geeks, amateur historians and others interested in this beautiful, important and historic US





highway. Air Cooled Forever!' Indeed.

At first glance the Newlon 912, now the property of the Petersen Museum, appears unremarkable. It's very stock looking, save for the minor modifications outlined above, and in clean, solid, used and enjoyed, if not concours, condition. A nice honest car that any of us would be thrilled to own. The doors shut with the proper solid 'thunk', the glass is clear, the chrome complete and bright.

The floor mats, such as they are, are hastily scissor cut pieces of remnant carpeting, but the interior is otherwise tidy and original, looking just right in its hounds-tooth cloth, some of which has also been added to the dashboard fascia – it's not stock, but looks somehow appropriate there.

Still wearing its original California black and yellow licence plates, 912 chassis number 129022884 is a four-speed car, showing just under 140,000 miles on the odometer.

Museum collection manager Dana Williamson comments that 'It runs really well – we take it to shows and events all the time, and it has no strange habits.' We find this to be true during our photo shoot and drive session as the car fires on

the button even from cold, and runs smoothly with no smoke and good oil pressure. The shifter is a little graunchy, likely never having been rebuilt or rebushed, and in fact they were never that great anyway. No matter, the car launches smoothly from stop, and pulls willingly, making slightly louder and throatier noises than usual along the way courtesy of the sports muffler. Shifts are easy enough and the clutch is

smooth and linear. The brakes pull up clean and straight.

This car has miles on it but has been carefully fettled and maintained, no doubt improved by the mid-life freshening. The

carburetors are dialed spot on, as it never spits back or coughs on the run, no matter the gear choice or throttle position. It even coped well with the constant starting, stopping, shutting down and starting back up that's typical of an automotive photo shoot in and around the Petersen Museum's daring, avant-garde architecture for which it is becoming globally known.

Above: Self-published books tell you all you need to know about travelling on the historic roads of the USA – preferably at the wheel of your classic Porsche...

“WE TAKE IT TO SHOWS AND EVENTS ALL THE TIME...”

Below: Spare wheel is a widened version of the original to match the rest of the rims used on the car





Above right: Engine was treated to a rebuild out of deference to the mileage the car was covering...

Thanks to:

Mary Brisson, Leslie Kendall, and Dana Williamson. The Petersen Automotive Museum, Los Angeles, California. www.petersen.org

Below: Sports exhaust gives the car a throaty sound and adds to its character

Then of course there's that steering. Full of feedback, telepathic, light enough to be driven on fingertips yet with weight and the sense of a direct connection to the front tyres and the road – evidence of the days of lighter 911s and 912s running narrow radial tyres with deep sidewalls! Plus of course, every inch of this car smacks of quality: you feel it in everything you touch – the handles, the controls, the doors, engine cover and trunk fit. It was clearly a car built to last – and it has.

It was touching to find some of Michael Newlon's maps in the door pocket. The leather of the key fob has worn so completely through that it no longer grips the key ring. As the engine thrums happily, the ride is smooth and the steering wheel keeps us posted as to road surface and direction, it's easy to imagine the original owner cruising up Highway 101

or across Route 99, at the wheel of his special Porsche, seeing the sights no matter the weather, and planning his next adventures. This is clearly a car that has been used, enjoyed and loved. And it lives with its many miles and stories intact.

To otherwise restore or modify it would be a crime against history, although a fresh factory carpet set might be a welcome upgrade! We don't know when the shabby hand-cut remnant carpets were cut and laid down, but they really do nothing for the car. Arguably, it would benefit from a good deep down detailing and valet job. Otherwise, it's beautiful, and charming.

Many people would do well to have lived as good and adventurous a life as did the late Michael Newlon. Any Porsche would do equally as great to have lived a life as wonderful and honest as this one. **CP**



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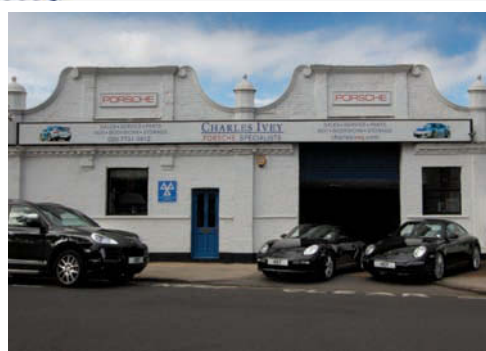
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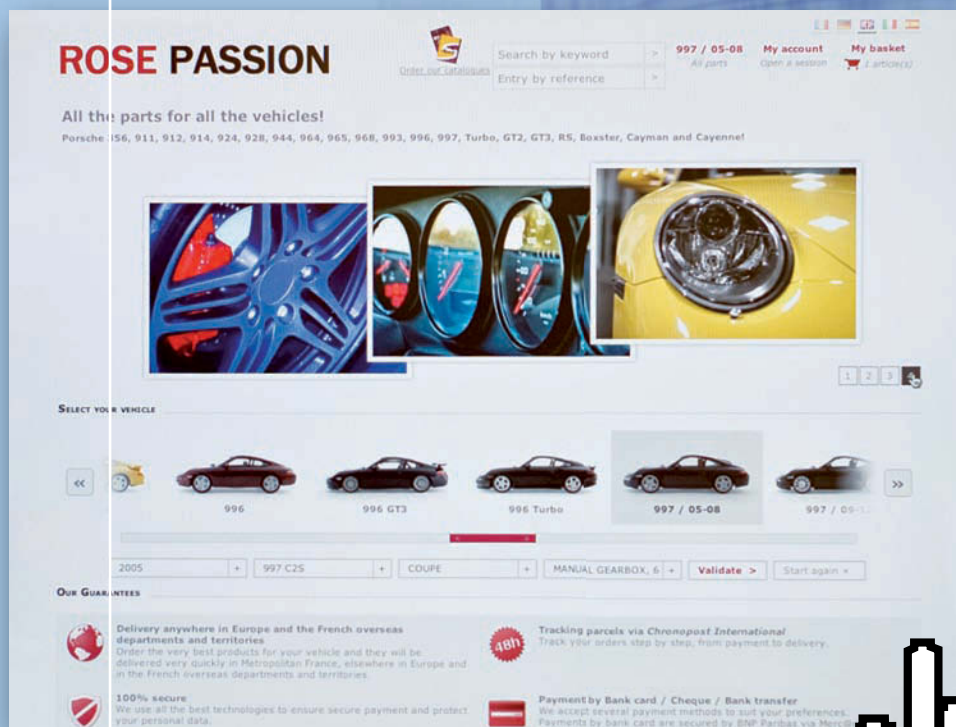
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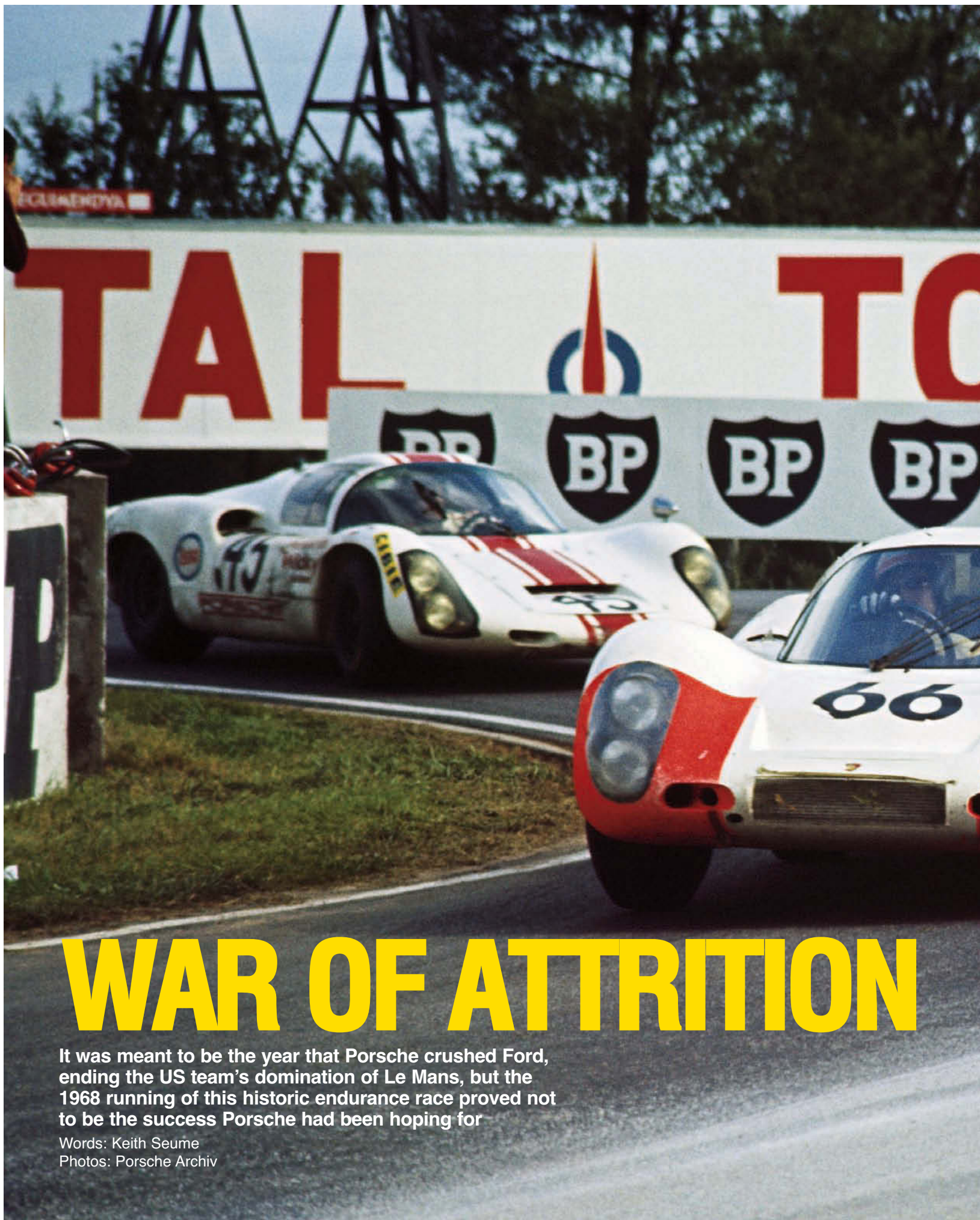


