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It's been a real pleasure putting this issue together – not that I don't enjoy compiling every issue, of course – but it was one of those times when all the stars seemed to be aligned.

First of all, there's the story of the two Tour de France 911s restored by Historika, with Rémi Dargenen's wonderful photos capturing these two very special cars for posterity on the day that legendary driver Gérard Larrousse was reunited with his former TdF entry, the ultimate lightweight 911.

Then we have the story of the very first Porsche to bear the Carrera name – a 1955 Pre-A 356 (see above), that spent much

“ONE OF THOSE TIMES WHEN ALL THE STARS SEEMED TO BE ALIGNED...”

of its life incognito, with only a request to the factory for a copy of the Kardex throwing up its true identity. It's an amazing car in every sense. Follow that with a piece on the only Paris-Dakar 953 in private hands, a photo shoot on the Porsche Museum's own Le Mans homage 917, and a Pre-A 356 Cabrio, and you can see why I enjoyed putting this issue together.

I'm often asked how we can find enough material to fill a magazine on a regular basis and my answer is always the same: Porsche has such a rich and varied history stretching back over so many years, and so many great cars are being restored, there will never be a shortage of material...

Keith Seume
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TOUR DE FORCE

Suffolk-based classic 911 specialists Historika have recently restored two 911s – an ST and an RS – that finished third and second respectively on the Tour de France in 1970 and 1976. We take the history lesson and stand by as Gérard Larrousse is reunited with his psychedelic lightweight 911...

Words: Johnny Tipler
Photos: Rémi Dargegen



Here we have a couple of historically important 911 racing cars, fresh out of the restoration process at Ipswich-based specialists Historika. The yellow ST is finished in its period-correct psychedelic livery, and is the ex-works ST (030 0949) driven by Gérard Larrousse and Maurice Gélín to third place in the 1970 Tour de France. It's also the lightest 911 ever built by the factory.

It was subsequently driven by Nick Faure, David Purley and Brian Nelson in 2.8 specification, and the story of its acquisition and restoration is a tale of dogged determination and applied connoisseurship.

The white 3.0 RS has been a race car all its life, having done the Tour de France three times – in 1974, '75 and '76, coming third overall in '75 and second the following year. It's

also competed in nearly 200 races and rallies, most notably Le Mans twice and the Monte Carlo rally once. But we'll get to that in a moment – first, the lowdown on the Larrousse ST.

This was one of seven factory STs created in 1970 and, having done one event, the Austrian Alpine Rally, it was recalled to the factory and taken apart. It was then selected for the 1970 Tour de France Automobile by the Competitions department and modified specifically for the event.

A host of one-off features meant it differed from other STs (of which there were 28 in total, seven from 1970 with 2.3-litre engines, and 21 made in 1972 with 2.5-litre flat-sixes.) Porsche was keen to use the 911 rather than a prototype 908 on the bumpy French roads, but the Tour route was largely re-surfaced before the event, helping the works Matra-Simca MS 120 prototypes achieve first and second outright, while

The undoubted star of the show is the 1970 Tour de France 911ST driven by Gérard Larrousse. At under 750kg, it was the lightest factory-built 911 of them all...



third place went to Larrousse/Gélin in this 911ST.

It was made as light as possible to put it more on a par with rivals like the works Matra prototypes. ‘Gérard told us a lovely story,’ says Historika’s Kevin Morfett; ‘he was fixated with the weight of it, and so about three weeks before the 1970 Tour de France he went to the factory and pledged a bottle of champagne for every kilo they got it under its original weight, which, being an ST, was quite light anyway. They’d got it down to about 980kg on the weighbridge, and he said, “no, it’s still not light enough – keep going,” and they eventually got it down to 748kg.

“NO, IT’S STILL NOT LIGHT ENOUGH – KEEP GOING...”

‘But there’s a sequel to that, because I looked up some of the retired mechanics during the restoration, and they remembered that when they did the final weighing they left about 20 litres of fuel in the car – it wasn’t even on its dry weight, so they got short-

changed on their champagne!’

Kevin recalls how he became embroiled in locating the car: ‘Many years ago, pre-internet, I’d heard rumours that there was a very special works car rallying in Ireland, which was believed to be a 911R, and I finally

managed to track it down, only to discover that the owner had sold the car a couple of weeks earlier.’

At that point the trail went cold. Kevin didn’t know any

Below left: Interior of 911ST showing low-back Recaro seats and Repa harnesses

Below right: Compare that to the 3.0 RS, with the lightweight RS seats (with headrests...) and Schroth harnesses





more about the car, especially not that it was the Tour de France car. 'All I knew was that it was a factory car with a special 906 engine with special parts on it, so the people in Ireland thought it was an R.'

Some years later, Kevin read an article in one of the Porsche magazines about a woman in Stoke-upon-Trent called Cicelly Nicholls who owned a 911 that she thought was possibly a famous race or rally car. But even having spoken to Jürgen Barth she was unable to get anywhere as he'd repudiated the idea.

Kevin takes up the story: 'She'd bought it from a dealer in London, unregistered as it was a race car, so there was no vehicle registration document. Anyway, she got it road-registered, took it to Donington as she was looking at doing the classic Porsche series, and bumped into Josh Sadler and John Starkey.

'These founts-of-all-knowledge immediately recognised that it was a car of some significance, and she was so blown away by what they told her that she literally left it in the

garage for ten years. During this time she tried to find out more about the car but was just getting stonewalled.

'As a last resort, she spoke to one of the Porsche magazines, and they did an article on the car, and when that came out I could see immediately that the engine was on proper factory 46 Weber carbs, as well as special bits that made it a competition engine,' says Kevin.

'So I got her number from the magazine, drove to Stoke-upon-Trent and bought the car. Like many 911s of that era it had been converted to the 3.0-litre RS look, but I could identify the special ST bits on the shell, and could see that the engine was specifically a factory competition engine because it had the thermostat block on the tank, plus some very trick bits on it.'

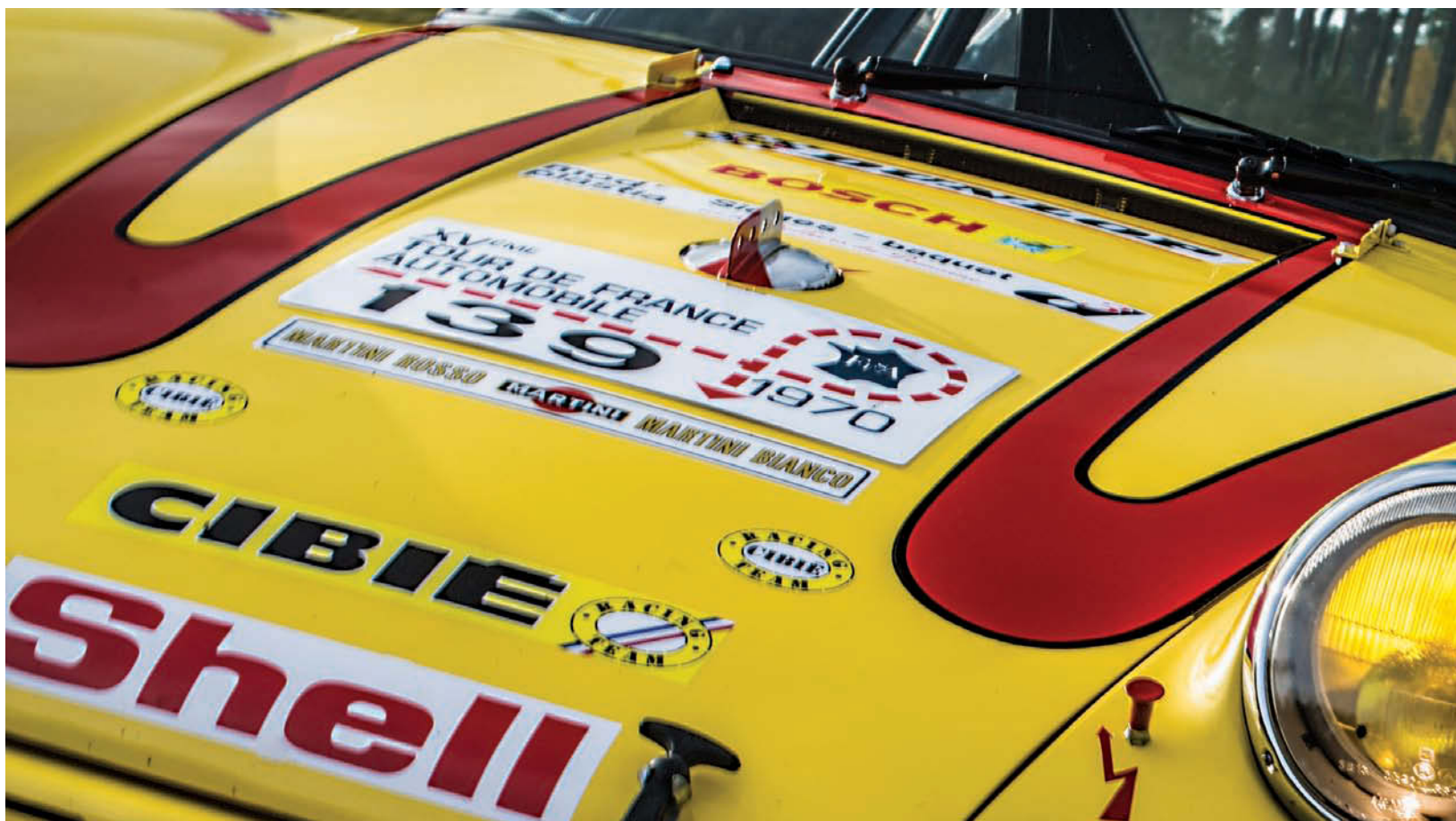
An ST bodysell is quite different from a standard 911 shell; not only is it light weight but there's additional bracketry and other tell-tale signs. 'This particular car had many one-off things done to it,' says Kevin. 'For example, it had reinforcing around the jacking points.

Above: Yellow ST competed just once in the Tour de France (1970) while the white 3.0 RS took part in 1974, '75 and '76

Below left: Fresh out of the paintshop, the ST sits on a trolley ready to be wheeled back into the race department for reassembly. Note plain rear quarter windows fitted here

Below right: Freshly built up, the ST sits outside the factory. Note 911R-style louvred quarter windows...





'When I bought it I didn't rush into pulling it apart, I took it very slowly, and over a 10 year period I managed to source original ST factory arches, front and rear bumpers, the original seats, and with Porsche's help we even found the original engine case, which, according to the documentation was the spare engine. They built a prototype flat-six as the main engine for the event, which is documented in Porsche records.

'I had to prove to Porsche via the production number that it was the Tour de France car, and they had very little to go on other than the Kardex, which basically said the car was transferred to the Motorsport department and had the ST type number.

'However,' he continues, 'they couldn't find their file on the car, and it wasn't until about five years later that I got an e-mail from the Porsche archive saying that they'd found the file containing some amazing paperwork on its build history in the Motorsport department: every single sheet of paper has the chassis number of the ST on it, so this is unquestionably the car. Jürgen Barth came over to see the car for himself whilst he was doing Classics at the Castle three or four years ago, and he said, "yes, I do believe it is the Larrousse car,"

so that's all clarified now.'

I first saw the car under an awning on Historika's stand at a wet Classics at the Castle some six years ago, and I remember there had been some concern about its authenticity. Here's Kevin again: 'The bible – the Porsche Book by Jürgen Barth – had the chassis for this car logged as a different number, which was incorrect. It was my good fortune that the incorrect number was that of another ST.

'After the 1970 Tour de France, Porsche used it as a marketing tool, allowing some of the more high profile motoring magazines to drive and photograph the car. Then in 1971 the factory sold the ST to a very important South American client, Guillermo Ortega, who also owned several other factory prototype racers.

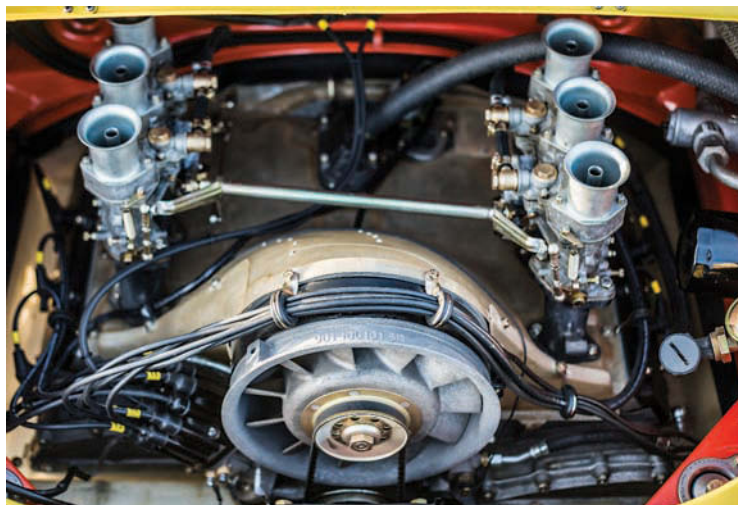
'The well-known French tuner Louis Mezmarie had also wanted to buy the car but it was already sold by then, so Porsche said they would sell him another ST (030 0949) which he prepped and used in '71 with Jürgen Barth, and, crucially, he also painted the car in the same colours as the 1970 Larrousse car.'

That's where a lot of the misattribution kicked off, because over the years there have been two or three variants of that

Above: Gérard Larrousse enjoyed being reunited with his old TdF car. Attention to detail shown by Historika is most impressive...

Below left: 1970 ST ran a 2.4-litre 906-spec engine on triple Weber carburettors, producing in the region of 260bhp at 8000rpm

Below right: 2992cc engine in the 3.0 RS produces around 230bhp at 6200rpm, and relies on mechanical fuel-injection





'71 car claiming the chassis number recorded in Jürgen's book. So in the case of the 1970 ST, the Larrousse/Gélin car, that relocated to South America, thence to a Greek coffee magnate, went back to the factory Motorsport department at the end of 1973 to have the 2.8-litre factory engine and gearbox and upgrades done, including new anti-roll bars and suspension, though its bodywork remained the same.

The Greek coffee magnate sold the car to Irish rally driver Brian Nelson, who won the 1976 Donegal International with it. Nelson converted it to 3.0 Carrera RS

bodywork and sold it to Ian Corkill who drove it in the 1977 Manx Rally, with Geoff Crabtree taking over the following year. After that it went to the dealer in London who sold it to Cicely Nicholls, which is when Kevin got to hear about it.

'Other than getting the car MOT'd, she did very little with

it, once she'd seen Josh and Starkey and they told her they thought it was a proper race car; she literally just drove it home and put it in the garage and shut the door.'

The core of the car was intact, so the fact it had been turned into a 3.0 RS lookalike was not a major concern as that's all fairly easy to replace. 'We have scarfed bits into the metalwork but it wasn't horrendous,' says Kevin.

'We took our time because I didn't want to put any reproduction parts on it, and I managed to find correct parts through specialists like Edmond-Harris, Freisinger, Marco Maranello, and we even

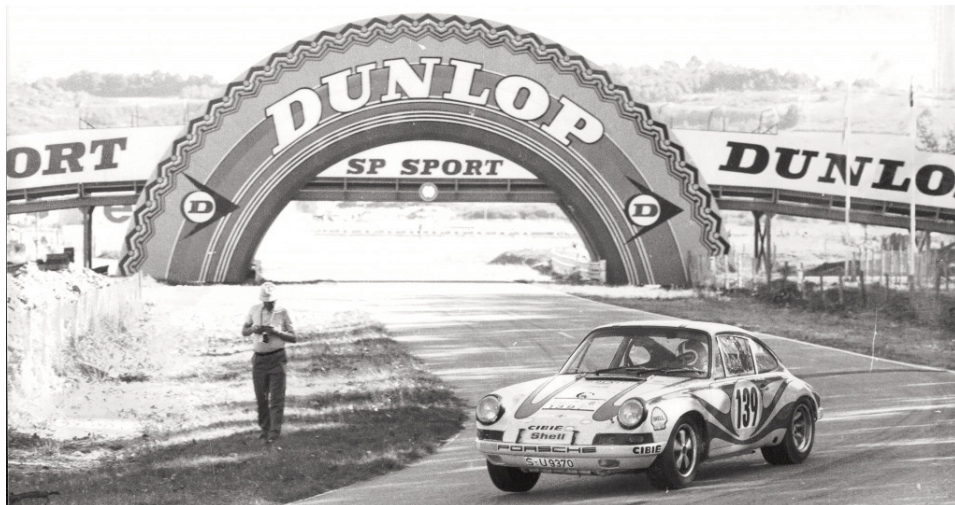
got the original engine case from the factory.

'We'd like to do some events in the car so we'll build a race engine for it. It's got original new old stock ST arches, original front and rear bumpers, and it still has the original plastic 100-litre fuel tank which survived all that racing and

“WE'D LIKE TO DO SOME EVENTS IN THE CAR...”

Below left: Gérard Larrousse promised a bottle of champagne for each kilogram the mechanics could get off the ST...

Below right: During the long (and sometimes lonely) Tour de France...





rallying. It also had a leather spare wheel strap system, and all the original switches and clocks were still in the car. It's got original magnesium Minilites on the back; you just have to wait until these things come up.'

Visually, this is a stunner. 'We thought replicating the colour scheme with the swirling red coach lines was going to be incredibly difficult,' says Morfett, 'although it was quite difficult getting the correct shade of yellow because it's actually Shell Oils

yellow and their emblem has changed so many times over the years so we had to get the correct '70s code for the yellow.

'We spoke to several people that do race decals and eventually we found a local signwriter who

was a bit of a Porsche man and he scanned everything from the photos and painted it as it would have been, in-period, though obviously the advertising stickers are vinyl. 'All the interior including the engine bay and front compartment is still tangerine, because all seven works STs were tangerine.'

It's taken Kevin and son Nick maybe 15 years to bring it up to its current standard. 'I was never in a rush,' says Kevin, 'because we operate a business, although it's been a huge passion of mine, and the reason I wanted the car is because

it's such a fantastic piece of Porsche history.

'It was never going to be something to flip on, it was something I wanted to have, so there was no urgency, and we didn't let it interfere with work on clients' cars. Plus we always try to spend some time prepping our '64 901 for racing, and we use that as an advert for the company. It's only the fact that we entered the ST for Salon Privé last year that we actually finished it.

'The body's been done for quite some time but we really worked hard on the engine and the suspension just to finally finish the car. And it was very nice because we had the 3.0 RS and the Larrousse ST at the Salon, and we got first and second in the Porsche section of the concours.'

And what are the prospects for a return to competition? 'We are going to campaign it, though not at every event, and we're not going to use it like we do our silver '64 car, and when Gérard came over he was in raptures and he said that in period it was the best 911 he ever drove.

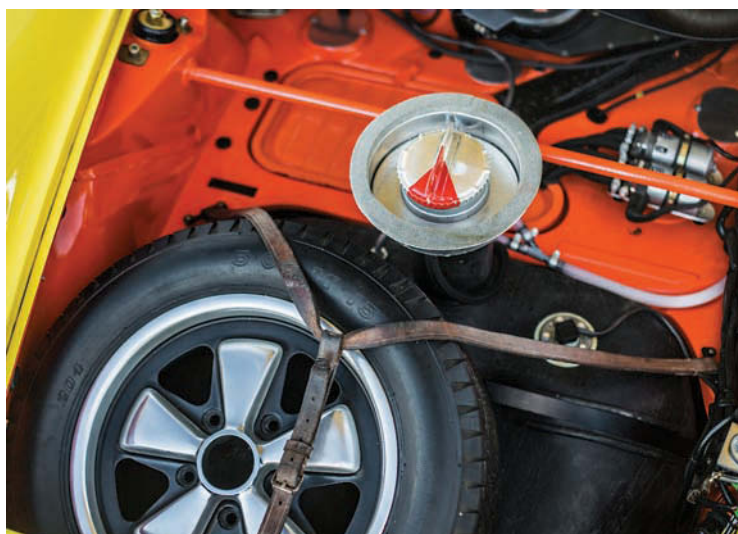
'He said he would like to do some things in it if we wanted to. So we'll probably do European stuff where you've got some fairly decent pedallers on track.' What a wonderful prospect, that this car will be gracing the historic grids again

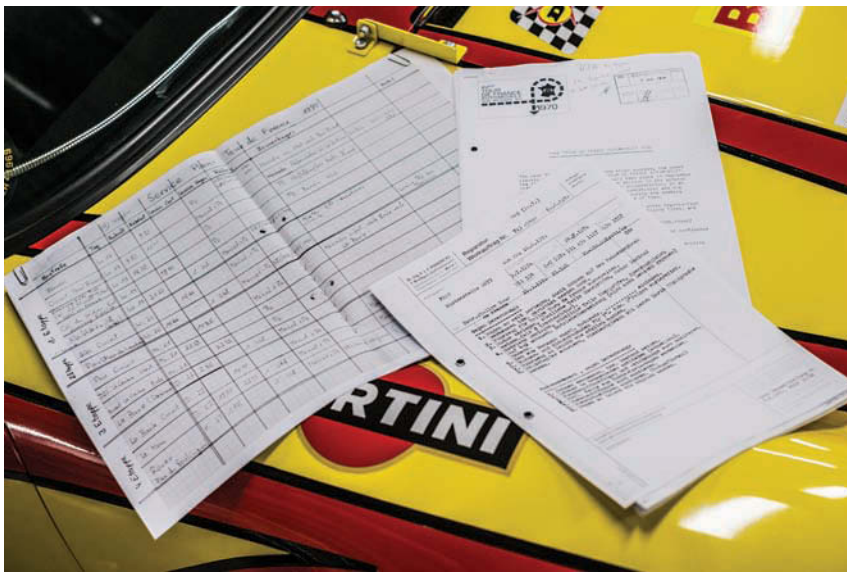
Above: ST (left) featured unique cut-away rear valance, exposing exhaust system and rear tyres when viewed from behind. The 3.0 RS retains a more 'factory' appearance from the rear

“HE SAID IT WAS THE BEST 911 HE EVER DROVE...”

Below left: ST features centre-fill fuel tank. Note dual fuel pumps (top right)

Below right: By comparison, 3.0 RS looks remarkably stock under the front lid





Above left: Historika tracked down much of the 911 ST's original paperwork in the factory archives

Above right: Morfett (left) and Larrousse all smiles as the ST's former driver is reunited with his old race car



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Below: 3.0 RS has had a hard life, taking part in around 200 events. Not surprising, then, that the bodyshell needed to be rejigged by Historika...

in the not too distant future, with the possibility of its original handler at the helm too.

Same goes for its stablemate. It's an early 1974 3.0 Carrera RS, and it's done the Tour de France three times, Le Mans twice, and well over 100 more races and rallies. Delivered to French concessionaires Sonauto, its first owner was Écurie Échappement racing team at the beginning of 1974.

It placed 19th overall in the Tour de France, driven by Christian Poirot and Francis Roussely, and in September '74 it was sold to French stalwart privateer, Raymond Touroul, who owned it until 1987. Raymond had a lot of Porsches including 911s, a 904, 908 and 910, and entered Le Mans no fewer than 17 times, though without notable success.

He did some European FIA GT races with this RS, and at Le Mans '75 he placed 18th overall and fourth in class with Jean-Louis Hesnault. Touroul had several other 911s to choose from, and this car finished third overall in the 1975 Tour de France in the hands of Jean-Pierre Rouget and Jean-Claude Lefebvre, going on to place second overall in the 1976 Tour de France with Bernard Béguin and René Boubet at the wheel.

The same crew tackled Le Mans in 1977 but retired in the 18th hour with cylinder head issues. Its halcyon days concluded with a run in the 1978 Monte Carlo Rally, again

with Bernard Béguin co-driven by Willy Huret, though they failed to finish. Those are the highlights of a massive 200-race career, so the car was pretty tired when it arrived at Historika's workshop.

Its current owner is Scotsman Andrew Smith, who acquired it from the States and whose racing activities include the Goodwood Revival. 'When it arrived with us it was out of true,' Kevin Morfett explains, 'so we put it on a jig to straighten it and get it tracked up. It's not unusual for these cars, when they've done that much work, to need a bit of straightening on the jig and we put it back to the original settings.'

'We had Jürgen come over and have a look, and it's got all the original tell-tale bits, like the 3.0 RS rear wheel arches where they hammered in the bodywork so that they could get enough negative camber on the rear wheels.'

'We did a full body restoration, blasted it back to bare metal, fitted new inner and outer sills and kept its original shell, and then repainted it and rebuilt all the suspension, oil system, brake system. The engine and gearbox were good so we've only done a cosmetic job on that.'

The car is certainly gorgeous now, resplendent in all its period decals, and the likelihood is that Andrew will do Tour Auto at the very least, where it can relive its glory days once more. **CP**





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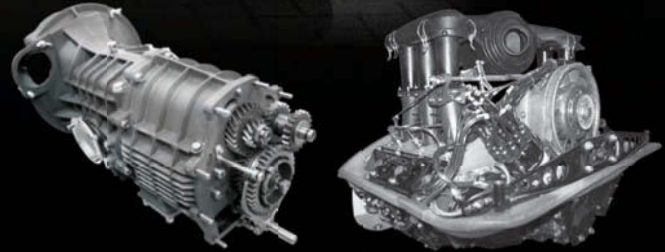
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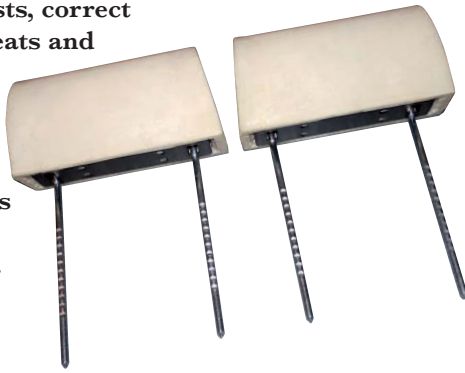
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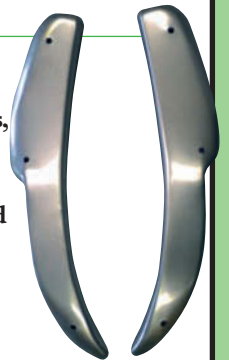


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New 118 Fog and Driving Lights New production of 118 Horn Grill mount fog and driving lights. New molds were taken from NOS lights, correct 5 rivet mounts, concurs chrome, all raised lettering, and correct logo font.