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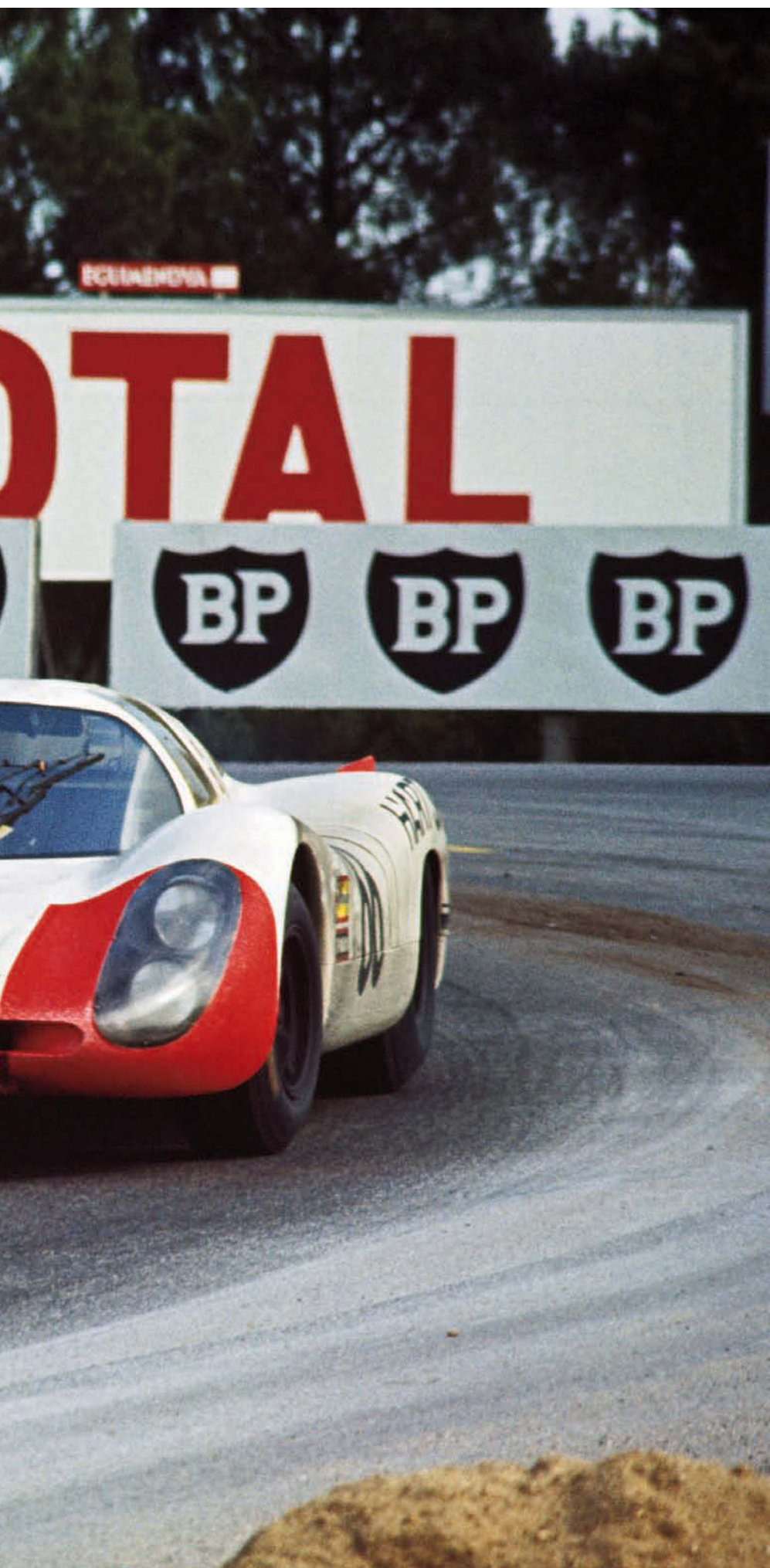




WAR OF ATTRITION

It was meant to be the year that Porsche crushed Ford, ending the US team's domination of Le Mans, but the 1968 running of this historic endurance race proved not to be the success Porsche had been hoping for

Words: Keith Seume
Photos: Porsche Archiv



Porsche was hungry for a win at Le Mans. Although the team had enjoyed class and Index of Performance successes over the years, overall victory had proved elusive. Indeed, in 1967 they'd been forced to sit back and watch as Ford – the upstarts from across the Pond who had only shown up at Le Mans in a determined effort to humiliate Ferrari – took the chequered flag for the second year in a row, ahead of two Ferraris, with Porsches relegated to fourth and fifth places.

Ahead of the 1968 running of this legendary race, all the talk was of the promised battle royal between Ford and Porsche, the German marque represented by no fewer than 13 entries, comprising four 3.0-litre 908s running in the Group 6 Sports Prototype class, three 907s, a 906 and a 910, and four 911s. Lined up against them were just five Ford GT40s and seven Ferraris. The odds were clearly loaded in Porsche's favour, but the race gods had other ideas.

That year's Le Mans was destined to be memorable in many ways, first and foremost being the decision to delay the race until the last weekend in September, rather than its traditional date early in June. The year 1968 was the climax of a period of political unrest in France, which reached its peak in May when students and workers rioted, took over universities

“THE ODDS WERE CLEARLY LOADED IN PORSCHE'S FAVOUR”

and factories and swore to bring the government to its knees. With nationwide strikes, the French economy ground to a halt and President Charles de Gaulle slipped away to Germany for some thinking time. An election was eventually called for June but it was too late for the race organisers (Auto Club de l'Ouest, or ACO) to take the risk – the decision was made to postpone the 24 Heures du Mans until late summer.

In addition to this break with tradition, there had been changes made to the circuit itself, largely in an effort to slow cars as they passed the pit entrance. The pit area had always been a problematic one for Le Mans, memories of the horrors of the 1955 tragedy, which saw the death of 83 spectators along with driver Pierre Levegh, still fresh in people's minds. Today, the majority of race tracks have pit entrances and exits at points where cars are naturally slowing, but the old Le Mans circuit had the entrance at one of the faster sections of track.

In an effort to make the circuit safer for drivers and pit lane workers alike, the ACO introduced a new chicane, called the Virage Ford, just ahead of the pit entry. The reference to Ford was in recognition of the sponsorship money provided by the company for the construction of the new works.

These weren't the only breaks with tradition, for a restructuring of the regulations also saw a 3.0-litre limit imposed on cars running in the popular Sports Prototype class, although larger engines could be used if more than 50 examples of the car had been built. This rule was primarily aimed at taming the big 7.0-litre Fords and Chaparrals, but it also had a knock-on effect for Ferrari, whose 4.0-litre machines were now sidelined. As a consequence, the front-running Ford entries that year were smaller GT40s, and there were no Ferrari works entries.

For Porsche, whose cars had traditionally been powered by smaller-capacity engines, this was great news and there was growing confidence at Weissach that this would be the year when Porsche finally took overall honours.

The 1968 season had begun well for Porsche, with a win at



the Daytona 24 Hours, followed by similar success at the Sebring 12 Hours, Targa Florio and the Nürburgring 1000km, the first three with 2.2-litre 907s, the last with the new 3.0-litre 908. Ford had also won four championship events that year, with Porsche leading Ford by 42 points to 40. This meant that the 1968 world championship would be decided at Le Mans.

Although there were no works Ferraris, a Ford or Porsche victory was not a foregone conclusion. The highly partisan French crowd had plenty to cheer about, with Matra and Alpine-Renault both fielding potential race winners. Also of interest were two Howmex TX1 gas-turbine cars, which had shown promise on home tracks back in the USA, along with a pair of 7.0-litre Chevrolet Corvettes.

Following qualifying, three Porsche 908s occupied the first

three grid positions, the #31 car of Jo Siffert and Hans Herrmann sitting on pole, followed by Stommelen and Nierspach, then Vic Elford and Gerhard Mitter. Snapping at their heels was the Ford GT40 of Rodriguez and Bianchi.

The decision to move the event to September had two knock-on effects, one being that the race would now start at 3.00pm, an hour earlier than normal, and there would now be five hours of night racing due to the lateness of the year. For Porsche, this meant adding a

second alternator to each of the 908s as a precautionary measure, as it would be necessary to race with headlights on for longer than was normal.

As the clock ticked its way towards three, the light rain that had been falling showed no signs of abating. The traditional Le

Above: Jo Siffert sprints across the track ready to leap into the cockpit of his 908. Starting in pole position, his race would last until the fifth hour when the gearbox seized on the Mulsanne Straight, eventually leading to an early retirement

Below left: Pre-race activity with the cars being readied for the grid

Below right: The #33 car of Stommelen and Neerpasch would eventually finish third

“THREE PORSCHE OCCUPIED THE FIRST THREE POSITIONS...”



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Mans start saw Jo Siffert sprint across the track to lead the pack away into the gloom. By the end of the first lap, Porsches occupied the first four places, with the Stommelen/Neerpasch 908 out in front, but by the fourth lap, the Siffert/Herrmann entry took the lead from its team mates.

There had already been problems for rival entries, with Willi Mairesse crashing his GT40 on the first lap, while one of the Howmex turbine cars headed for the pits early on. Le Mans was living up to its reputation...

For the first quarter of the race, the four 3.0-litre 908s dominated, leading the field ahead of the three works GT40s. The Fords gradually began to reel in the Buzetta/Patrick

Porsche, with Rodriguez/Bianchi finally slipping into fourth place on the seventh lap. The Muir/Oliver GT40 soon joined them ahead of the 908 a lap later.

But all this was to change towards the end of the first hour when the four Porsches came into view on the pit straight in line astern – in numerical order, too. The Muir/Oliver GT40 had buried itself in the sandbank at Mulsanne, while the

Rodriguez/Bianchi entry had dropped back to fifth.

After this promising start, things started to turn a little sour for Porsche. In the fifth hour, the Siffert/Herrmann #33 car went into the pits to have errant fanbelts attended to, not once but twice in a matter of laps. Soon after, it pitted again, this time with gearbox problems, and retired having been two laps ahead of the field. Fords now held first and second positions,

with the works Buzetta/Patrick 908 third and the similar Elford/Mitter Porsche in fourth place.

It wasn't long before pit stops for all teams played havoc with the placings, the Buzetta Porsche

now back in the lead, with Elford's third. The GT40s also began suffering problems, leaving the Rodriguez/Bianchi entry to carry the torch for Ford. Despite setbacks, things were still looking good for Porsche.

But as night fell, the team's fortunes began to take a turn for the worse. Just before 11pm, the Elford/Mitter 908 was disqualified for fitting a new alternator and then, just a few

Above left: The works 908 of Buzetta and Patrick retired when an alternator failure indirectly led to the engine overheating as the cooling fan ground to a halt...