Available in Clear Fog, Yellow Fog using a yellow reflector, and Clear Driving versions. Introductory pricing \$350 per pair. Also available as a kit with correct horn grills for either SWB or LWB for \$495 per pair.

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



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

NEWS & PRODUCTS

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

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

TITANIUM WHEEL NUTS

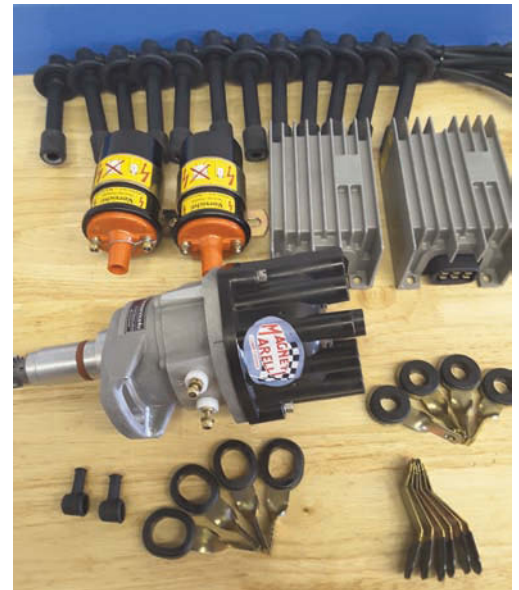


World Motorsports offers a titanium version of the factory Porsche lug (or wheel) nut to the exact dimensions of the original, in both open and closed versions, suitable for all Porsches that are used on the street or the racetrack. The open type are the lightest lug nuts available and the only ones that are legal to use in all Porsche Club America racing events, it's claimed. The closed style are ideal for replacing the factory lug nuts that are probably scratched. All the nuts feature the factory radiused seat that is unique to Porsche vehicles.

The World Motorsports Ti lug nuts offer many benefits when compared to the stock nuts. They are 40 per cent lighter, meaning 40 per cent less unsprung weight. They will also never rust or corrode like the factory nuts are known to do. Made from grade 5 titanium, they are available from www.world-motorsports.com, with free shipping anywhere in the world when ordered from the website.

shipping anywhere in the world when ordered from the website.

RACESERVICE4U



Raceservice4u is a producer of twin-plug ignition systems for most air-cooled flat-six Porsche engines. Their twin-plug ignition system has proved to be a winner and, they tell us, none have failed even after more than 100 hard race hours. The results speak for themselves, with wins in the Belgium Historic championship in 2006, 2007, 2008, 2009, 2010, 2012 and 2013.

All the twin-plug systems made by the company meet the strict requirements of the FIA Appendix K regulations covering historic motorsport, meaning that you can upgrade your early 911 racer without any concerns about falling foul of the tech committee.

We suggest you take a look around the company's website – it's packed with useful information on this fascinating subject.

More from www.raceservice4u.com

BLOWN AWAY – LITERALLY!



Photo: Phil Ward



Back in 1970, Italian stylist Giugiaro used a Porsche 914/6 as the basis for a concept car, named the Tapiro. It was a fairly typical design of the era, with a wedge profile and gullwing doors.

In 1972, the running car was sold to a Spanish industrialist who drove it on an almost daily basis.

However, this was time of social unrest in Spain, and one day a group of activists placed a bomb under the Tapiro. It exploded, causing a lot of damage. However, the basic shell survives to this day, having been repurchased by Italdesign, who placed it on display in the Giugiaro Museum...

MOMO WHEEL HUB, SPEEDSTER STRAPS...



Want to install a Momo steering wheel in your early Porsche, but don't like the modern hubs supplied with new wheels? Or perhaps you've bought an old Momo wheel without a hub of any kind? Well, here's the answer. Manufactured in-house by Karmann Connection, this Momo original-style hub for all 911s and 912s built from 1965–1973 is a 100 per cent authentic copy, and will fit the Prototipo, Monza and Jacky Ickx wheels. The price: £288.00 (inc VAT).

How about a concours show quality cloth tyre strap for all Speedsters (1954–1958) and a few early Convertible D (1959) models? This item was made in-house by Karmann Connection as part of a small batch years ago and shows some patina.

They're meticulously and painstakingly reproduced to near exact specifications, with the correct olive colour to the strap. The normal retail

price is £194.00, but KK is offering them at £150.00 (inc VAT) while stocks last.

Call 01702 340613, karmannkconnection.com



CELEBRATIONS AS STODDARD HITS 50!

Founded in June 1957 by Charles (Chuck) Stoddard, the now world famous Porsche parts specialist initially operated from a disused Tucker dealership in Ohio (see below), operating as a 'Fix Anything Foreign' business under the name of Stoddard Imported Cars (SIC). The company would sell and fix just about any import vehicle.

A move to a new 4.5-acre site gave the company

room to expand and, after a few years of dealing with multiple marques, the selection was finally distilled down to Porsche, Audi and Mercedes Benz. That changed when Porsche AG dissolved Porsche of America, with Stoddard (after selling the Mercedes franchise) becoming the sole Porsche dealer in Ohio. But even bigger changes were around the corner.

In 1974, Chuck Stoddard made the decision to concentrate on parts for 356 models, purchasing spares from all round the world and reaching an agreement with Porsche AG to manufacture parts for the older cars. Expansion saw another new warehouse opened in 1978, to cater for the burgeoning mail-order market. Five years later, Chuck stepped down and SIC was purchased by the Porsche factory, and to this day SIC concentrates on supplying just about every part needed to keep your 356, whatever its age, on the road where it belongs.

Congratulations (or should that be 'birthday wishes?') to all at Stoddard – here's to the next 50 years of service to the classic Porsche world!

www.stoddard.com



DESIGN 911 WHEEL OFFER



Do you like the idea of running Fuchs wheels on your Porsche, but don't like (or, let's be honest, can't justify) the high prices they're commanding these days? Well, Design 911 has got some killer deals on their website right now for repro Fuchs rims in a variety of sizes. Among them is a set of four wheels in 7J and 9Jx15 sizes for just £550.00 (plus VAT), reduced from £676.00 (plus VAT). OK, so you will still need to buy centre caps, but that's quite a deal. Find out about more wheel offers by logging onto:

www.design911.com

BECOME A CLASSIC PORSCHE AGENT?

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

We are always on the lookout throughout the world for people to become specialist stockists – if you think this could be you, please call Bev Brown at CHPublications on +44 (0)1883 731150, or drop her an e-mail at bev.brown@chpltd.com now!



LIGHTWEIGHT ALUMINIUM PANELS



Mittelmotor in Germany has just announced the latest addition to its vast range of parts for classic Porsches. It's an exact replica of the all-aluminium bonnet (hood) as originally fitted to the Porsche 964 RS, but which will fit all G-series 911s from 1974 to 1989. With a small modification to the cut-outs for the washer jets, the panel can also be used on the later 993 models.

The hood is manufactured from aircraft-grade aluminium, which makes it a lot stronger than other similar items on the market. It is also very light at just 5.1kg, compared to 14kg for a stock hood, and an average of 4–6kg for a glassfibre panel.

The new lightweight panel costs €994.99, including taxes, and is available from stock. To find out more, simply log onto:

www.mittelmotor.de

PCGB SHOW AWARD

Porsche Club GB capped a successful four days at the London Classic Car Show by scooping the prestigious Best Club Stand award. The event was attended by around 37,000 people and not only were they able to meet marque hero and five-times Le Mans winner Derek Bell on the Porsche Club GB stand, they could admire an immaculate 993 Turbo S as well as Chopard's limited-edition Jacky Ickx timepiece.

Motorsport hero Ickx enthralled 200 members at Porsche Centre East London with memories from his incredible career, while one of the famous Paris-Dakar 959s evoked the versatile Belgian's exploits on the rally enduro. The interview was also streamed live on Facebook, and later in the weekend Ickx joined his former team-mate Bell on the club's stand.

For details of the club's activities, visit www.porscheclubgb.com

SHOW NEWS

With record crowds this year, the London Classic Car Show (held from 23–26 February) has now become established as a must-see event in the classic calendar.

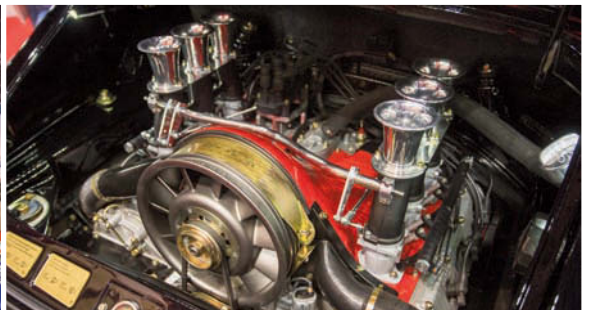
In total, more than 37,000 visitors (a significant 11 per cent increase on 2016) savoured close to 800 of the world's finest classic cars on display at ExCeL London. With a combined estimated value of more than £500m, these ranged from barn-finds and restorations to unique concepts and championship winning race cars.

For us, of course, it was the Porsche exhibits which grabbed our attention, star among which was the Jacky Ickx display. www.thelondonclassiccarshow.co.uk

Clockwise from top right: Tech 9 brought along their stunning 930 Turbo. 930s don't get better than this!; 1970 2.2 911S was on sale with Paul Stephens for a cool £180,000; impressive engine installation in Paul Stephens' 'Classic Touring' backdate; and if you like 959s, how about this one-off convertible? Well, it's different...; 956 chassis #001 was a T-car at Le Mans but won the Group C class at the '82 Silverstone Six Hours; interior of 959 cabrio is 1980s pop-tastic!; Lime Green '74 2.7 was on show with Greatworth Classics; 356C was up for auction at Coys. It was restored by Sandydown Bodyworks and PR Services...



Photos: Paul Knight



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NEWS & PRODUCTS



CLASSIC PORSCHE BACK ISSUES AND BINDERS

The new *Classic Porsche* binder is in stock now! Featuring the latest *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, 10, 13, 14 and 16–42. 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...

Classic PORSCHE ONE SHADE OF GREY: OUTLAW 356

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PLUS: CARRERA ABARTH • PORSCHE 912E
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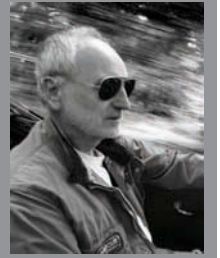
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DELWYN MALLETT

MALLETT HAS A MOMENT (OR TWO) WHEN WATCHING TV. NOTHING GETS HIM GOING MORE THAN WHEN TELEVISION PROGRAMMES START DISSEMINATING ALTERNATIVE FACTS...

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...



For those that might not be aware of the term 'Routemaster Moment', a brief explanation. Some years ago an individual who would probably be termed an 'anorak' by the bulk of the population, wrote to the *Sunday Times* complaining that a recently broadcast TV drama set in the very early 1950s was for him spoilt by the inclusion of a Routemaster bus that, as 'everyone surely knows', did not enter service until February 1956!

This startling observation excited the pedant lurking within many *Sunday Times* readers and a flurry of correspondence ensued recording their own 'Routemaster moments'.

I'm sure that there must be a Routemaster Moment club out there somewhere as each new period drama on the box unleashes a torrent of 'moments' in the paper. Even my wife, who couldn't really care less, has found herself amused by the sometimes extraordinary inaccuracies spotted by the ever-vigilant readers and has been known to read them aloud over Sunday morning's coffee and toast.

I have to confess that although I haven't quite reached the stage of writing in, I am one of those irritating 'THAT'S NOT RIGHT!' exploders, and I have been known to pause my TV and take a shot of the offending object. Sad, I know. One such was a recent drama documentary about Eva Braun, Hitler's girlfriend and ultimately wife for a day (in fact 40-hours, before anyone rushes to correct me).

Hitler met her at the Munich studio of his personal photographer, where she worked. The opening title sequence sets the scene by panning across a row of vintage cameras and equipment, finally coming to rest on a Polaroid camera from the 1960s!

The latest such 'moment' that has prompted this mini-rant was a recently aired episode of 'Chasing Classic Cars', a programme that I don't normally watch but was alerted to by a chum frantically shouting Porsche Carrera Speedster down the phone. I tuned in just as the car dealer-presenter was wheeling an immaculate Carrera GS/GT Speedster into his workshop. The car's engine was dismantled but packed into what looked like purpose-built fitted crates. So far, so good, but the hyped up dramatic unpacking of the engine by in-house mechanic, Roger, had me spitting blood. Not quite a 'Routemaster Moment' as I defined it above but more a series of the now fashionable 'alternative facts'.

Now, I have nothing against Roger, he seems to be a perfectly decent chap. He might even have the knowledge to be able to build a four-cam Carrera

engine, but the few sentences he was given in the show did not inspire confidence. I will quote his words verbatim, 'In my vernacular, I call it the Gmünd engine, because Ferry Porsche, Dr Porsche, designed it when he was staying in a town in Switzerland called Gmünd.' Call it what you like, Roger, but it has nothing to do with Gmünd, which is not in Switzerland, and it was not designed by Ferry Porsche, who was not Dr Porsche. (Try Ernst Fuhrmann.)

Roger continues as he lovingly unpacks more parts, '... it's all of the mid-war Mercedes machining technology – assembling crankshafts one section at a time.' To be fair he does refer to it as a Hirth crank but appears to be unaware

that the serrated Hirth coupling was invented by Albert Hirth early in the 20th century and further developed by son Hellmuth, who applied it to his built-up crankshafts in the 1920s.

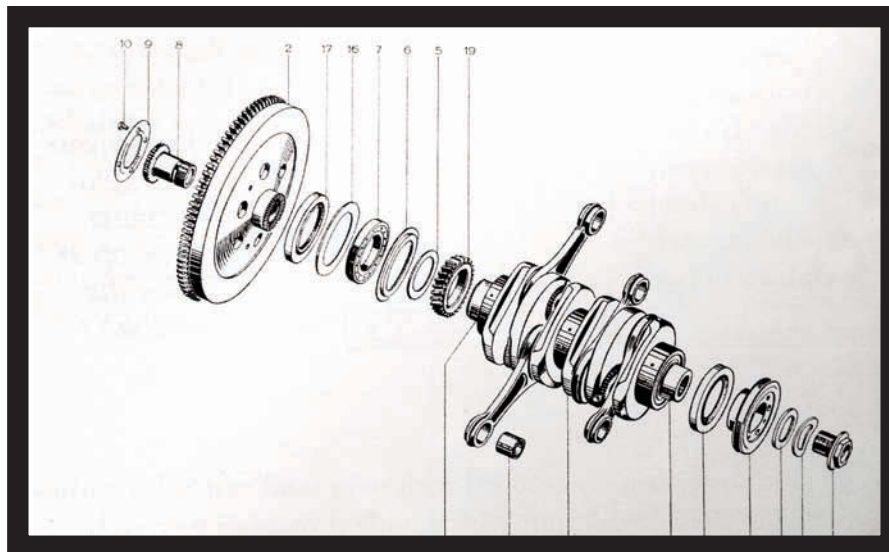
A more appropriate reference to demonstrate the uncompromising engineering quality of the engine, for surely that was what Roger was trying to communicate, would have been with the Hirth-cranked pre-war Auto Union Grand Prix cars, rivals on the track to Mercedes and, of course, designed under the supervision of Dr Porsche.

While reeling from the above, I was further dismayed by a case of sloppy photo research in 'Jay Leno's Garage'. A recent episode featured Jay and Jerry Seinfeld, fine fellows both and above criticism, rapping about Porsches. Jerry made an interesting argument in support of the somewhat peculiar, in my humble opinion, trend for 'barn finds' changing hands for more

than restored examples. Jerry's lovely unrestored, shabby, and very expensive 1958 Speedster featured and during a drive through the Hollywood Hills he declares to Jay that if he could only have one car it would be a Speedster – a sentiment with which I concur.

He also refers to the fact that back in the day James Dean raced one, which he did, but the sloppy production company illustrated the fact with Dean and his 550 Spyder taken as he set out on his date with destiny. Even my wife spotted the error, although I would have expected no less after inflicting nearly half-a-century of Speedster discomfort on her.

And while I'm on a misinformation rant, will someone please correct the Wikipedia entry for Ferdinand Porsche, which persists in stating that he designed the 1923 Benz mid-engined *Tropfenwagen* Grand Prix car – which he most certainly did not. This alternative fact has seeped into the worldwideweb as it is slavishly copied and pasted by the ignorant. Incidentally, the *Tropfenwagen* sported a Hirth crank. **CP**



The crank may be a Hirth crank, but the engine was designed by Ernst Fuhrmann, not Ferry Porsche, and it was certainly never built in Gmünd. Roger needs to try again...

“TO BE FAIR, HE DOES REFER TO IT AS A HIRTH CRANK...”



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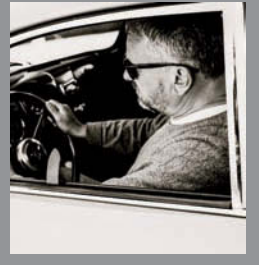
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ROBERT BARRIE

A VISIT TO RETROMOBILE, FOLLOWED BY SOME THOUGHTS ON THE NEW RACE SEASON – AND THEN IT'S TIME TO CONSIDER THE MINUTIAE OF SLAM-PANEL DECALS ON EARLY 911S...

Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with a variety of early Porsches and organising track days, he's also a purveyor of fine classic automobiles



It's good to start the year with a visit to Retromobile and the London Classic car show. The former is a personal favourite and a welcome excuse to visit Paris. That said, I made my way across town to the London event this year by a combination of train, boat and cable car, which takes some beating.

As for the shows themselves, no matter how lovely the cars, and many were stunning, not least the one-off metallic green 928 estate car built as a present for Ferry Porsche and shown in Paris, I can't help thinking they don't look their best displayed indoors, and even more so, on carpet. I almost feel the same about summer concours events. They are mostly outdoors, which is an improvement, but what are the cars doing on grass? It's not where they truly belong.

It was on a smaller scale, of course, but I can remember the BMW art cars being displayed on the different levels of a multi-storey car park in Hoxton some years ago – now that was a proper venue! The connection between the two, incidentally, is one Herve Poulain.

He was one of the prime movers behind the art cars project – and a serial Le Mans competitor – as well as a founder of the Artcurial auction house. He and his colleagues from said car department topped the bill at Retromobile with a marathon eight-hour sale. Things do seem to take that bit longer in France.

The real significance of the winter shows, of course, is to remind we historic racers that the new season is about to start. It always comes around too quickly. There's just time to squeeze in some last-minute testing before the early events get underway.

On the latter, series organisers Vanessa and Flavien Marcais are keen to encourage classic Porsche entries to their GT and Sports Car Cup for pre-'66 GT cars and pre-'63 sports racers. The races run to a two-driver semi-endurance format and the first of the new season is at Donington in April as part of the Historic Sports Car Club's race weekend. The next is on the Grand Prix circuit at Silverstone in May at another HSCC event. It will be a close call as to which is the colder and windier.

In my experience, GTSCC racing is a nice balance of friendly and keen, with attention to compliance and driving standards. I remember being politely but firmly asked to start from the pit lane in a previous season as a result of an unwitting indiscretion. I pleaded ignorance, as always, and blamed the

preparer. In any case, I asked the race organisers whether being a few kilos, or so, underweight made much difference. I was equally politely and firmly told that it did.

That is, of course, absolutely right. It's one of the easier points to illustrate. Try walking up a hill carrying nothing, then do it carrying 10kg and again carrying 20kg. The additional effort is abundantly clear. I suppose that knowledge could have influenced my winter training programme more than it did.

As regular readers will know, no subject is too small for this column to take very seriously.

We recently turned our attention to the rear slam panel stickers on an early 911. A short wheelbase car was in paint and the owner was understandably keen to get the details right. Not as easy as you might hope.

The reality is that, as with so many small details on our cars, stickers go missing over the years and their replacements, if there are any, aren't always correct. You can read the books, but they aren't always correct either. In fact, one of the standard references appears to be wrong on this very subject.

The best source of information is a highly original car. Having looked at a few in this exercise, here, to save others the time and trouble, is what we believe to be the case.

Each sticker is outlined in red. The very first cars – those with flat slam panels – and those immediately following in the first part of calendar 1965 – with indentations – had a single combined sticker on the air cleaner inlet and nothing at all on the slam panel. The

next series of cars – the 1966 model year cars produced in the latter part of calendar 1965 and the first part of calendar 1966 – appear to have had a group of five stickers in the slam panel indentations, with the far left indentation left blank. Phew!

You might think that was the end of it. Not at all. Now we needed a supplier of said stickers. There are various replicas available, but – guess what – they aren't always correct. There are small differences in the content and fonts and in the material from which the stickers are made. It wouldn't be fair to single any one out, so my advice is simply to read the small print. Literally, in this case! **CP**



OK, so not quite within the range of Classic Porsche's subject matter, but there's no denying the one-off 928 'estate wagon' built for Ferry Porsche is sensational. But as good as it looked at Retromobile, says Robert, it would look even better if displayed outside where it belongs...

“MY ADVICE IS TO READ THE SMALL PRINT. LITERALLY IN THIS CASE!”

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Porsche 911T 2.2L 1970
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LETTERS

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ALL WHITE NOW

I have been a reader of your magazine since the very first issue – thank heavens I was able to find that on the newsstands, as I gather it is all but impossible to find these days! While reading your latest issue (#43), which I managed to pick up on a business trip to the UK, I had to smile when I read the editor's comments about white cars being back in fashion.

A few years ago, I managed to track down a 1962 Porsche 356B, which had been sitting in a local repair shop for many years. I'd heard about it through the local grapevine, but the owner never wanted to sell – or even let me see it. I left my details

and kept my fingers crossed, but didn't hear anything for over three years. And then I got a phone call one evening.

It was from the wife of the owner, telling me that her husband had passed away a month or two ago and she was going to live with her daughter's family. As a consequence, she needed to clear out his old workshop – and the Porsche had to go.

I headed over the following weekend to take another look. It was pretty sound, but the paintjob (red lacquer) looked terrible. When I asked about the car's history, the lady went into her house and came back clutching a bundle of paperwork, which I began to look through. Among the pile was a receipt from Earl Scheib, a name that I am sure will be familiar to many of your older American readers.

Earl Scheib was famous in the 1960s for offering \$100 paintjobs – you drove your car in, the windows and brightwork were roughly masked up, a team of guys roughed up the old paintwork and then sprayed the car with the colour of your choice while you waited. Needless to say, the results weren't quite up to Amelia Island standards!

Somewhat perplexed why someone should take a car as exotic as a Porsche into Earl Scheib, especially as it could have been no more than five or ten years old, I asked what the reason was for getting such a cheap repaint done on such a young car.

'Well, first you have to understand,' she said, 'my husband hated spending more money than he had to, hence the appeal of a \$100 paintjob. Second, when he bought the car, it was white. He hated white with a vengeance but he'd got it at a good price. He tried to live with the colour for a year or so but it was no good – hence the respray.'

So when I read the editorial about how white is so fashionable today, I smile every time I look out of the window at my 356 sitting on the driveway. It's now been repainted red again. Why not white, as per original? Sadly, like the last owner, I hate 356s in white. I guess I'm not a follower of fashion!

Hank Vandenberg
Via E-mail

Keith Seume replies: Ah, if we all loved the same thing, it would be very boring – imagine going to a show and seeing nothing but white Porsches, or red ones, or black...



Reader Hank Vandenberg prefers his early Porsches in anything but white, despite it apparently being the colour of choice right now!

**“I HATE 356S IN WHITE.
I GUESS I’M NOT A
FOLLOWER OF FASHION!”**

all, surpassing even the iconic Gulf-liveried 917s in terms of aesthetics. That the Williams F1 team resurrected the livery in more modern times only serves to reinforce my beliefs.

It would be interesting to see a similar feature on the whole Gulf-Porsche story, too. It's this behind the scenes look at the Porsche world that I find the most interesting and your magazine seems to do this better than most. Well done, and keep up the excellent work.

Michael White
Geneva, Switzerland

Keith Seume replies: That sounds like a plan – I'll see if I can wake Delwyn Mallett from his slumbers...

912 ROADBOOK

I enjoyed reading the feature about the well-travelled 912 in America but was wondering if you could tell me where I can obtain copies of the roadbooks that are mentioned in the article? My local bookshop couldn't help without an ISBN number, so I wondered if you could point me in the right direction?

James Williams,
Toronto, Canada

Keith Seume replies: I've just had a look and it seems they are listed on Amazon.com, so you should be in luck.

MARTINI DELIGHT

I just had to write in to tell you how much I enjoyed the feature in your #41 issue about Martini and the association with Porsche.

I had long wondered how the association came about so was fascinated by Mr Mallett's well-researched tale. I always believed the Martini-backed Porsches were the most beautiful of



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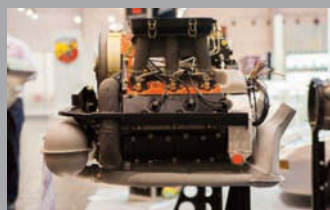
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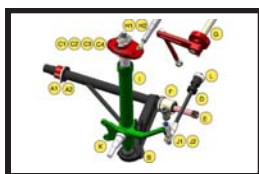
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FIRST OF THE BEST

What you see here is the first – the very first – Porsche Carrera. One of just five Pre-A 356 Carrera coupés produced in 1955, it was the first car ever built that carried the legendary name. Now, following a lengthy but sympathetic restoration, it is ready to take to the road again

Words: Keith Seume
Photos: Pietro Bianchi



The story of this amazing vehicle begins in January 1955 when a humble Pre-A 356 began its journey towards becoming the very first Porsche to carry the Carrera name. The Reutter *carrosserie* built the coupé body and delivered the completed 'shell back to Porsche in March, having made a number of alterations to allow the installation of one of Porsche's 'new' four-cam engines, as well as others to meet the wishes of the customer, Reinhard Schmidt.