Above right: Typical frantic pre-race activity in Porsche's temporary workshops

Below left: Gaban and Vandershrik brought the first of the two surviving 911s home in 12th position. It displayed evidence of an 'off' early in the race...

Below: The #42 906 was disqualified in the 19th hour

“THINGS STARTED TO TURN A LITTLE SOUR FOR PORSCHE...”





The sun shone on the pre-race practice, but all that would change come race day when the rain came and light levels fell



minutes later, the Buzzetta/Patrick 908 came into the pits with electrical problems. Once again, the alternator – or rather, one of the alternators – was the problem. This time the main unit, located 911-style behind the fan, had failed, throwing the fanbelt and losing all cooling. Three 908s down, one to go...

The Ford GT40 of Rodriguez/Bianchi was now back in the lead, followed by the Matra of Pescarolo and Servoz-Gavin, with the 2.0-litre Porsche 907 of Spoerry and Steinemann in third.

By the mid-point of the race, the Ford was some four laps ahead of the second placed Matra and three ahead of the third placed Alfa-Romeo, which was on the same lap as the two front-running Porsches, the remaining 908 and the 907. The rain continued unabated and already 29 of the 54 starters had either retired or were stuck out on the circuit somewhere.

At 6.30am, the light levels were still so low that competitors were forced to run with their headlights still lit, way past the official 'lights out' time. Race positions remained the same as during the early hours, but several of the other Porsche entries had fallen by the wayside. Among these were the 907 of Soler Roig/Lins, which suffered a broken rocker arm, and the similar car of Farjon/Tours, which had a starter motor give up the ghost. The 906 of Poirot and Maublanc missed the chicane and was disqualified when it failed to carry out the obligatory

pits stop as 'punishment'. Early on in the race, the Wicky Team Racing 911 had crashed out, too.

Midway through the Sunday morning, there was action aplenty. The second placed Matra came into the pits with a puncture, while the third placed Alfa Romeo lost two places following suspension failure. This allowed the 2.0-litre 907 of Spoerry/Steinemann into second position ahead of Pescarolo's Matra. The partisan crowd urged the Matra on in its determined pursuit of the Porsche, but it was to no avail, battery failure eventually causing the retirement of the wailing French V12, allowing the 3.0-litre Stommelen/Nierspach Porsche 908 up into third position.

The leading Ford now had a comfortable six-lap lead over the two Porsches, following a largely troublefree race, a position it held to the finish. But spare a thought for the 910 of Hanrioud/Wicky – it was forced to retire with a broken rocker arm in the 23rd hour, while the Chasseuil/Ballot-Lena 911 retired with just 15 minutes to go when the engine let go. The two other 911s of Gaban/Vanderschriek and Laurent/Ogier finished 12th and 13th respectively.

So, of 13 that started, just five Porsches completed the race, of which only one (the 908) was a works entry. Ford had won Le Mans for the third time in a row. It was not Porsche's finest hour – maybe luck would change when the new 917 came on stream in 1969? Or, there again, maybe not... **CP**

Above left to right: Dieter Spoerry and Rico Steinemann piloted the Squadra Tartaruga #66 907 to second place, covering some 2720 miles at an average speed of 113.36mph

Below: The #33 908 of Stommelen and Neerpasch was the only works entry to finish the race, coming in third. It did, however, set a new lap record of 3m 38.1s, an average lap speed of 138.1mph. It covered 2713 miles at an overall average speed of 113.04 mph in the race itself

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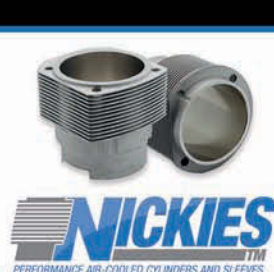
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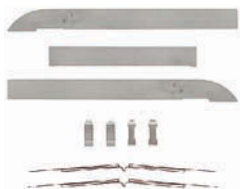
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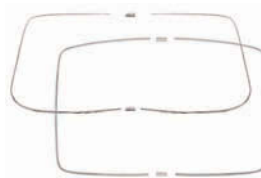
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NATURAL SELECTION

Driven by a 17-year determination to break records at his local track, Jack Olsen's RSR-inspired 911 shows the simplicity of the early cars can still set the pace some 45 years down the road

Words: Alex Grant

Photos: Andy Tipping



A man in a dark blue racing suit with red accents and a black helmet stands on a paved area. To his left is the front end of a dark blue classic car. Behind him is a large green building with white text. The top part of the building says 'VILLOW SPRINGS' in large, bold, white capital letters. Below that, in smaller white capital letters, it says 'THE FASTEST ROAD IN THE WEST'. Further down, in a red script font, it says 'Budweiser Balcony'. The building has several windows with white frames. In the background, there are brown, arid hills under a clear blue sky.

VILLOW SPRINGS

THE FASTEST ROAD IN THE WEST

Budweiser Balcony



Above: Jack clips the apex in pursuit of a yet-lower lap time of the famous Willow Springs race track

Cutting edge in its use of materials, aerodynamics and electrically-assisted power, the 918 Spyder is the pinnacle of engineering from a company famed for innovation. Yet, at California's Willow

Springs raceway, the lap time that once set records on the fastest race track in the United States is under threat, and it's a very different era of Porsche's history that's snapping at its heels.

It's not hard to find the evidence; a 37-second YouTube on-board clip lining the hybrid hypercar up alongside the unmistakable 'gun sight' of an early 911's wing-tops, as the two cars attack the technical section of 'Big Willow' in parallel. Despite the pro driver and a significant

power advantage, the 918 trails its ancestor by up to 10mph through each sweeping corner, never gaining more than a car's length lead over the hard-driven coupé. And that's no homologation special; it's a road-legal evolution of what

made the earliest 911s so iconic, as its owner, Jack Olsen, happily explains:

'I think the mid-sixties design sensibility led to some of the best-looking cars ever made,' he says. 'The Porsche was a simple tool back then

— strong, light and ready to go racing at a moment's notice. And, as the chassis changed so little over time, you can take the lightest chassis, the lightest transaxle, the most powerful air-cooled engine and, without too much work, everything will

“STRONG, LIGHT AND READY TO GO RACING...”

Below left: Decal in the side window tells the story — a low lap time obtained using street tyres...

Below right: Jack is a man obsessed with improving his car, his driving skills and those all important lap times





fit together. When you combine the low weight of an early chassis with the power of the later, heavier cars, I think there's a real sweet spot.'

But Jack isn't a life-long motorsport fanatic, let alone a pro driver. The LA-based screenwriter bought his first 911 as a weekend car back in 1999 and quickly found its spiritual home: the track. It got its first track outing on the journey back home, kick-starting a 17-year obsession.

'I've been at least once a month ever since. I've time-trialled and club raced, but since having kids I've pulled back to taking it to my home track, Willow Springs, and focusing on one ridiculously straightforward task: I want to see how low a lap time I can get at North America's oldest and fastest circuit.'

The foundations were put in place straight away; a 1995 3.6-litre engine, paired with a magnesium 915 transmission and custom gearset, with '86 Turbo brakes. But the car that started it all didn't last, piling into a wall at Laguna Seca in 2002 hard enough for the steering wheel to break off in

Jack's hands. Yet, with no serious injuries and a \$3500 rolling shell, getting back on track was enviably low-cost.

It had to be – Jack had already signed up for the Open Track Challenge the following spring; a week-long time trial spanning seven tracks, with a class requirement to drive between them. 'I think that event helped set the tone for the following 14 years. I like being able to wake up, drive to the

track, race all day on the same tyres I drove in on, and then head to dinner with my helmet bouncing around on the back seat. To me, that's the Porsche ideal.'

But the short timescale meant pulling in some help.

Jack called on the services of Brad Keegan and Tyson Schmidt, from PRO Motorsports in Burbank, California (find them at www.promotorsportsla.com) to redevelop the 30-year-old suspension setup, custom-building longer arms to widen the track and fitting 935-style Eisenlohr parts, including raised trailing arm mounting points.

Above left: Interior looks more like that of a race or rally car, which is essentially what the car now is – except it's fully street legal and regularly street driven

Above right: The man, his car and his garage. It's a man-cave of which many would be envious...

"I WANTED TO SEE HOW LOW A LAP TIME I COULD GET..."

Below: The car is built with one objective in mind, and that's to set record lap times. Ducktail is used on the road, but Jack often installs larger rear wing for optimum downforce at the track





It snowballed; shifting the drivetrain 3.5cm forward to reduce the rear-end bias meant switching to coils, cutting out the torsion bar anchor points and shortening the connected hardware to make it all fit. 'The

suspension is where most of the one-of-a-kind stuff is,' Jack explains. 'That's where this car stands out. I've got enough engine to get me going, but the thing that holds so much speed through

corners is the suspension. I can't beat the 918 Spyder in any kind of drag race, but in a 100mph sweeper, there's a good chance I can slowly – very slowly – put it behind me.'

With no plans for turbocharging, weight saving is equally vital. Jack had originally set a target of undercutting the

factory kerb weight while keeping leather and air conditioning, so almost none of the exterior panels are steel. The bespoke glassfibre kit could also be built around other needs – it's

slightly wider at the rear than the RSR that inspired the design, but narrower at the front where the wings hide twin oil coolers.

It didn't quite meet the target, but that's partly due to memories of its predecessor's demise: 'The roll-cage adds about 130lbs, and going as wide as we did means the end

result is not quite as light as some of the R Gruppe featherweights,' he laughs. 'Today, it's about 2450lbs with a full tank of gas. With me in it and all of the aero pieces (add-on extension to the rear wing, etc – KS) bolted on, it goes up to about 2650lbs. Still, that's 1000lbs less than the 918.'

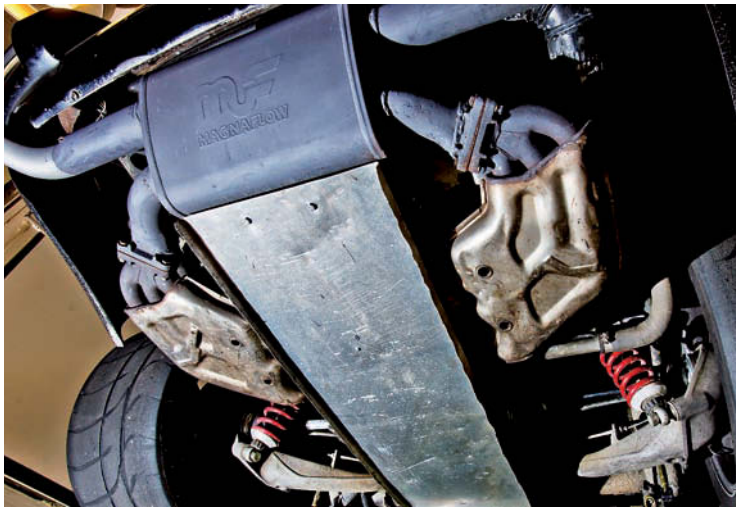
“IT'S SLIGHTLY WIDER AT THE REAR THAN THE RSR...”

Above: 1m 26s means that Jack's snapping at the heels of Porsche's ultimate supercar, the 918 Spyder

Below left: Rear is wider than factory RSR in order to cover the extreme choice of tyre. Licence plate hints at the car's inspiration

Below right: Yes, that is gravel rash – Jack's car is no concours queen...





The learning curve was steep; early imbalances were easy to find and cure, and Jack's lap times tumbled as he got more familiar with the track. The rewards have slowed since, but a personal best of 1m 26s puts it on par with pro drivers in GT3s over a full lap – something he's aiming to beat with rebuilt shocks, fine-tuning of the electronically-controlled rear aero and a suitably cold day.

Yet, despite the pace, the combination of low weight and limited power means almost nothing is as hard-worked as it could be. Its 11in-wide rear tyres last at least ten track events, and he's only replaced the brake discs once. As it's carrying speed through corners, not scrubbing it off and accelerating hard onto the straights, the sometimes-fragile pairing of 3.6-litre engine and 915 transmission has been fault-free, too.

“EARLY IMBALANCES WERE EASY TO FIND AND CURE...”

‘My approach has never been to get more by adding more. I could get more power with a turbo, but instead I’ve continued to shed weight and ask less from my stock motor. I could get better cornering from race tyres or slicks, but instead I’ve tuned the suspension, cut weight, and added

aerodynamic pieces that I can bolt on at the track and stow in the car for the drive home.’

Which means he’s far from done, and more patient than most. On paper, there’s a void between this car

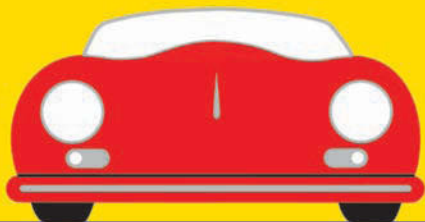
and the space-age 918 Spyder. But the lap times and underlying determination that drive both are cut from a surprisingly similar cloth. **CP**

Above left: Undertray serves to protect engine and trans, but must also aid airflow under the rear of the car

Above right: 3.6-litre engine has been relatively modestly tuned, Jack following the late Colin Chapman’s example of ‘adding lightness’ to improve the power-to-weight ratio

Below: If you happen to be at Willow Springs, this is most likely the view you’ll get of Jack Olsen’s black beast...





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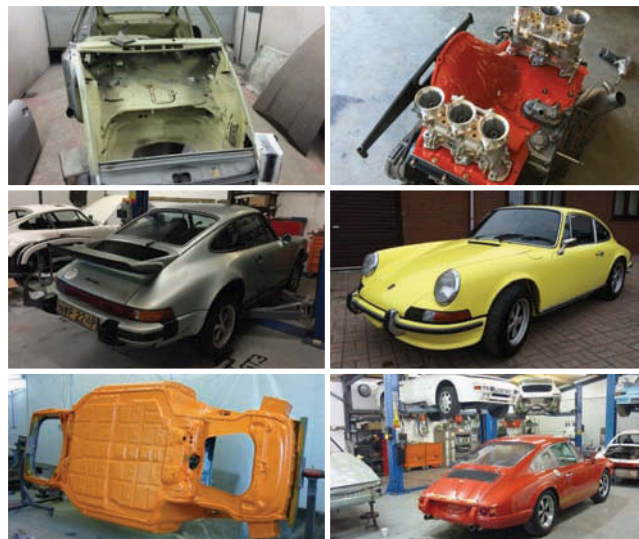
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THE GREAT PRETENDER

Porsche wasn't the only post-war German manufacturer to build a sports coupé, but Erwin Komenda's design for the 356 was clearly a major influence on Porsche's rivals, as this 1952 Goliath 700 proves. But while technically advanced and looking like a 356 from many angles, it was destined to become little more than a footnote in automotive history...

Words: Christian Steiger & Keith Seume

Photos: M Heimbach (Goliath) & Keith Seume (356)





The 1952 Rometsch-bodied Goliath 700 owed much to the contemporary Porsche 356, especially in terms of its styling. But with a tiny 688cc two-stroke engine, could it really have become a serious rival?



It's not often that we'd consider featuring something other than a Porsche in this magazine for what are, hopefully, rather obvious reasons. However, when we saw the restored Goliath 700 coupé on display at Techno Classica in Essen last year, we were immediately struck by its similarity to the contemporary Porsche 356 – most notably in terms of its side profile – and thought it might be of interest to our readers to take a closer look at a car which, given different circumstances, might have grown to become a significant rival.

The car shown is one of just 25 built in 1952, using the chassis of a Goliath GP 700 sedan, clothed in coupé bodywork by renowned Berlin-based coachbuilder, Rometsch, better known in many circles for its special-bodied VWs, including a four-door taxi.

At a price of DM9700, the Goliath was approximately DM200 cheaper than a rival Porsche 356, but was still well-equipped by standards of the time. What is particularly interesting is that the Goliath was equipped with fuel-injection and was front-wheel drive, arguably placing it ahead of the 356 in technological terms.

But, as history has proved, not every great design is destined for immortality. Unlike the Porsche 356...



Above: It's from the rear that the Goliath's styling begins to look somewhat dated compared to that of the Porsche, with thin wheels and tyres tucked away under cavernous wheelarches

This car draws a crowd, there's no doubt about that. This swoopy, cream-hued coupé certainly looks like a Porsche and many 'experts' in the crowds that inevitably gather wherever it is parked usually expect the intake noise and valve-gear clatter of

an early 356. However, turn the key and fire it up and, unexpectedly, it hums and putters away quietly, causing a fair amount of head scratching.

To be fair the same level of confusion would have existed when the first owner took delivery of this, chassis 480 014, back in 1953. The identity of that person isn't known, but we do know that he paid what was then a small fortune (DM 9700) to acquire one of the 25 hand-built cars that even when new were somewhat obscure. However, their money did buy them leather seats and the dulcet sounds from a Blaupunkt radio to enjoy while

admiring the 6000rpm red-line of the rev counter – although it wasn't quite so much fun on hot summer days, though, when the heat would apparently cause bubbles to form in the fuel lines and subsequently upset the fuel-injection system...

Yes, you read that correctly: fuel-injection...in a production car...in 1952. Not in a Mercedes 300SL but in the Goliath GP Sport, a 700cc, two-stroke, two-cylinder machine built in the small Borgward plant on the banks of the Weser near Bremen.

The little coupé

tells a tale of German ambition and eccentricity. It might not sound like a Porsche but it is much more exclusive than an early 356. Only, again, no one will know as this is the only one of that run of 25 that still moves under its own power. Two others exist but neither is in working condition, mostly due to their rather cantankerous fuel-injection. Though this was fitted to some of

"THE COUPÉ TELLS A TALE OF GERMAN ECCENTRICITY..."

Below: The side profile is the most confusing – it looks rather like a 356 but something's not quite right. It appears to ride too high, for one thing...





Top left: Dashboard and steering wheel are not too dissimilar in style to those of the 356

Top right: No engine at the back – just a small boot

Above: Heiko Seekamp is the lucky owner

Above right: Two-cylinder two-stroke 688cc engine puts out 32bhp at 4000rpm and is mounted transversely

Below: Although we might be a little biased, we feel the 356, even in its earliest 'body bumper' form, looks more modern, more homogenous as a design

the more common Borgward saloons in the early 1950s, almost all were converted to carburetors sometime soon after their owners took possession, their patience having run out with repeated hot-start problems, presumably.

Heiko Seekamp (now 73) is old enough to know the stories of Borgward's small, stubborn, high-tech car. In addition, the photographer and vintage car collector grew up in Bremen, which explains his penchant for local cars. 'When I heard of this coupé, I wanted it immediately,' he says, 'although I knew that the restoration would have nothing to do with sound reasoning!'

But first this Goliath had to have survived and this only happened due to a collector acquiring the car in the mid-1970s and squirrelling it away in the grounds of his *Schloss* (castle). The person in question, who wishes to remain anonymous, states 'I always wanted to restore the car myself; I always knew it was something special'.

Only he never actually got around to it and it was only 40 years later that an expert on Rometsch-bodied cars (Rometsch being the Berlin-based firm known for their Volkswagen-based specials, including a Beetle Taxi) got wind of the car and freed it from the cowshed that had been its lair for all those years.

Unfortunately, at some point the fuel-injected engine had disappeared and the aluminium body was going to require some serious investment to put right – something its new owner wasn't totally prepared for, which is where Seekamp comes in.

'Whatever you think it's going to cost, it will always be more,' says Oliver Herbolzheimer, a sheet metal expert from Oldenburg who specialises in German special-bodied classics. 'The imperfections, such as the way the roof was fitted to the body, were significant, but are all part of the appeal of these cars. You can really see the work that went into them and the issues that had to be overcome. I find myself getting more engrossed in the more complex jobs, but obviously, for the client's wallet, that's not always a good thing.'

The missing engine was something of a problem, however. This was a particular irritation to Hans-Gunther Riedel who, based out of Frechen, is one of Germany's leading high-end restorers and who has worked on some 13 of the remaining 50 Goliaths that are known of.

'It was a very hard decision to make, but in the end for the coupé to live, a good Borgward saloon had to die,' says Riedel, who has restored the 'donated' engine to almost museum levels





of detail: even the original blue cylinder head bolts made by Rasche are present.

Predictably, the injection system initially gave Riedel the biggest worries but his concerns were unfounded: 'All that was needed was a really careful disassembly, a good clean followed by careful reassembly and it started first time! We found that all the pump settings and markings were still visible from when it was assembled and tested in the factory back in 1953.'

The mixture of high-tech and relatively simple craftsmanship is typical of Goliath, the smallest brand in the Borgward group where at most they managed to produce 65 cars a day and where automation was a foreign word. The way the coupé feels today reflects this.

It doesn't feel like an early Porsche, but instead it feels like a luxury automobile, with its ivory-coloured steering wheel, gold-faced VDO instruments and the wide luxurious leather-trimmed seats. Many other details are pointers to this being a far from mass-produced article, such as the glovebox lid which genuinely feels like it would shrug off a nuclear strike and shuts with the finality of a bank vault.

Above all, the Goliath does not feel like the weakling its 32bhp might suggest. Thread your legs under the large-diameter steering wheel and fire up the 688cc engine and you soon marvel at the turbine-like smoothness of the powerplant, which revs freely as only a two-stroke can.