Born in 1910, Eng. Schmidt was an interesting person. He noted later in life that he had owned some 20 Volkswagens and seven Porsches, two of which were 356 Carreras, and his son Holger, now 75 years old, recalls that his father was a freelance engineer, working for Alfred Teves (ATE), as well as for Volkswagen and Porsche. He was involved in the development of ATE refrigerators but, of more significance, also the disc brakes fitted to the 356C and early 911s.

Of the two four-cam Carreras he owned, he kept the second (chassis # 120410) until 1967 or '68, when unfortunately Holger damaged the engine. That car was then sold to an employee of Petermax Müller in Hannover, who installed a Super 90 engine. Reinhard Schmidt wasn't a fan of the 911, so never bought another Porsche again. Sadly, he fell ill and passed away in 1970 at the age of just 60.

The car shown here – the first Carrera, remember – is chassis number 53456 and was completed on 11th July 1955 ready for road testing. Reinhold had his own '*Versuchs Wagen*' (test car) plate, bearing the number '145' – Porsche's own was numbered '141' – which allowed him to drive pretty much as he pleased, ignoring speed limits and escaping the attentions of the local police!

The car wasn't actually registered until 1958, when it was sold – prior to that it wore what we in the UK would refer to as a 'trade plate', BN 33-0311, followed by another reading H-04200.





The original engine, a four-cam 'Fuhrmann' unit, was number P*90020, and factory records show this engine had been first installed in one of two 550 Spyders, chassis numbers 550-0029 and 55-0030. This swapping between cars was common practice at the time when developing new models.

Reinhard Schmidt was, according to his son, fanatical about vehicle safety, covering as he did so many miles visiting ATE's customers. Because of this he installed extra driving lights at the front and a large reversing light at the rear, in addition to an illuminated 'D' country identifier. The latter two extras necessitated the relocation of the standard 'beehive' taillights – instead of being side by side, they were now fitted one above the other, with the reflector units moved to the bumper.

Other extras specified by Schmidt included a Golde sunroof, Becker Monza radio with Hirschmann electric aerial, HECO

speaker located in the upper rear of the passenger compartment, extra Hella lighting and additional electrical sockets on the dashboard. The car was also equipped with a rear window defroster set-up, a feature not fitted as standard on production models until 1958. But the most striking deviation from standard of all was the special Acella Antik interior trim – an 'aged' synthetic upholstery material developed by the Hannover-based Acella company.

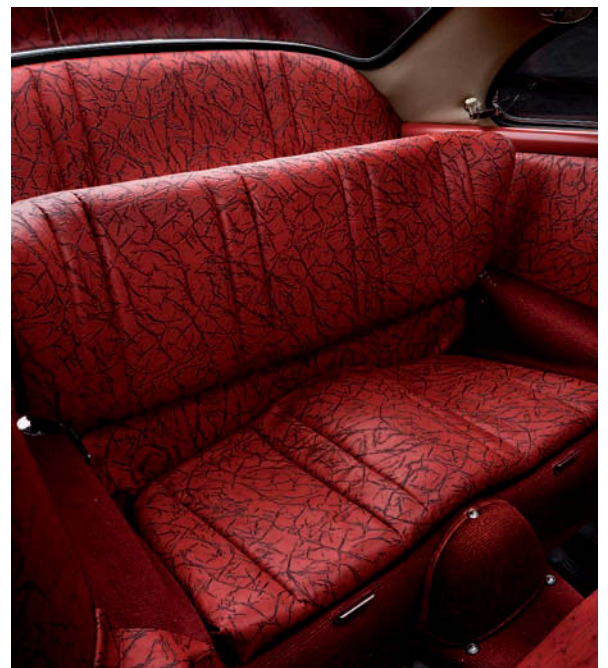
In 1957 or '58, Reinhard Schmidt replaced the original four-cam engine following some issue, opting to install a 1500S unit, P*40305. The car was sold to Major Davis Clairbone, an American soldier serving in Germany, who then sold it shortly after (on 12th June 1958, to be precise) to another serving officer, Dr Leroy Spanjol, for the princely sum of \$1750.

Dr Spanjol was ordered to return to the USA and decided to

Above: One of the most striking features is interior. Finished in Acella Antik, an 'aged' synthetic upholstery material, it exactly replicates the original found in the car

Below left: dashboard still carries evidence of its life on the road with the original owner, with extra switch gear and a Hella 'rally lamp'

Below right: Well, it's certainly unique!





Above: Such purity of line. Finished in white with that antiqued interior trim, it must have cut quite a dash on German roads in the 1950s

buy a new 1959 356 Carrera Cabriolet, leading to the sale once again of the coupé. Dr Spanjol went on to become President of the Porsche Club of America in 1966, but sadly was killed in a car crash in June 1967.

The next owner of the Carrera was John Pepperdene, who had been posted to Germany in the 1950s. He arrived with his family driving a 1950 Chrysler, and this was soon joined by a 1949 Beetle for his wife to drive. According to his son, in late 1958, or early '59, Pepperdene announced he was going to buy a Porsche from another US serviceman who lived in the same apartment building. The Chrysler was sold for \$400, the Porsche purchased for around \$1800, the vendor being Dr Leroy Spanjol...

In October 1959, the family left Germany when John Pepperdene was posted back to Fort Ord in California – the Porsche joined them on their trip back home and for several months became the sole transport for the family of five! With two adults and a small child in the front and two teenagers in the back, it must have been pretty cramped on long journeys.

The Monterey region was home to several foreign car specialists, largely because of the many military personnel who lived in the area. Among them was Don Wester, who

ran a small independent repair shop and who, with John Pepperdene and a few others, helped establish the Monterey Bay Region of the Porsche Club of America. Pepperdene was appointed as the first President.

His son Don looks back on those days with fondness: 'During that year, the new activities centred around the Porsche Club – rallies, races at Laguna Seca, tours, meetings, etc. My dad entered the Carrera in the prestigious Pebble Beach Concours D' Elegance, so every evening for two weeks we were under the car with toothbrushes and Q-tips, rags and little paint brushes! It was a wonderful experience, but we didn't win a trophy.

'Two or three weeks later, Dad's car won Best of Show at the PCA Concours in Hanford, California (by now we had a second family car, a 1961 VW Bug, which was much nicer than the '49 we had in Stuttgart!).'

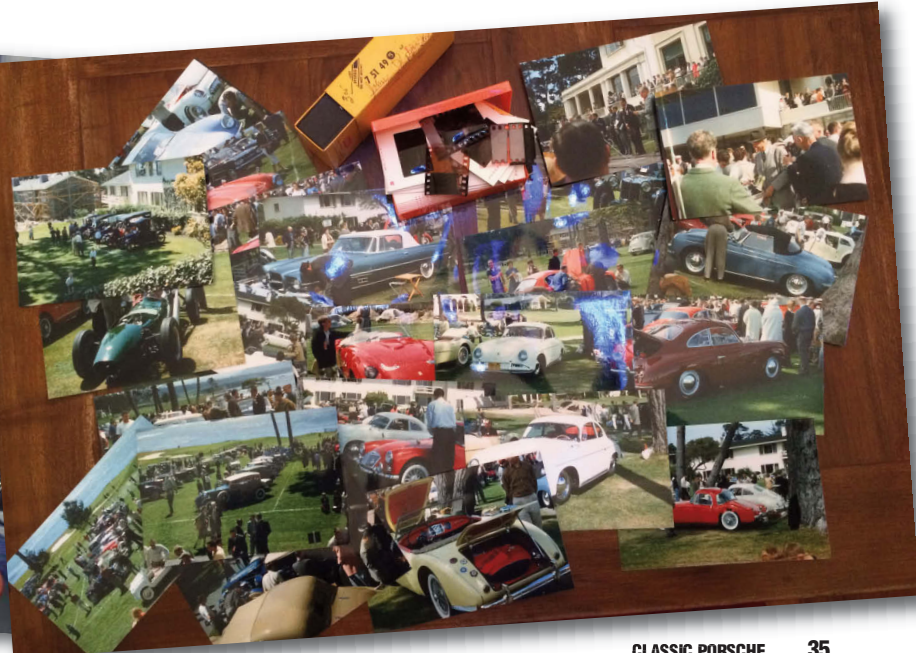
For a while it seemed that the little white coupé was destined to settle down in the Monterey region with John Pepperdene and his family, but it was not to be as yet another posting upset the applecart, as Don recounts.

'The Army disrupted our life again, deciding to send Dad to Poitiers in France for all of 1962 – but without the rest of his family. He took the Porsche back to Europe with him. During

“NEW ACTIVITIES CENTRED AROUND THE PORSCHE CLUB...”

Below left: As delivered to Reinhold Plank for restoration, the car proved to be remarkably sound considering its long life. Note the US-spec bumpers and Speedster side trim fitted while in the USA

Below right: The Carrera saw a lot of use in the USA, both on the road and in concours events, with a photo album to prove it



that year, he contacted the factory and volunteered to assist with the PCA 1962 *Treffen* for factory delivery of cars to American buyers. He came close to having the factory remove the 1500S engine and replaced it with a new 1600, but decided against it (probably on the grounds of cost).

'Dad returned to the USA in late 1962, and waited in New York for his Porsche to show up on a boat so he could drive it back home across the country.' But this nearly didn't happen, as his son recalls: 'We almost lost him to a burst appendix and by the time he recuperated enough to do the long drive, it was December. Mom flew back to New York and they made the trip together. Dad said the gearbox would never recover from Mom's abuse!'

A lot had been going on back home during Pepperdene's enforced absence. Don Wester, along with his father and brother, acquired the Porsche-VW dealer franchise for the area. 'They hired my dad, now out of the army after 20 years, to be their Service Manager, a second career that lasted 17 years. During this time, Porsche #53456 was his daily commuter (approximately five miles each way) for most of that time.'

It wasn't long before the Carrera was joined by other members of the Porsche family as the Pepperdenes immersed themselves in the local Porsche scene. John kept his Carrera

coupé, while his wife drove a Convertible D. Daughter Donna took to the wheel of a 1958 Speedster and Don Pepperdene acquired a 1956 356A coupé. Pepperdene senior held other positions in the Monterey Bay Region PCA, hosting the national parade, and he also joined Pebble Beach Sports Car Club. He and his wife were the rally champions one year, 'Mom driving and Dad navigating', recalls son Don.

In 1967, Don left home to do his two years military service and it was during his time away that a drunk driver lost control of his pick-up truck and hit a parked car. This then bounced into the parked Carrera and both cars were pushed back into a third car. Damaged back and front, the Carrera was taken to local Porsche expert Jim Church to be repaired.

'Dad drove the car less and less after that,' says Don. 'He had the use of company cars for part of the time – Audis, Volkswagens and a 914/6, among others – and when he retired in mid-1980, Mom and Dad started doing long RV trips. The Porsche sat neglected, covered up in the garage, or on blocks in the backyard.'

After a few years, it became obvious to John Pepperdene that he'd never get round to refreshing the car, a stiff neck as the result of arthritis not helping the cause. Don moved the car to his house with the intention of turning it into a long term project: 'I wouldn't call it a restoration,' he says, 'as I tried not

Below: Golde sunroof formed part of the original specification. What could be better than a 356 Carrera on a summer's evening, roof open, four-cam purring behind you? Heaven...

“THE KARDEX DESCRIBES THE CAR AS A 1500GS CARRERA...”



to modify or tamper with, or remove, any original item that still worked. I did replace the carpet and repainted it using DuPont lacquer in the driveway.'

He had the wheels rechromed and also disassembled the engine, treating it to new bearings, rings and valve guides. His father had always used Castrol R and had always kept the oil level well topped up, so the roller-bearing crank checked out just fine. 'Since 1988,' says Don, 'the car has been driven locally for the most part, around Big Sur, Carmel Beach and a couple of times to San Luis Obispo. It never broke down on me and always got me home.'

But that unique interior always intrigued Don, so in October 2013, after years of wondering, he decided to get in touch with PCA and obtain a certificate of authenticity (COA). During his family's ownership, the Carrera had always been badged as a 1500S, so it came as a bit of shock when the COA describes the car as a 1500GS Carrera coupé – a Pre-A one at that.

'I got a copy of the Kardex from Jürgen Barth for the car, # 53456, and also for the 1500S engine that has been in the car since we bought it in 1958. Interestingly, it turns out that both the Carrera and another car – chassis number 50282, into which my engine # P40305 was originally fitted – were both sold to a Reinhard Schmidt, in Hannover, Germany!' The most likely explanation for this is that Schmidt removed the engine from another of his cars to install in the engine-less Carrera.

Don Pepperdene looks back over the years of ownership of

the car and can clearly remember some of its idiosyncrasies: 'The later-model bumpers and over-riders had already been fitted to the car when my father bought it from Leroy Spanjol in 1958, and it has always worn the chrome wheels and chromed windscreen wipers.'