The gearshift is as slick as the chromed shifter is elegant, the all-drum braking setup is reassuringly effective and the benign nature of the front-wheel drive through the curves feels every bit as far ahead of the times as it really was. All of which suggests that Borgward's little Goliath could easily

have become a force to reckon with had it had the opportunity to prove itself long term.

It seems a shame that, these days, its longest journeys are spent in the back of a truck. In October last year it travelled the 900 kilometres from Bremen to Munich to claim the 'Golden Steering Wheel' for the best restoration of the year as awarded by the readers of *AutoBild Klassik* magazine where, hopefully, it wasn't mistaken for a 356... **CP**

Above: Hot starting was the Goliath's Achilles' heel, with fuel vapourisation due to underbonnet heat being the weak link. Many cars were converted from fuel-injection to carburettors as a result

"MIXTURE OF HIGH-TECH AND SIMPLE CRAFTSMANSHIP..."

Below left and right: The headlights are the same and there are obvious similarities in the overall styling of the Pre-A 356 (left) and the Goliath. But the grille is the give-away: the Goliath 700 is front-engined, the two-stroke unit mounted transversely to allow front-wheel drive





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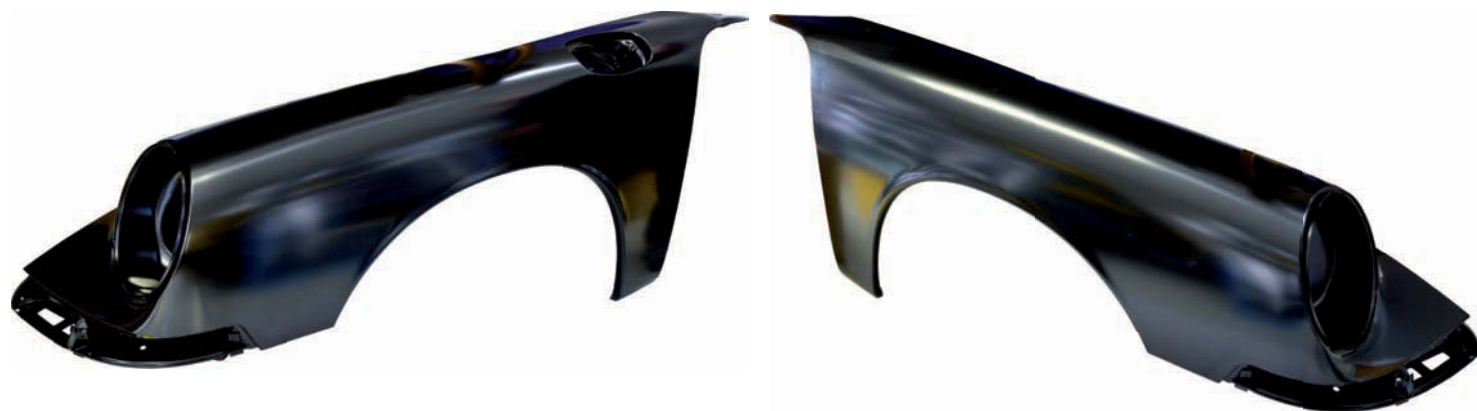


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RETRO RUBBER

They may be retro in appearance, but Pirelli's latest range of Porsche-approved tyres are thoroughly modern where it matters. With famous names like Cinturato, CN36 and P7, there's a tyre for every occasion...

Words: Dougal Crawley

Photos: Pirelli/Longstone Tyres/Porsche Archiv

Over the last few years Pirelli have upped their game when it comes to supplying top quality radial tyres for classic cars. Their range has recently expanded to include some important tyres for people who want their classic Porsche to drive at its best and at the same time look the way it would have done when it was first produced. Most of these relevant tyres have now been homologated by Porsche themselves and now qualify to have the N4 designation.

Owners of 914s, 912s and early 911s now have quite a choice of tyres. Pirelli still make the 165HR15 Cinturato using the well-known CA67 tread pattern that first appeared in the early 1950s, and carried on in production through to the 1980s. For the early look they are perfect, and are the ideal radial tyre for a 356 as well. However, Pirelli in conjunction

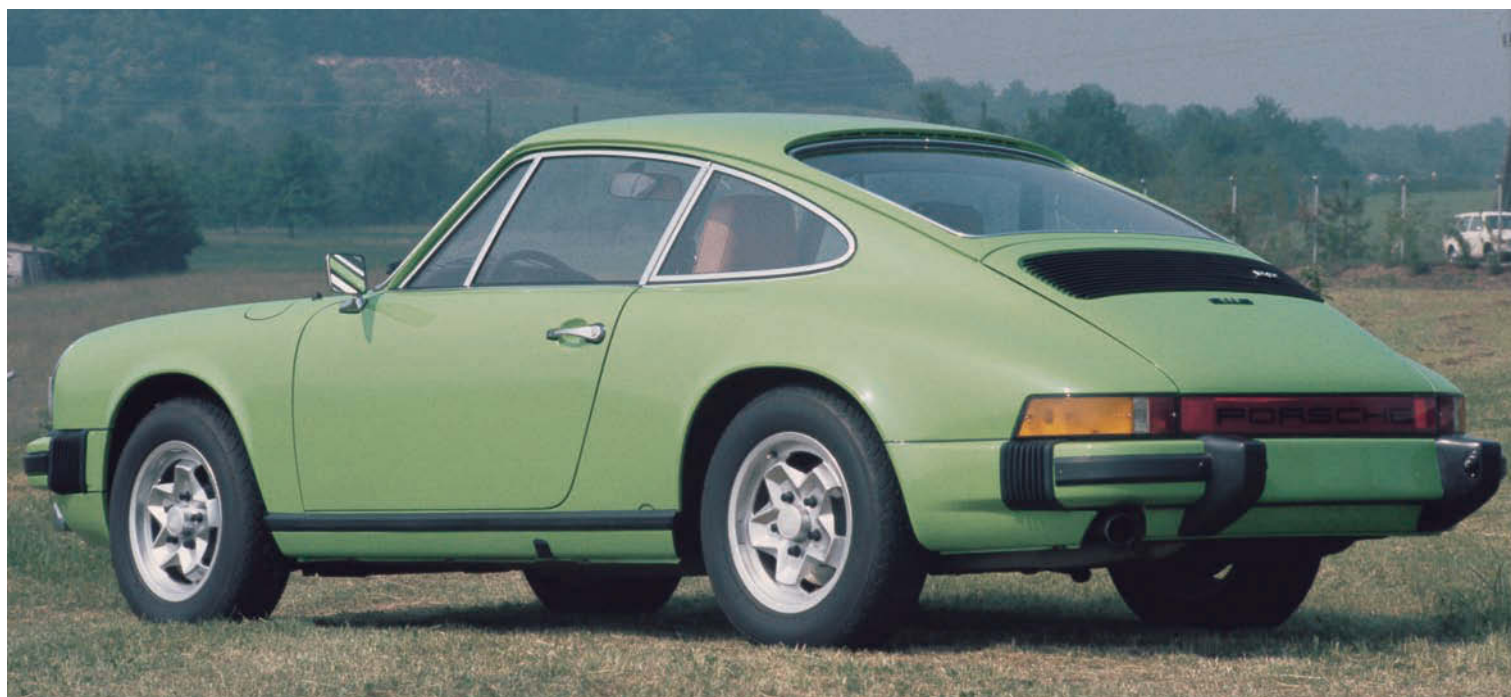
with Porsche have N4 homologated a new 165VR15 tyre, the Cinturato CN36 N4, which has the equally famous CN36 tread pattern – which dates back to 1968 – that was strongly associated with Porsche from the end of the 1960s through to the 1970s.

In the autumn of 1967, Porsche increased the rim width of their 911 wheels from 4.5J to 5.5J, but continued to fit 165HR15 Pirelli Cinturatos (among other brands) until September 1968. It was at this point that Pirelli introduced the new low profile range and the 911 was then fitted with the 185/70VR15 Cinturato CN36. This tyre went into production again in January 2015 and then attained the N4 Porsche homologation in May 2016.

However, if you have fitted wider wheels on your 356C, 912 or 914 then Porsche recommends fitting the 185/70WR15 CN36 N4 which, incidentally, is also the correct

Pirelli now manufactures a wide range of period tyres that are approved by Porsche for use on its older models, including the famous Cinturato

Below: 1975 911S came equipped with Pirelli's second-generation Cinturato, the CN36, easily identifiable from the characteristic 'interlocking' tread pattern





Above: Pre-production Carrera RS was equipped with 215/60 Pirelli CN36 Cinturatos at the rear, as seen in this early photo

Below, left to right: First two tyres are new releases of the iconic Pirelli P7. It is hoped that super-wide 285- and 345-section P7s will be available soon; Cinturato CN36 (on the right) are perfect for many of the mid-1970s models

tyre for use on an early Porsche 924.

In August 1972, Porsche chose to fit wider rear wheels on their Carrera RS models which were equipped with the extra-wide 215/60WR15 Cinturato CN36 N4, which was later reproduced by Pirelli at the same time that the 185/70WR15 CN36 attained its N4 homologation.

Throughout the 1970s, this fitment became a common option on 911s, and became standard on the 911SC models from 1977 until August 1986, where the front tyre became a 195/65R15. At this point Pirelli's P6000 range of tyres would be more suitable, and the true historic range of tyres becomes less relevant.

There is one other introduction from Pirelli that is an exciting move forward for people who want their cars to handle and look the way they should: Pirelli have now

reintroduced two sizes of the famous P7 tyre. Pirelli's P7 range introduced seriously low profile tyres to the market in the 1970s, specifically for car manufacturers like Porsche and Lamborghini. The widest tyre on any production car at the time was the 345/35VR15 Cinturato P7 for the Lamborghini Countach!

It's hoped that in the future the 345-section tyre will be reintroduced, along with a 285/45VR15 version, as they would be ideal for race and rally 911s running extra-wide (up to 14-inch) rear wheels. However, for now Pirelli just make the 205/50YR15 and 225/50YR15 Cinturato P7 tyres that were original equipment on some of the sports models of the mid-'70s period, such as the 3.0 Turbo (930) and Carrera 3.0, and they were also offered as an option on 7J and 8J rims.

It is a common misconception among classic car owners,





including many early Porsche owners, that putting tyres of a more modern design on their cars will improve them. This is not the case, which is why Porsche is recommending these genuine period tyres for their cars. Cars handle at their best fitted with a tyre that is developed to flatter the attributes that a particular car has to offer. Heavy modern cars have different camber and caster settings, and tend to have power steering.

The combination of these features means that modern cars are designed to be complemented by modern square-shouldered tyre carcass

designs, with tyre widths that are suited to these heavier cars. They go together like cheese and crackers. An early 911 is better suited to a narrower tyre which, when combined with more rounded shoulders, maintains the progressive handling that makes these lightweight rear-wheel-drive cars so enjoyable to drive.

The question of whether these current Cinturato tyres are

exactly the same as the original tyres is often raised. It is not legally possible to make a tyre that is exactly the same as it was in the 1970s because some of the materials and chemicals used to build these tyres are no longer permitted. Manufacturers today have the ability to make greener rubber

compounds that work better than they did in the 1970s, without affecting our environment so badly.

Today's production of Porsche homologated N4 Classic tyres are made with bang up to date compounds, developed to give maximum grip from a small footprint,

using modern quality control systems so that every tyre is just as good as the last one. This modern compound is used on a carcass designed with rounded shoulders and developed in-period to complement the characteristics of lightweight rear-wheel-drive sports cars. As a consequence, they don't suddenly let go suddenly as the car turns, but are progressive in character – oh yes, and they look cool, too! **CP**

Above: When Porsche launched the 930 Turbo, it needed a high-quality performance tyre in a low profile. The Pirelli P7 was the perfect choice

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Below, left to right: The first three are classic Pirelli Cinturatos, the tread pattern of which is one of the most iconic of all time. Available in a range of sizes, they are particularly well suited to the 356 and earliest 911s; later Pirelli P6000 in 185/7R15 is a good all-round choice on cars with wider rims

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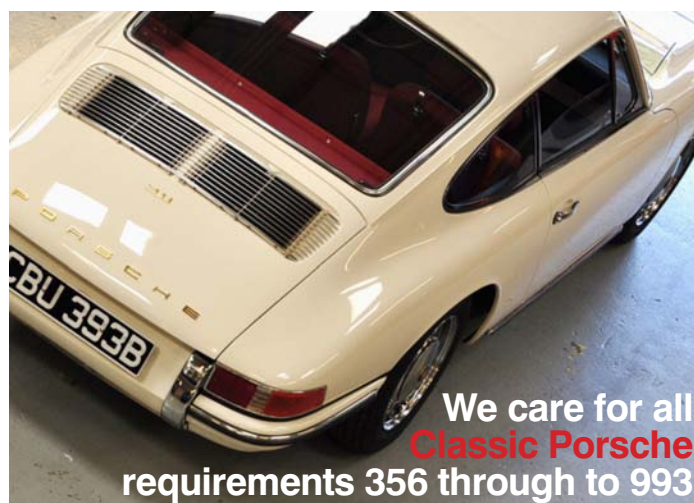
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OUR CARS

We're proud of the fact that the people behind *Classic Porsche* own, drive and, in some cases, race their own Porsches. As it's a time of year for reflecting on the past and looking towards the future, we thought we'd indulge ourselves with a little introspection, in some cases just to prove that not everything always goes to plan!

STEVE WRIGHT: TIME TO REFLECT

With too much on his plate, and too little time to do it all, Steve Wright reflects on the hopes, dreams and reality of building a one-off special, preparing a tow vehicle and racing a classic Porsche...

Words: Steve Wright Photos: Tom Fawdry



So, a new year. I don't know about you but I always take the holiday period when I have the time and space to reflect on these things to plan the new year out: dates, projects, budgets, etc. 2016 was a pretty slim year for me – due to work pressures and other unforeseen events many of the things I planned didn't eventuate, so I've simply rolled them forward into 2017. I've now got two years of plans in one, so it's going to be busy!

First up is the Okrasa Special. This car dominated 2016 for me and will continue to do so this year. The car has just very recently gone to Ian Clark of WPS Engines to be completely rebuilt for the rigours of racing. The chassis then

goes to Moulard & Yates on 27th Jan for the aluminium bodywork to be made over the subsequent months. I've no idea how long this will take but I would dearly love to debut the car at either the Chateau Impney hillclimb or Peter-Max Müller road race in Germany, both events being in June/July.

Whether the car is finished in time for this remains to be seen, but what is certain is that the car will definitely be finished this year! Our first real test with the Special will be at Elvington, where land speed record attempts are held and where we hope to attack the LSR for Pre-A and early VW-engined cars. The record stands at 151mph with a full-on new technology motor currently held by Darrell Vittone.

He also holds the naturally-aspirated record at 141mph,

Above: Steve Wright wasn't quite so active this past season in his 356A, but did find time to attack the Chateau Impney hillclimb



so that is the one we intend to pursue. In this day and age where an executive saloon is limited to 155mph it sounds easy, but anyone who has driven an old Porsche above the ton will know 141mph is no easy feat and not something we expect to achieve this year. But with a slippery little car, the right ratios and all the horsepower Ian can muster from 1500cc, we have as good a shot at it as anyone.

Next up is my VW Bus. Not a Porsche I know but it's intrinsic to my Porsche activities as it's used for every single race event. I've covered 12,000 miles in it over the past three years going to races, which means I spend more time in it and cover more miles than all my other classics put together!

Which is fine, it's a lovely vehicle with a charm all of its own. But it's bloody slow and not at all relaxing to drive

with a trailer and race car in tow. So it's going in for a transplant next month to receive a complete overhaul of the 1950s swing-axle technology. Not a massive shift into the 21st century, just to the 1970s will do.

So it's receiving a fully-independent rear suspension from a later Bay-window bus, Bilstein shock absorbers specifically developed for the application, an IRS gearbox with longer ratios, and a remote servo for the brakes. If money permits then we'll install the 2.3-litre VW engine Ian has sitting in parts in his workshop. This lot should mean it will sit happily on the motorway at 70mph up hill and down dale and, more importantly, do this with ease, allowing me to relax a bit more than I do currently!

The 356A will, as usual, get spanked within an inch of its life for a few races, but we need to refresh it at the end of this

year. Ideally we would've done this at the start of 2016 but the Special wasn't ready to race, so I needed something to use in order to get my fix!

We plan to do two or three endurance races before pulling it apart completely to develop the suspension and refresh the motor. Ian reckons there's another handful of horsepower from the FIA-spec 1600cc 176bhp motor and the shocks are still the ones on the car as originally purchased, so the only component we haven't touched.

My 911S has just received some new tyres (more on this in a subsequent column when I've had time to evaluate them) and I spent a number of hours comprehensively rust-proofing the underside of the car, so the only plan with the 911 is to drive it and enjoy it as much as possible in 2017. It's such an unbelievably good

road car that it's sacrilegious to not drive it at every possible opportunity.

My 1953 Pre-A project will sit in the corner of the workshop for another year, but that's okay, and the Razor-Edge Karmann Ghia, with 2.3-litre motor, five-speed 'box and Porsche brakes, will get driven when the weather is good.

I'm really looking forward to 2017 – there's so much I want to do with my own cars and I must admit to feeling like I let readers down by not doing more features, so that's also something I hope to rectify this year: driving more classic Porsches and then writing about the tale that each of them inevitably has to tell. Plus there might be another Porsche purchase in the wings if things go my way....

So here's to writing about the history of amazing old cars, and creating a bit more history along the way!

Above: The VW Bus tow-car is about to undergo an engine upgrade to cope with trailer-towing duties, while the Okrasa Special (bottom left) is, as we speak, heading off to have its body made. The 911S now has a new set of tyres, of which more anon...

‘THERE MIGHT BE ANOTHER PORSCHE PURCHASE...’

ROBERT BARRIE: A BUSY BEE!

Robert Barrie reflects on the lack of use his own historic racing Porsche got in 2016, but then he did have a rather crowded calendar, including Le Mans Classic and Spa (twice!). What will 2017 hold in store?

Words: Robert Barrie Photos: Bart Kuykens; Keith Seume



I spent relatively little time with my old car last year and a lot more in, and around, other people's. I'll try to do something about the former in the coming year. There are some fetching – and flattering – black and white pictures of me and the Pre-A at Goodwood in Bart Kuykens' latest excellent volume but, unpaid modelling assignments aside, I didn't do enough with the car.

It's a lovely thing and deserves to be used. As discussed in a back issue of this magazine, it's set up for road and track, and I am already planning a road trip or two as well as a circuit race or three! More positively, the upside of last year's inactivity is that it is ready for action. It's nice – if unusual, in my experience – to start the year with a car that isn't still in bits in the workshop!

The time I spent in and around other people's cars was a mixture of business and pleasure. From a business point of view, we continued to buy and sell a number of 356s and early 911s. A well-used 356C with a nice history in UK hillclimbing and an Eric Studer-built engine went to continental Europe, as did a 356SC and a trio of early 911s, including a couple in Light Ivory and an FIA-spec race car.

We picked up a lovely metallic Aquamarine 356A in Paris and were offered another FIA-spec early 911 from the same city. We also sent a Jaguar E-type and a Lotus Elan to new homes abroad. I hope I am making my point!

We are a tiny business, but we regularly deal with customers and counterparts in the other major EU member states and hope to continue doing so this year and next without undue and unnecessary complications. I am sure plenty of readers are in the same position in their own businesses.

On a similar theme, my racing also took me to continental Europe last year. It wasn't a deliberate decision, but just the way it worked out. More specifically, we went to Spa twice, to Le Mans and to Imola. All of it sharing other people's early 911s. If it sounds rather glamorous and expensive it's because it was! I won't forget hitting the rev limiter in fifth in a Le Mans-winning 911 on the Mulsanne straight.

I'm not sure what will beat that and my thanks go to the generous owners who trusted me with their cars and to the preparers who supported us. For my part, I tried to drive quickly while also taking care of the machinery. With the exception of a well-publicised trip into the gravel at Imola, I just about succeeded.

This year I'd love to do the Mille Miglia or, for that matter,

race in the US. I've not done either so far. Historic Monaco will have to wait until next year when Le Mans Classic also runs again.

There is something special about the big historic events in Europe, but the same is true, albeit in a different way, of many of the small, understated club meetings in the UK. It's how I first went racing some twenty years ago and I intend to dip back into it in the coming year.

It should be clear from what I've said so far that it's personal rather than political! There are plenty of race organisers and formats to choose from in the UK, but I have always had a soft spot for the HSCC. The club celebrated its fiftieth anniversary last year. We were delighted to take part in the recreation of the first ever-historic sports car race at Castle Combe in the Pre-A.

It was great to meet some of the men and women who started our sport all those years ago. I've suggested before that the history of historic racing is becoming a subject in its own right. There are now fifty years of it! Back to the coming season and the HSCC continues to provide a number of – relatively – affordable ways to race your classic Porsche.