When it comes to the matter of that incredible interior, Don says that apart from the carpet, which he knows his father replaced, it was all original. Subsequent restoration of the car shows that to be the case as on the back the door panels was scribbled the chassis number, as was the way of the factory at the time.

'I filled some holes in the dashboard where Dad had a rally flex-light for the navigator to read rally notes, and a switch for a driving light that was mounted on the front bumper,' says Don, 'and I still had the original kilometre speedometer that was in the car when we purchased it.'

Sadly, all maintenance records for the car while it was in John Pepperdene's ownership have been lost: 'There are no records from all the years the car was maintained at Wester Porsche /VW/Audi,' says John, wistfully. 'That business changed hands several times in the past 15 years and all records under Wester ownership are long gone.'

In 2014, this rather unique car was offered for sale and subsequently purchased by the current owner, Andrea Coriani. The heart of a Carrera is, of course, the four-cam engine, but the original had disappeared long ago. 'Unfortunately, the





engine # P*90020 has been lost. It was probably used by Reinhard Schmidt sometime later, or it has been destroyed – but today it is untraceable. To bring chassis # 53456 back to its original 1955 configuration, a correct Type 547 engine (# P*90076) has now been installed (one of just 99 produced, and originally fitted to 550-0071); the transmission, however, is original, as is every body panel,' says Andrea.

The task of restoration was largely handled by Reinhold Plank: 'I've known Andrea for over 10 years now – we've enjoyed a lot of Porsche 356 activities together, from club to international meets, so over the years we became good friends. In 2009/10, I restored his 1950 Coupé for him (# 5012) and with this past experience, it was kind of logical that I should organise the restoration of this particular 356, too.

'The car had always been taken care of; it had never been stored in poor conditions but, of course, it had led a full life!

During the restoration we found traces of some repair work from the crash in 1962 but it was clear that in the early days of its life it had suffered one more accident. This was probably during the ownership of Reinhard Schmidt, as the work had been carried out to a high standard and was probably performed by the factory – by Reutter – with whom Herr Schmidt had good connections.

'We found some rust damage in the repaired areas, so the front floor and front axle support panels were changed, as were the rocker panels. The front nose panel was removed to carry out a better repair, and again we could see evidence of the old crash damage,' says Plank. 'Most of the original panels have been retained, including the doors, front hood and deck lid – they're all matching numbers to the car. It was very complete, and was in use from day one until when we acquired it, so all the key parts were there.'

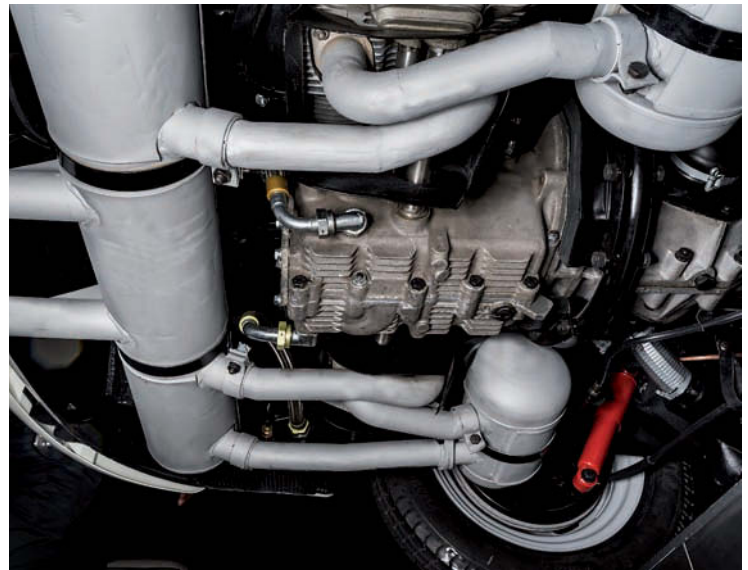
Above: Large reversing light and illuminated 'D' badge necessitated relocating the taillights. This is how the car was built back in 1955

Below left: The Carrera arrived in the USA in October 1959 with John Pepperdene

Below: Replacement four-cam engine as delivered to Karl Hloch in Germany

Below right: Note high-level speaker fitted in the rear





Above left and right: As the original four-cam engine had long disappeared, a replacement was sourced (# P*90076) and rebuilt by Karl Hloch. It was the finishing touch to the perfect restoration of a unique car

One of the most striking elements of the car is, of course, that interior. The original was in pretty good condition, and very complete, but the decision was made to replace it – a decision made easier when a new old stock roll of the original Acella Antik material was discovered. However, all the original panels have been retained (each bearing that magic identity number scribbled in pencil on the reverse) and carefully stored away.

Reinhold Plank is quick to acknowledge the input of others: 'The body work was carried out by Restyling Cars, a shop that specialises in 356 metalwork, while the paintwork was the handiwork of Nostrini Massimiliano, one of the best 356 painters that we have here in Italy. The interior restoration was done by Interni Maieli Auto, and the engine rebuild by Karl Hloch in Germany.'

The end result is a simply stunning restoration – one which

has been carried out in a truly sympathetic way. Many would have been tempted to restore the car to more 'standard' Pre-A specification (we're thinking here of details like the unique taillights and, maybe, the interior) but instead owner Andrea and restorer Reinhold made the decision to keep the Carrera true to the spirit of its original owner, Reinhard Schmidt.

It goes without saying that this is an incredibly important car in Porsche history. The name 'Carrera' is today synonymous with the marque and this is the first to bear that name. That it has survived all these years so intact is amazing – that it has fallen into the hands of someone with such a strong appreciation

of its history and provenance is heartwarming. Classic Porsches don't come much better than this... CP

“AN INCREDIBLY IMPORTANT CAR IN PORSCHE HISTORY...”

Below: Reinhard Schmidt had his own 'Versuchs Wagen' (test car) plates, which allowed him to drive the car as he pleased – and escape the attentions of the local traffic police!

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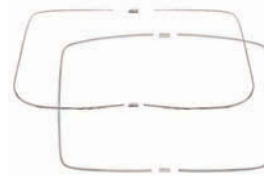
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ULTIMATE FORCE

Words: Keith Seume
Photos: Jürgen Skarwan and Porsche Archiv

Porsche's 917 was the car that finally broke Ford's stranglehold on Le Mans, taking the chequered flag in 1970. Join us as we take a look back at the events leading to that famous victory, and come with us as Rudi Lins takes to the track with the Porsche Museum's homage to the Le Mans-winning entry





On a cool morning at Weissach, a striking vision in red and white rolls out of the factory race transporter and into the pit garage. Surrounded by a gaggle of mechanics and photographers, the iconic form of the Porsche Museum's own 917 sits glistening in the sunshine, menacing but beautiful. Looking on is 71-year-old Rudi Lins, successful Porsche driver in the late 1960s, anxious to climb behind the wheel of a car which he would surely have mastered had he not chosen to cut his career short in 1971.

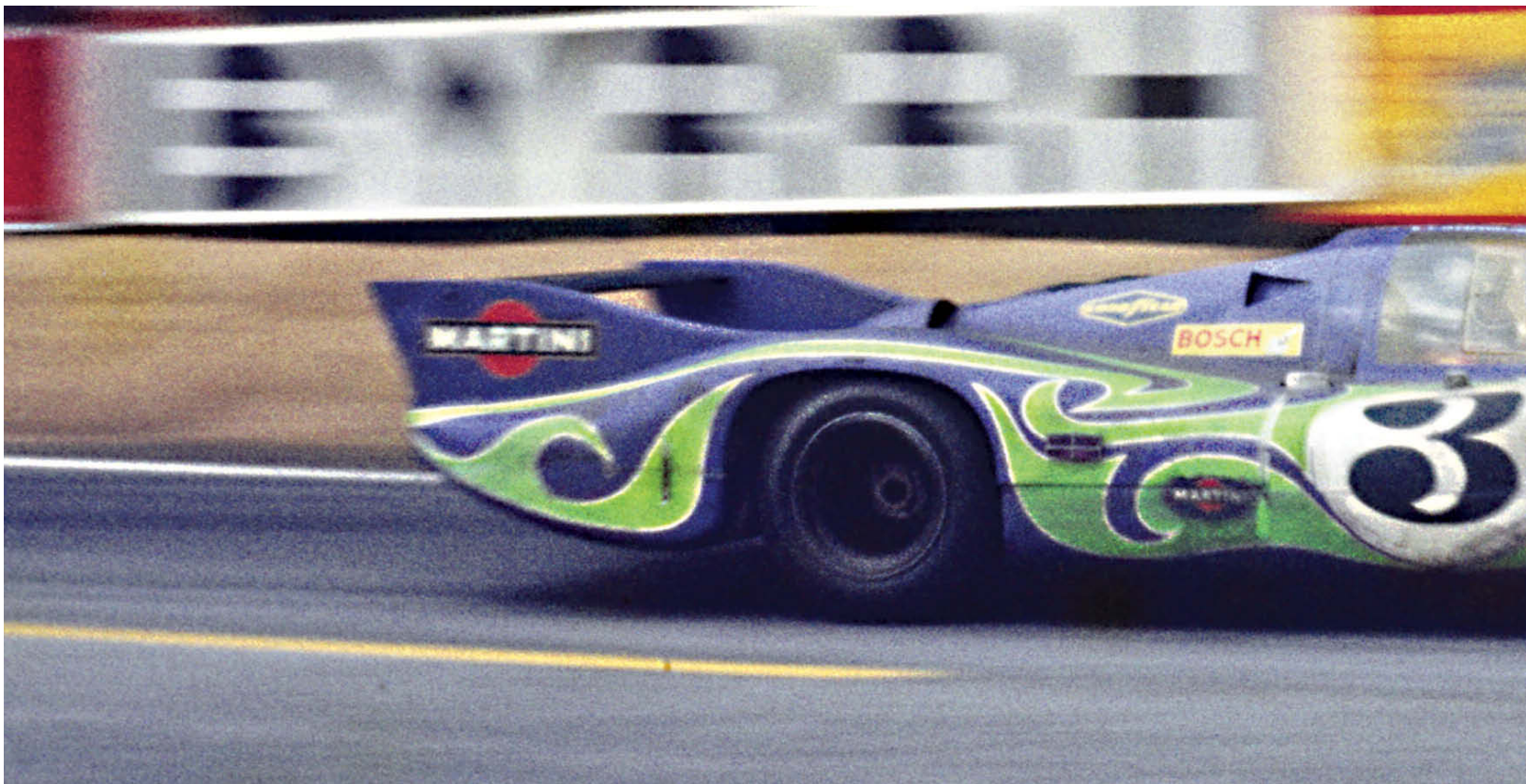
Although resplendent in the colours of the 1970 Le Mans-winning 917, the Porsche Museum's car is not the original Le Mans victor – chassis #023 – but chassis #001, the first of the line, rebuilt, repainted as a living homage to the car which ended Ford's domination of the famous 24 Heures du Mans.

The original is now in the hands of well-known collector/driver Carlos Monteverde, having been converted into a Spyder by the factory in 1971, sold to Vasek Polak in 1972 and subsequently rebuilt as per the original Le Mans specification.

In 1982, #023 was sold to the Matsuda collection in Japan and repainted in the 1970 Le Mans livery of red with white scallops. In 1999, it was sold to Symbolic Motors and subsequently to Napa Valley-based Julio Palmaz a year later, before being purchased by Carlos Monteverde in 2014.

The Museum's car – #001 – has always been owned by Porsche, spending much of its early life as an exhibition car before, in 2014, being 're-imagined' as the Le Mans-winning entry by the Museum. Today, it serves as a reminder to every visitor to the impressive Museum at Zuffenhausen of the year that it all came right for Porsche...

It had been a long struggle, a costly one and, in some



people's eyes, an embarrassing one, too. That struggle was for Porsche to gain its first outright victory at Le Mans. Over the years, Porsches had won many class victories, including the much-prized Index of Performance, but now it was time to step up to the plate and go for gold.

The year when it came right was 1970, a year that will be remembered for two things: Porsche won the event outright, with Richard Attwood and Hans Herrmann

taking the win in the Porsche Konstruktionen-entered 917 (chassis number 917-023), ahead of Gérard Larousse and Willi Kauhsen in a 'private' Martini-backed 917,

resplendent in its outrageous psychedelic paintwork. It was also the year that Steve McQueen and his film crew recorded much of the action for use in his upcoming film *Le Mans*.

In 1969, Porsche had suffered the ultimate humiliation of not only seeing its new weapon of choice, the legendary 917, fall by the wayside, but also losing by just 100 yards to the Ford GT40 of Jacky Ickx and Jacky Oliver. Can you imagine the agony? A

hundred yards difference after 24 hours of racing?

Salt was rubbed firmly into Porsche's wounds that year, which represented Ford's fourth straight victory at La Sarthe, with the elderly Ford GT40, run by John Wyer's JW Automotive team, crossing the line first, the very same car having also won the event twelve months earlier.

That year's Le Mans didn't start well for Porsche, who showed up with three of its new 917 racers, two long-tails (driven by Elford/Attwood and Stommelen/Ahrens) and one short-tail (driven by Woolfe/Linge). Also entered were four 908s, two 910s and seven 911s.