The calendar takes in a number of well-known circuits in the UK and there are series for mildly-modified production models as well as more seriously-prepped FIA-spec cars. There's something for everyone. If you have ever thought of going racing it's a great place to start. Why not do it this season? I'll see you on the grid.

Above: Robert Barrie spent more time racing other people's cars than his own, including a 3.0RS at Le Mans Classic. A puncture nearly spoiled the day...

Below: Looking cool, calm and collected, Robert ponders on 2017 at the wheel of his 356A. Photo by Bart Kuykens



DELWYN MALLETT: FUTURE PERFECT?

As Christmas approached and others sat down to plates of turkey and mince pies, Delwyn Mallett sat down and gave some thought to what he'll be looking forward to Porsche-wise in 2017. And what went wrong in 2016...

Words & Photos: Delwyn Mallett



Well, in my case the answer is fairly easy: actually getting to drive one of my four Porsches is what went wrong. And when I say 'one' that would be more than satisfactory as 2016 elapsed without any of my Porsches turning a wheel on the road. Making it the first year in exactly half-a-century that I have not had the pleasure of driving my own Porsche.

In fact 2016 was not a good year for my relationship with my classic fleet. 2015 ended on a bum note with my 1952 split-window 356 'streamliner' falling victim to a bizarre event, resulting in substantial damage front and rear, which put it out of commission.

The very first day of 2016 also ended on a bum note when my Tatra T87 ran a wheel bearing on the way to the annual Vintage Sports Car Club meeting at The Phoenix, in Hartley Wintney. (Seume said 'stick to Porsches', so think of the Tatra as a large family-sized 356 with an extra four cylinders in the tail. Plus, its designer, Hans Ledwinka, was a chum of the Professor.)

By the time the AA arrived, the bearing had well and truly welded itself to the driveshaft rendering the rear wheel incapable of rotation. The gallant AA man managed, with the help of a plastic 'slider' under the tyre, to drag it onto his trailer relatively easily but getting it back onto *terra firma* at my place proved far more difficult.

The Tatra's eventual resting place on my gravel drive severely restricted access to my garage and what I had assumed would be a stay of a few weeks at the most turned into a four month saga of immobility before it was once more back on the road. It was akin to having a dead whale rotting on the front garden.

Meanwhile, my Speedster was hemmed in at the back end of the garage and the truly awful weather discouraged any

attempt to disinter it. Needless to say by the time the Tatra was resurrected and the sun had returned, the Speedster would not fire up! I blame modern fuel that goes off incredibly quickly and, I find, constantly gums up the carbs if they are not regularly flushed with fresh stuff. Finally, bored and frustrated at removing

Above left: Happier days, when both the Streamliner Pre-A and the Speedster saw some action!

Above right: After a bizarre shunt, the Pre-A needed work both front and rear. This proved to be just the start of a lengthy rebuild...

Below left: The Pre-A now has a whole new rear wing and rear panel, plus plenty of other repairs

Below right: Well, it's almost a Porsche... Tatra 87 was star of the CHP show, but began the year on a bad note with bearing problems

'MY SPEEDSTER WAS HEMMED IN AT THE BACK...'



carbs and cleaning with little to show in the way of results, my attention turned to my other 'almost there' automotive projects.

My 1950 'shoebox' Ford has been an on and off project for the best part of twenty-years, with 'off' being by far its most active (so to speak) state of play. (You will notice that it, too, is not a Porsche but it has a tenuous connection in that Donald Turnupseed was at the wheel of one when he despatched James Dean to the big racetrack in the sky.)

Having revived my life-long enthusiasm for hot rods I was determined to drive the Ford to the Pendine Sands Hot Rod Races held in June (highly recommended – I even met some Porsche driving enthusiasts there). I went, but not in the Ford. A new deadline was set, the September Autumn Classic at the charmingly relaxed Prescott Hill Climb in Gloucestershire. Missed that one, too!

Although the Ford is 'on the button' with everything functioning as it should, it failed to make the 13-mile trip home from the workshop where it had been trailered for fettling, boiling over roughly six-miles into the journey. A rad test detected combustion gases in the water. Hopefully it's no more than a leaking head gasket (or two). A pair is on the way from the USA

and a new deadline has been set: Pendine 2017.

While on the subject of hot rods, I have to say that with the frankly absurd prices that our classics are now commanding I almost felt tempted to walk away from the scene and become a hot-rodder and have just as much fun and satisfaction for a fraction of the price. A tiny example of the huge price differential between a typical 'Yank' and our favourite German sports car is that I replaced all of the brake wheel cylinders and the master cylinder on my Ford for substantially less than the cost of just one ATE wheel cylinder for a 356.

I also struggled for most of 2016 trying to sort out the brakes on my very pretty Abarth Simca 1300. (Yes, I know, I know, it's also not a Porsche. But after Carlo Abarth had made a handsome profit building the bodies for the 1960 Carrera Abarth for Porsche he used, a couple of years later, what amounts to basically the same body styling for a similar exercise for Simca. So it's almost a Porsche, then.)

I won't bore you with the Abarth details but the objective for 2017 is at least two Porsches back on the road and hopefully a Ford and an Abarth-or-two, too. *(I hate to remind you, that only leaves about a zillion other projects... – KS.)*

JOHNNY TIPLER: LIVING, DANGEROUSLY

Well, only sometimes dangerously, but a hit of adrenaline never goes amiss.

Johnny Tipler looks back at cars driven and events covered in 2016, and what's around the corner in 2017.

Words: Johnny Tipler Photos: JT and Antony Fraser



Highlight of the year was collecting my Giro – that's to say, my award for competing in the Giro di Sicilia. In June, my chum James Puttock and I took his 2.7RS rep on the Giro, an 870km light-hearted three-day competition for classic cars, circumnavigating much of the island, and at the prize-giving after the concluding luncheon, our names were called out. We received a trophy, we know not what for, but assume it was just for being there, or perhaps for having travelled furthest to get there.

The trip from Blighty to Sicily involved two RSs. James had driven from GB in company with classic Porsche stalwarts Mike Birtwistle and Brendan Mullen in Mike's genuine 2.7RS that was heading for Palermo to be reunited with its original dealer. We rendezvous'd in Spa on account of the prevailing French fuel strike and because I'd arrived in Belgium by bus and train from Cologne.

Apart from the Sicilian food and wonderful scenery, the standouts on the Giro were the 356s and fellow 911s – not forgetting the mighty Alfa Romeo 6C Villa D'Este, the very car

driven to 8th place in the 1950 Carrera Panamericana by Felice Bonetto, restored precisely as it was in period by owner Corrado Lopresto. It was also a pleasure to meet Costanza Florio, granddaughter of Vincenzo Florio who created the Targa Florio back in 1906, and who was doing the Giro in her 356.

As well as meeting up with erstwhile Palermo Porsche dealer Armando Floridia who'd sold Mike's RS back in 1973 and turned out to have won the Targa Florio in 1976, we also called at the Museo Vincenzo Florio in Cerda where its charming curator Antonio Catanzaro showed us round the compact but fascinating enclave.

So the reason I'd met James, Mike and Brendan at Spa was that I'd been covering the outrageous Nürburgring 24 Hours, the night-and-day epic that runs on the combined GP circuit and the Nordschleife. There's never a dull moment with 180 cars on track (at the start, at least) and the nocturnal action alongside the circuit is redolent of the Glastonbury and Burning Man festivals.

What's in store for 2017? My year kicks off with four weeks in New Zealand, ostensibly visiting my son Alfie who's teaching

Above: Johnny Tipler's life seems to be spent driving other people's Porsches, but he does run a modern 996 as his regular transport



kids dinghy sailing at Nelson, but I'm also teaming up with Brent Jones who's just built a superb replica of the Martini-liveried 3.0 'Mary Stuart' RSR that came fourth at Le Mans in 1973 in the hands of Herbie Müller and Gijs van Lennep. The moniker comes from the extended ducktail that resembles the Tudor collar. Not that I'm obsessed or anything, but having sported a ducktail on my former pet, the 964 Peppermint Pig, I've recently had a ducktail engine lid fitted on its successor, a 996 rejoicing in the appellation 'Pig Energy', bequeathed by Alois Ruf, with Autofarm fettling while I'm Down Under. The 996 also sports split-rim Porsche Classic wheels as part of my bid to classicise the kettle as much as possible.

Talking of Autofarm, the irrepressible Josh Sadler seems to have acquired a succession of 2.7 RSs in the course of 2016, including the last ever RHD example, unearthed in Trinidad in the wake of its owner's mysterious demise (cue Death in Paradise reggae), and most recently he's bagged one of six RSs belonging to the late President of Porsche Club France. So, one way or another, I've driven more than my fair share of 2.7 RSs this year.

My snapping colleague Antony Fraser and I went to Belgium two or three times to see entrepreneur Kobus Cantraine, who's presented us with a 911R, a 2.8 RSR, a 3.0 RS and an ex-Le Mans 934 race car to shoot, and whilst all these cars could do with a bit of space to give free rein to, we managed to achieve a result on narrow backroads near Antwerp and Brussels.

At the other end of the scale, Kobus's fellow countryman Johan Dirickx rents Abbeville circuit twice a year, which provides a trackday scenario for evaluating examples from his marvellous collection of RSs, and last autumn's highlight were a pair of Ruf CTRs, Marks 1 and 2.

Another firm we called on was Kremer Racing on the outskirts of Cologne. Spanning five decades, Kremer was the leading privateer Porsche race team in the 1970s, winning Le Mans in 1979 with a 935 K3, and in a rebranding operation by owner Eberhard Baunach they are launching a road-going

version of the K3, based on a 997 Turbo!

It's not only the specialists who are asserting their historic antecedents; the factory's 991 R is a pointed reminder of past glories, as is the 997 Sport Classic. I drove both examples at Porsche Centre Gelderland, Arnhem, where proprietor Mark Wegh has also amassed a collection of 100 or so Porsches and VWs as an adjunct to his PC Classic showroom, wherein 30 Zuffenhausen jewels are displayed for sale. Mind-boggling. We were returning through Benelux after a trip to see Dirk Sadlowski of PS Automobile at Lippstadt and 9ff at Dortmund, where highlights included a Kremer Racing 3.0 RS, which we shot at Paderborn aircraft museum.

On the Ruf trip we also visited 356 and 911 specialist Ande Voteler at Balingen, playing guessing games as to what models lay under the numerous dustsheets in his ex-furniture factory premises. One he did reveal to us was his low-miles US 930, a joy to drive up and down the Black Forest hill roads.