The long-tail 917s featured Porsche's 'secret

weapon' in the form of movable flaps at the rear, the angle of which could be adjusted to change the amount of downforce. Porsche was understandably dismayed when objections were raised by the Le Mans scrutineers.

The problem was that the CSI (*Commission Sportive Internationale*) had outlawed certain aero devices at a meeting in May 1969, but Porsche had somehow managed to sidestep

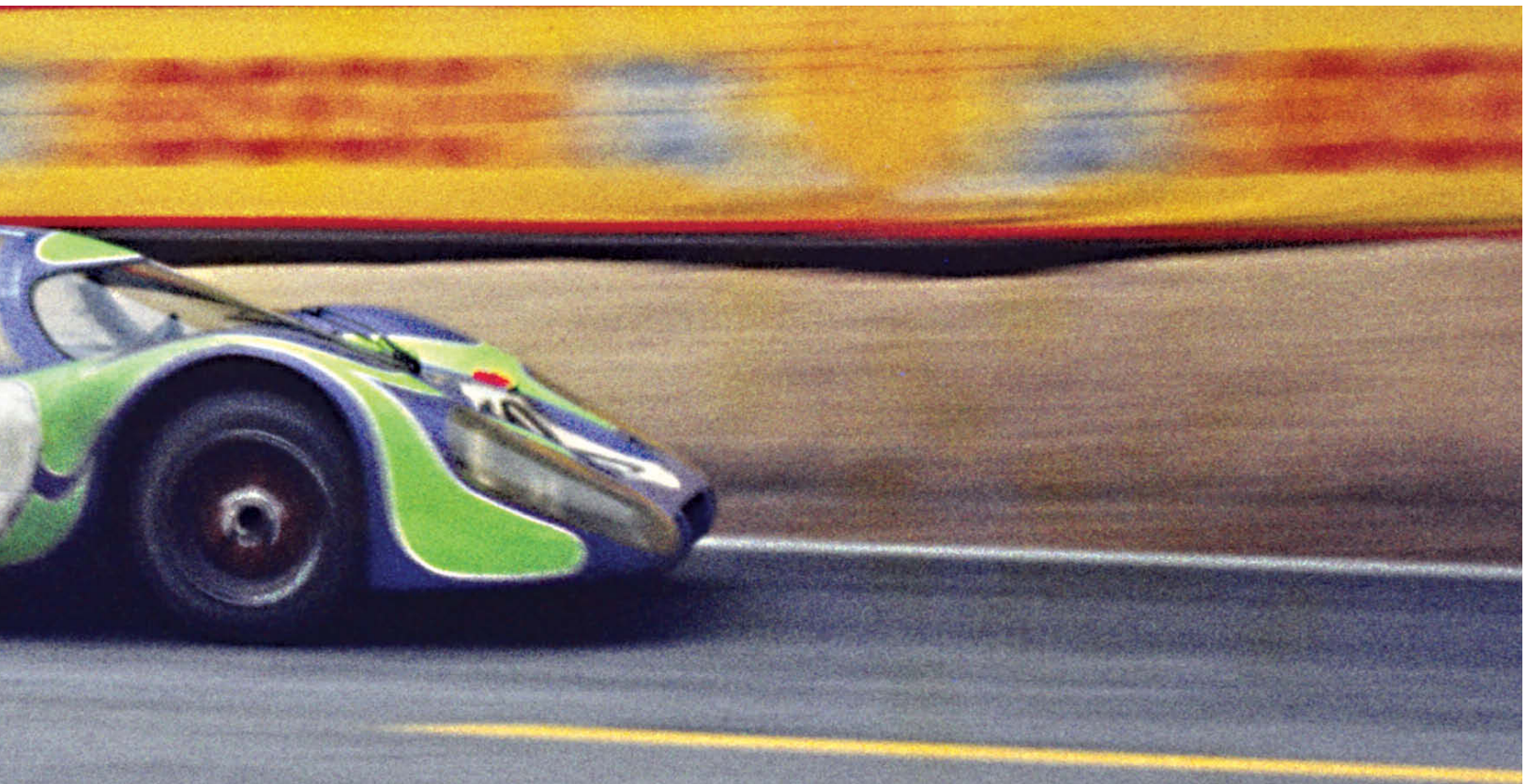
Above: Larousse/Kauhsen finished second overall in the 'hippy' long-tailed 917, chassis # 043, entered by the Martini International Racing Team

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

Below left: Car #23, driven by Hans Herrmann and Richard Attwood, crosses the line, giving Porsche its first ever Le Mans victory

Below: A missed gear change cost the #20 car the race – engine damage saw the Redman/Siffert 917 retire despite having led the field





the ban due to the lack of detail in the wording.

However, all that changed when, a week later, the CSI issued another statement which went into greater detail: 'Specifically forbidden is any separate aerodynamic surface which may exert a vertical thrust when the car is proceeding in its normal direction of travel. By "separate" is meant the mounting of such a surface so that there is a gap or moving joint between it and any part of the coachwork.'

Porsche maintained that the 917 had been developed over a period of two years, with these movable flaps being an integral part of the design. Removing them, Porsche argued, would make the cars dangerous, if not impossible, to drive at speed. If the CSI insisted on their removal, then Porsche said it would have no option but to withdraw its entries...

This threat put the race organisers in a bit of a panic – if

Porsche withdrew its new cars, then the event would undoubtedly suffer in the eyes of the paying public. It was time for a compromise. It was decided that Porsche would be allowed to practice with the movable flaps and then, after establishing their optimum setting, the flaps would be fixed in position for the duration of the race.

In practice, movable aero devices or not, Porsche's heavyweights were impressive, with Rolf Stommelen putting in the fastest lap of 3m 22.9s, at an average speed of 148.493mph. What makes this result especially impressive is that the lap time was over half a second quicker than that set by Denny Hulme in a 7.0-litre Ford MkIV, which was established before the new chicane had been built. But this wasn't the end of the flap discussion...

In an interesting turn of events, the CSI's president, Maurice

Below: Wherever a 917 appears, photographers are sure to follow...





Baumgartner, told Porsche that he believed the movable flaps were a major advance in sports car design and that he would do all he could to promote their acceptance at a meeting of the CSI to be held soon after the Le Mans 24 Hours. He even went one step further, suggesting Porsche wrote to other teams asking them not to put in a protest if the 917s did, in fact, run the flaps at Le Mans.

Porsche continued to protest that the 917 wasn't safe without the controversial additions and again the possibility of the team withdrawing the cars reared its head. An emergency meeting of the CSI was convened at which it was ruled that, as the 917 had been homologated with the movable flaps, Porsche would be allowed to use them at Le Mans after all.

So, with the fastest lap in practice, the movable flap situation resolved (at least, for the time being) and the principal opposition consisting of fragile Ferraris and ageing Fords, everything looked set for Porsche to dominate the race. But fate was to deal a cruel blow on the very first lap.

Following the last ever 'Le Mans start', where cars and drivers lined up on opposite sides of the track until the flag dropped, Stommelen roared off into the lead, followed by his team mates in a variety of Porsches.

As no fewer than five Porsches swept into view at the head of the field at the start of the second lap, all eyes were on a pall of smoke in the distance. John Woolfe, driving the lone short-tail 917, had put two wheels on the grass exiting Maison Blanche, causing the car to spin and impact the barriers, hard.

The car broke into pieces, the fuel tank rolling down the road like a flaming tar barrel to come to rest against the Ferrari of Chris Amon, which in turn burst into flames. Although Amon was able to get out of his Ferrari, sadly Woolfe died in his 917.

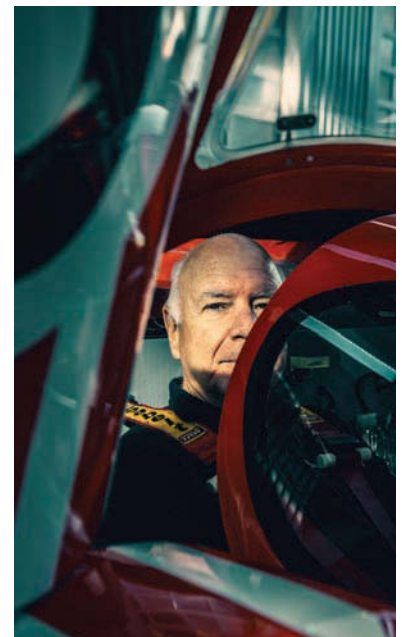
Despite this tragic setback, everything was looking good for Porsche. The two long-tails held the lead, with the works 908s in the next three positions. The 908 of Siffert/Redman briefly headed proceedings before retiring with gearbox problems, allowing the Attwood/Elford 917 to retake the lead, ahead of three other team cars. But then it all started to go pear-shaped.

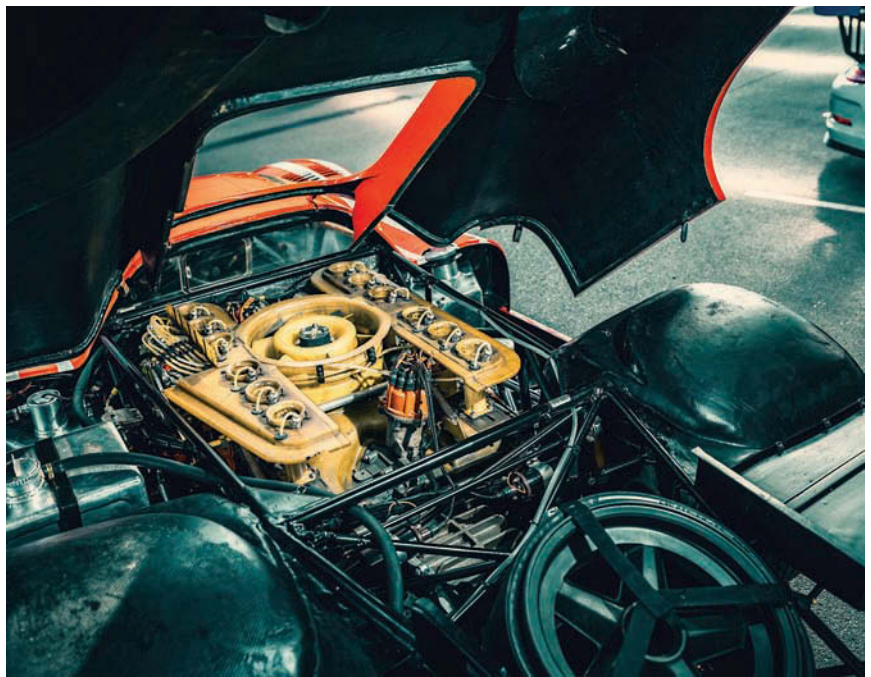
The Stommelen/Ahrens 917 retired with a broken oil pipe and clutch failure, leaving the way clear for the Attwood/Elford 917 and the Links/Kauhsen 908 to head the field for eight hours. Ickx/Oliver's GT40 moved into third place, followed by a 908 and then another GT40 of Hailwood/Hobbs.

This was the way things remained until noon on Sunday when the leading Porsche 917 retired with a broken clutch, and

Above: 917 chassis #001 has always belonged to Porsche and has spent much of its life as an exhibition car. Today it resides in the Porsche Museum, wearing the livery of chassis #023, the winner of the 1970 Le Mans 24 Hours

Below: Rudi Lins drove at Le Mans three times, never in a 917 but always at the wheel of a 908. He tested a 917 at Le Mans in 1969, and raced one at Sebring in 1970 and Daytona in 1971, but failed to finish in either event





Above left: The 'office' – in common with many race cars, all 917s were built with right-hand drive, making it easier for drivers to 'place' their cars on the majority of circuits, which were run in a clockwise direction

Above right: Flat-12 engine displaced 4494cc (85mm x 66mm bore/stroke) and produced in the region of 580bhp at 8400rpm

the gearbox on the second-placed 908 gave up the ghost. This put the Ickx/Oliver GT40 in the lead, hotly pursued by the 908 of Herrmann/Larousse. And that's how the order remained until the fall of the flag at the end of the 24 hours, with just 100 yards separating the first two cars.

For Porsche, the whole 1969 event was a devastating disappointment in so many ways. Firstly, of course, the death of one of its drivers was a tragedy nobody could have predicted, although many have said in hindsight that Woolfe lacked the necessary experience to tame the wayward 917. A fatality is, naturally, very hard to swallow but from the engineers' point of view, the mechanical failures which brought about the demise of the front-running Porsches would have been a massive disappointment.

Clearly the drivetrain was the weakest link, with gearbox and clutch problems dogging the Porsches.

Porsche returned to Stuttgart, tail firmly between its legs. Things had to change or there would be questions asked at the highest level. To bring about this change, Porsche did something which many would have believed unthinkable: they called on the expertise of John Wyer, the man responsible for spearheading the victorious Ford effort at Le Mans in 1969. Along with his cohorts David Yorke and John Horsman, Wyer was asked to run what were effectively the 'works' entries – except they weren't

official Porsche entries at all.