Also on the home front, another specialist I visit regularly is Paul Stephens, and, together with Antony Fraser, I composed several features on Paul Stephens' classic 911s in the course of 2016, including a feisty 911R tribute known as 'Froggie'. We also covered his outing in the Historika 901 provided by Kevin Morfett for Paul to do Classic Le Mans.

However, I'm lucky enough to get my kicks in all types of Porsche in a variety of situations. Earlier in 2016 I drove TwinSpark Racing's 3.0 RS around Zandvoort circuit, and they very kindly invited me back to attend the Historic Grand Prix meeting, where both their 3.0 RSs scored victories – Leonard Stolk taking Race 1 and Lex Proper winning Race 2 – from an amazing 48th on the grid! That event's certainly on my agenda again for 2017, as are the usual favourites, Spa Six Hours, Nürburgring Old Timer and Algarve Classic Festival. My year normally kicks off covering the Monte Carlo Rallye Historique, but I'll have missed that in 2017 through being in New Zealand. Later in the year, Silverstone Classic and Goodwood Revival are also pencilled in...

Above: Johnny spent a glorious week or so travelling down to Sicily with James Puttock in his RS rep, and then competing in the Giro di Sicilia rally

Thanks to Eurotunnel, Brittany Ferries, Stena Line, Continental Tyres, STR, Alois Ruf, Falken Tyres, Nokian Tyres, Autofarm, DFDS Seaways, TwinSpark Racing and Porscheshop

Below: Hat? Check! Earring? Check! Flamboyant shirt? Check! OK Tipler, you're ready to roll! Well, hopefully not literally...



KEITH SEUME: FUN & GAMES

Classic Porsche's editor had rather a lot on his plate in 2016, and rather less in his wallet as a consequence. Life with a modified 1966 912/6 should have been more fun, but at least things are looking up...

Words & Photos: Keith Seume



Above: Meeting up with all my DDK friends at Le Mans was worth all the past hassles. Little did I know what still lay in store!

I'll make a promise: I won't whine on about the problems I've had with *El Chucho* over the last few months choosing, instead, to concentrate on the positive side of owning and driving a non-standard old Porsche. Well, OK, so I'm lying. After all, it's rather hard to be retrospective without making any reference to some of the hassles I've had to put up with during the first year of driving *El Chucho*.

In brief, the year started OK, but on a rather sad note, with a trip to Banbury to attend Bob Watson's funeral. It was the coldest day of the year and the car has no heater, a situation which caused a certain degree of amusement amongst people I had previously regarded as 'friends'. Quite why they regarded the process of my fingers turning white and then a fetching shade of pale blue as a source of amusement, I'll never know...

The next big trip was to Le Mans Classic, and it was a drive I'd been looking forward to ever since I embarked on the project. The weather was perfect, the racing as exciting as ever, the drive there without any drama, the drive back...oh, right. 'That' noise – the sound of a dropped exhaust valve seat and the start of an expensive rebuild. The sound which wiped the smile off my bank balance and made me consider throwing in the towel.

Except, of course, I didn't. I swallowed hard and accepted that life with a hot-rod Porsche wasn't always going to be easy (or cheap), paid the bill and decided to enjoy *El Chucho* once again. Except now, of course, summer was almost over. There

was time for one final trip 'up country' (everywhere's 'up country' from here) to the CHPublications Porsche Picnic. At least that went without drama (and heating).

Engine (and suspension) problems aside – sorry, I'm going to ignore the recurring suspension knocks, if you don't mind – the only real problems I've had are a heated windscreen which doesn't appear to work, a driver's door which drops slightly when opening, a non-functioning clock and a leaky fuel tank. None of these are major problems, though.

Any changes I want to make? Well, I'd love to have a better standard of carpeting, and I still plan on changing the front seats for ones which are a little more comfortable. That will mean getting the new ones retrimmed first, if I am to retain the Cornish Tartan theme which people seem to like. I'd consider trying some other wheels on the car – even some widened steel rims – just for the sake of change, and maybe another ECU. But overall I'm happy – I've had to accept that I'll never have any heating, although occasionally I do wonder about installing a Webasto petrol heater, or something similar, just to keep my feet toasty in winter. Oh, and I plan to thoroughly rust-proof *El Chucho*, too.

So, all in all, I'm a happy bunny. Well, I will be once I've had the engine remapped to suit the new exhaust system I recently fitted. I never expected life with *El Chucho* to be easy, and it hasn't been. But that light at the end of the tunnel is growing ever brighter... **CP**

Below left and right: The trip to Le Mans Classic was the highlight of the year, with perfect weather and a trouble-free drive there. Only on the way back did the problems begin...





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964 GC	A993 XXX
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Unique 993 Turbo, first owner: Porsche for 2 years; driver: Porsche CEO; condition: excellent (inside/outside); technical condition: 111 Porsche Approved Checklist ok! New Pirelli tyres, electric sunroof, Porsche service history, no accidents, momentary owner since 2001, 76,428 miles, £133,000. Tel: +41 41 74 90 911. Email: jens.hawner@porsche-zug.ch (Switzerland). C42/009



Speedster replica, Volkswagen 1200 Beetle 1700cc, Porsche wide body Speedster replica (911 Turbo whaletail etc), looks and sounds awesome, based on a 1971 tax exempt (free road tax) air-cooled 1.7 twin Weber carb engine. I have just had 2 new Dell'Orto twin Weber carbs serviced and setup with a new twin linkage which all cost over £700, and new battery, drives well, sounds awesome, pulls like a train. I have owned the car for a year now, been my weekend car and will be very sad to see go, I am looking to buy an Audi so may consider a px. Doors on car are a bit stiff and may need adjusting, boot lid latch has been removed by myself as I once got locked out with a dead battery. I have all MOTs and taxes, bags of receipts and paperwork, 7 months' tax and MOT, 1700cc air-cooled, Cobra central locking alarm, Porsche alloys with 4 new tyres, 2 door, manual, petrol, electric windows/mirrors that all work, Alpine cd/iPod/mp3 unit, full Porsche interior, bucket style Porsche seats, £4100. Tel: 07930 419953. Email: markknotati@outlook.com (London). C42/003

Carrera 3.2, 1985, show condition, possibly the best out there, engine, body and everything completely rebuilt, box synchros, engine bearings, chains, rings, cylinder heads, valve guides, gaskets, seals etc all done. Body bare metal respray in original Guards Red, black leather interior perfect, 113K miles with FSH, subtle Wevo upgrade parts also, all work done 8 years and 2000 miles ago, downsizing collection, Dublin viewing ok, £45,000. Tel: 0035 386 2586023. Email: granary@iol.ie (Ireland). C42/010

Porsche 930 Turbo, very rare one owner car, 67,000 miles, full main dealer history, 1986 subjected to a £40,000 conversion in Switzerland/Rinspeed, confirmation from ceo Frank that only 5x rhd cars were produced, 3x no longer in existence, possibly be only one in Europe. Recent upgrades include new Compomotive rims/original Gottis included, the side fins are removed but are included, a full Patrick Motorsport upgrade inc turbo wastegate, housing, headers, with heat and a new exhaust producing 390bhp, 1979 model, reg'd in UK in 1980, graphics inspired by Evel Knievel, if you are one of a few that doesn't like to follow suit and likes to be a little 'different' then this is the beast for you, chocolate bi leather with tartan trim, £79,995, invoices for £11,000 recently and another for £5000. Tel: 07929 923688 or 01282 699699. Email: smithjulian@hotmail.com (Lancashire). C42/007

912



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1968 LHD 912/6, RS body, 2.2 flat 6, triple Webers, S cams, 5 speed box, non sunroof coupe, MOT June 2017, car drives very well, sounds great, I have had the car from 2012, it's had lot of new parts fitted, £23,000. Tel: 07506 299333. Email: oldeboy@hotmail.co.uk (Devon). C42/019

928

1979 Euro 928, service records, nice quality V8. Runs and drives smoothly, # matching, replaced working parts for new to extend reliability, Gunmetal Grey over blk leather. I own a sports car restoration shop, bought this gem to go to car shows with my buddy that I sold my 914 to, fun, fairly rare exotic that won't break the bank, contact for further details, £7000. Tel: 330 493-6000. Email: jeffvolkert@gmail.com (Ohio, USA). C42/011

944



(last owner 13 years), full service history main/specialist, original books and documentation, new Kenwood DAB installed, Porsche indoor cover included, fixed price £11,000, email me for more photos. Tel: 07900 900928. Email: julian.ahmed@hotmail.co.uk (Dorset). C42/005

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Early 911 parts, early 911 M-type rear calipers, for solid discs, require refurbishment, £100 the pair; 911 exhaust silencer, 2 in 1 out, 1965-74, Dansk, steel, part number 92.210 1513, approx 3000 miles use, very good condition, £200. Tel: 07766 160594. Email: mawarman@supanet.com



racer, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C42/018

Early 911 parts, 911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C42/015

1974 Carrera parts, two Fuchs wheels, 7x15 OEM, £700; two Fuchs wheels, 7x15, reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxfordshire). C42/014

Miscellaneous



'FRY 911J' cherished registration, on retention certificate for easy transfer, please leave a message if I can't answer the phone, £1950. Tel: 07733 268700. Email: sgarters@gmail.com. C42/017

Porsche 959 official factory technical report, 1986, excellent condition, extremely rare 24 pages with superb illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelcallaghan12345@hotmail.com C42/012



911 Speedster model set, very rare model set from Maisto featuring every scale of model they produced of this iconic car, never seen another like this, box in poor condition externally but models never been taken off plinth. £75 ono. Email: geoffbooth911@hotmail.co.uk. C42/021



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C42/013

Registration for sale, 'JJI 911S'
number on retention, £2000. Tel: 07810
058297. Email: s-blakeley@sky.com.
C42/016

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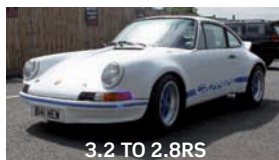
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1662000170 (91135290700)
 Brake caliper, rear, left, without E-mark
 Fits: 911 (ventilated discs) (2.0-3.3) 63-83

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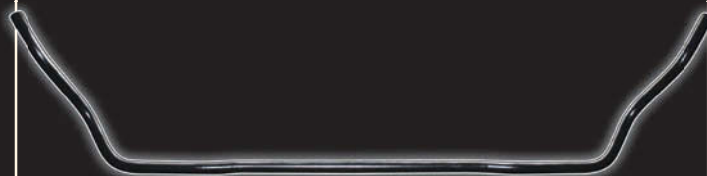
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1640100170 (91134190100)
 Wishbone, front, left
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