By the time Le Mans came around, Porsche had already won the World Sports Car Championship for 1970, but that Le Mans victory still eluded them. As the JW Automotive/Gulf team had clearly demonstrated its talents while running the GT40s, surely it wasn't beyond the realms of possibility for them to wave their magic wand over the 917s?

The number of Porsche entries at Le Mans was the highest ever. Indeed, of the 51 cars that started the event, no fewer than 24 were Porsches – not one of them a 'works' car as such.

However, it was obvious that certain teams enjoyed special privileges, among them the Austrian Porsche-Konstruktionen AG of Salzburg entry and, of course, John Wyer's Gulf-sponsored team. Seven of these 24 Porsches were 917s, the remainder comprising a pair of 910s,

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

another pair of 908s, a single 907, eleven 911s and a solitary 914/6GT. It was by all accounts quite a line-up.

Ferrari had taken a leaf out of Porsche's book by building no fewer than 25 examples of its new 512S model, thus qualifying it to run at Le Mans as a sports car, as opposed to a 'prototype'. There were 11 of these entered at Le Mans, with the men at Modena clearly planning to gatecrash Porsche's hoped-for victory party.

To improve chances of victory, Ferdinand Piëch turned to his mother, Louise Piëch (Ferry Porsche's sister) for help at the end

WHAT BECAME OF THE 917S ENTERED IN THE 1970 LE MANS 24 HOURS?

Porsche 917 #3: Driven by Gérard Larousse and Willi Kauhsen, the psychedelic Martini-backed long-tail finished second overall, and a worthy first in the Index of Efficiency.

Porsche 917 #18: Driven by David Piper and Gijs van Lennep, and entered by Piper, retired from 20th place after 11 hours following two accidents.

Porsche 917 #20: Driven by Jo Siffert and Brian Redman, this John Wyer Automotive-entered car retired in the twelfth hour while in the lead, after the engine was over-revved. A costly mistake!

Porsche 917 #21: Driven by Pedro Rodriguez and Leo Kinnunen and entered by JW Automotive. Retired after four hours with a broken cooling fan, having run as high as second place.

Porsche 917 #22: Driven by Mike Hailwood and David Hobbs, this was the third John Wyer-entered car. It crashed out of 20th position in the fifth hour of the race.

Porsche 917 #23: Driven by Hans Herrmann and Richard Attwood. This Porsche-Konstruktionen Salzburg entry was the overall victor.

Porsche 917 #24: Was withdrawn from the event prior to the start. It was also entered by Porsche-Konstruktionen of Salzburg but failed to take part when a full driver line-up could not be found. The entry forms showed the car was to be shared by 'Rico' Steinemann and Dieter Spoerry, although Vic Elford, Hans Herrmann and Kurt Ahrens were also named!

Porsche 917 #25: Driven by Vic Elford and Kurt Ahrens, this long-tailed version was the quickest in practice but was to retire in the 17th hour with a broken valve while lying in second place.



of 1969. By now, the Stuttgart reserves had long since been exhausted and the Porsche-Salzburg VW import company run by Frau Piëch was proving to be more profitable than the Stuttgart-based sportscar manufacturer.

This was a real family affair for Ferdinand Piëch's older brother, Ernst, was the managing director. Under his direction, a successful racing team had been established which dominated the European Formula Vee Championship in its early years. But while the Salzburg operation was far from being 'green', it was also far from being able to match the Wyer team in terms of equipment and experience. Ernst Piëch: 'Ferry came to us and asked us to run the cars at Le Mans because they were there ready to be used anyway. While they were prepared in Stuttgart, we towed the 917s to the track behind VW Variants! We had to find – and pay – the drivers ourselves, and our little team consisted of just five mechanics and the race director Gerhard Strasser, so everything was really manageable.'

It was to be an interesting build-up to the race, with the normally 'easy does it' practice periods on the Wednesday and Thursday ahead of the event being used by both Porsche and Ferrari to demonstrate the performance of their respective entries in shows of bravado clearly intended to put the wind up the opposition.

On Wednesday evening, Pedro Rodriguez drove the short-tailed Gulf 917 to an unofficial lap record of 3m 21.9secs, bettering Stommelen's 1969 lap record by a whole second.

Not to be outdone, Vacarella went out in his Ferrari 512S and shaved nearly two seconds off Rodriguez's time with a cool 3m 20secs lap. Beat that, Porsche, muttered the Italians – and so they did. Vic Elford headed out in his long-tail 917 and calmly reduced the 'record' to 3m 19.8secs, hitting close to 230mph on the Mulsanne. By way of contrast, the short-tail 917s could 'only' manage 205mph, while the Ferraris were timed at around 220mph.

The practice sessions were a clear case of chest-thumping on the part of Porsche and Ferrari, and proved to all that any one of their cars could take the chequered flag. But how reliable would they be? After all, neither manufacturer had a clean sheet as far as, particularly,

drivetrain breakages were concerned.

Added to this was the large number of punctures suffered by teams during practice – Porsche had no fewer than 10, while Ferrari suffered six and Alfa Romeo, four. This was believed to be the result of debris left on the track by contractors responsible for erecting the temporary Armco barriers and, as a result, the entire track was swept ahead of the race.

Sharp on four o'clock, at the drop of the flag (there was no more traditional Le Mans start this year, on safety grounds),

Above: The long-tailed 917 of Vic Elford and Kurt Ahrens was quickest in practice and climbed as high as second in the race, but retired on Sunday morning with a fractured oil pipe

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

Below: More than one driver expressed concerns about the 917's handling, but looking back today, one of the scariest aspects of the car was the lack of frontal protection in the event of an accident...





Above: Warming the engine before heading out on track. The moment the flat-12 bursts into life, all heads turn in the direction of the 917

five of the seven 917s took off in the lead, headed by Jo Siffert, all hotly pursued by Jacky Ickx in a Ferrari 512S. By the end of the first lap, Vic Elford had taken the lead, with Siffert second, Pedro Rodriguez third.

By the third lap, the race leaders were already starting to lap the 911s and that solitary 914/6GT, such was the speed differential between classes. But slow tail enders would soon be the last of the race leaders' problems.

Within a few hours of the start, the weather took a turn for the worse. Steady rain began playing havoc with tyre choice and several cars were forced to make unscheduled stops.

But, once again, it wasn't the weather which caused Porsche problems so much as mechanical gremlins. Rodriguez's 917 lost its cooling fan, Siffert's engine blew... Whereas Porsches had still held the top five places by the end of the fourth hour, by midnight, Ickx's Ferrari had snuck into second place, only to crash out of the race at 1.35am. Mike 'The Bike' Hailwood hit the bank at Mulsanne Corner hard, wiping out his JW-entered 917. It was becoming a war of attrition.

By the midway point in the race, Herrmann and Attwood's red and white scalloped 917 had taken the lead, followed by the 917s of Larousse/Kauhsen and Elford/Ahrens. In fourth was the 908 of Lins/Marko, followed by an Alfa Romeo 33/3 and a Ferrari 512S.

The rain came and went – and then came again, catching

everyone out as it soaked the track just after midday on the Sunday. And then it stopped again, causing further panic as once again teams struggled to change tyres to suit the conditions. With just four hours to go, Porsches held onto the first three places, with three Ferrari 512Ss in hot pursuit.

But by the time the flag finally came down on this incident-packed race, Porsche had taken its first outright victory, with further wins in the Index of Performance and GT classes – the latter thanks to that solitary 914/6GT. Porsche was ecstatic, but the race fans felt cheated, for rather than allowing the usual anarchistic free-for-all which traditionally saw race fans mobbing the victorious cars and drivers, Gendarmes ushered the winning vehicles out of harm's way, leaving the crowd baying for blood.

Back at Weissach, the crisp bark of the exhaust as the mechanics warmed the 917's engine brought a tear to the eyes of some onlookers, a reaction which modern race cars rarely provoke. Rudi Lins slides behind the wheel, visibly emotional at the prospect of driving this iconic car once again.

'No driver ever openly admitted he feared the 917,' says Lins, 'but we always treated it with respect. With the 908, you could happily drive the entire Targa Florio, or lap the Nürburgring all day, but the 917 was different. You never drove it just for fun.' Until now, that is, as he heads out onto the circuit to relive distant memories of an age when Porsches ruled the tracks... Just for fun. **CP**

Below: It would be rather too obvious to say 'this is the view most rivals got of the 917', but for the most part it was true...



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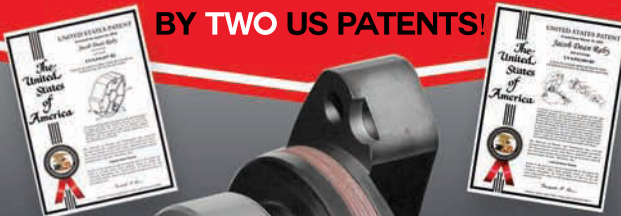
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DESERT STORMER

'Porsche' and '4x4' are not generally considered synonymous, certainly not as they are for partner company Audi, but back in the mid-'80s Porsche developed the 953 for the gruelling Paris-Dakar rally... And won

Words & photos: Robb Pritchard

By dominating what has always been known as one of the most extreme tests of man and machine, Porsche arguably surpassed the achievements Audi's quattro had made in world rallying. Only three of these desert-beating Porsche 911 SC/RS 4x4s were ever created, followed by seven 959s that went back to Africa in 1985 and 1986, and out of them all just a single one resides in private hands. Wolf-Dieter Ihle of Germany is the proud and very lucky owner of one of the rarest Porsches of all. And for an hour one fine summer's day last year he let the author take it out for a test drive.

It was long-term and high-profile sponsor Rothmans who presented the Paris-Dakar idea to Porsche. Thierry Sabine's event, with its almost inconceivable distances and seemingly insurmountable difficulties, had captured the attention of the motoring press and Rothmans understood what a great opportunity it would be to create wide reaching coverage and brand awareness.

With the necessary budget made available, Porsche agreed to build a car, the first manufacturer to build a prototype made just for the Dakar. The 911 SCRS was at the time being developed for the WRC and European rallies but for the Paris-Dakar one thing was very clear, the car would have to be four-wheel drive.

For a few years with its revolutionary turbocharged 4x4 quattro, Audi had single-handedly been changing the game in the WRC so there was a lot of information and technology available to exchange between engineering departments.

A five-speed Audi transaxle was modified to allow drive to be taken from the nose of the casing through a torque tube that was run over the floor pan through the cabin to transfer drive to an Audi differential mounted to the front crossmember. It was both a simple design and ensured that all components were secure from rock damage.

The suspension, although it remained largely the same layout, was raised by a huge 27cm but the only significant







modifications needed were to redesign the struts to get them out of the way of the new driveshafts and new hub carriers designed to accept CV joints.

There were a few other old-school innovations that Porsche used to gain an upper hand. A couple of knobs mounted on top of the torque tube at the bottom of the dashboard are for adjusting the limited-slip centre differential to make a rudimentary diff-lock.

These days its done electronically and automatically, but 35 years ago this would have been an ingenious innovation. On loose or muddy surfaces it would have given the cars a real advantage against the much more off-road-ready Range Rover and Pajeros it was competing against.

Another brilliant yet deceptively simple idea was to have a pump to transfer fuel between the front mounted petrol tank and a secondary one under the seats to control the weight balance of the car through the day. As it got progressively lighter they could have kept the weight balance as close to 50/50 as possible in the flat terrain but had the ability to drain the front tank to take weight away

from the front axle on the rougher stages.

The robust 3164cc Carrera engine was detuned slightly to 225bhp and had the compression ratio reduced to better cope with the poor fuel and high ambient temperatures in the African desert. Thick aluminium bash plates were fitted underneath to protect the vitals and every effort to save weight was made, down to the holes drilled in the bumpers, behind which were mounted extra oil coolers.

There were, and never have been, any homologation regulations for the Dakar so it's always been the domain of prototypes and desert specials, which is why only three cars needed to be made. That's a very big difference compared to the 200 examples Porsche would have had to have made to get a 4x4 car homologated for rallying.

So although the costs of logistics for the Dakar were phenomenally expensive compared to a round of the World Rally Championship, getting such a car ready to compete in Africa was actually much less expensive. Initial testing was undertaken at a military base in Germany before two of the cars had a more serious shakedown in Niger.

Above: With the ride height increased by a massive 27cm compared to a stock 911, Porsche's 953 was capable of tackling the most arduous of terrain

Below left: Every effort was made to save weight to help offset the extra kilograms added by the drivetrain and skid plates...

Below right: ...the latter clearly having seen plenty of off-road action!





Brought in to lead the team was Le Mans legend and current Dakar champion Jackie Ickx. He'd won the event in 1983 with a Mercedes G-Wagen and, with his ties to both Rothmans and Porsche, was an obvious choice. Another successful circuit racer turned desert-master, Frenchman René Metge, was signed up as the second member. The third car was run as a high-speed support and spares delivery service that would be cannibalised if the leading cars needed any parts. Roland Kussmaul was the chosen driver.

The modern day Dakar may be commercially successful but in terms of toughness pales in comparison to when it was run in the wilds of Africa. For 1984 the route included crossing the entire Sahara desert – that was just for starters. Through Algeria then Nigeria to Burkina Faso and the Ivory Coast it then turned west and took competitors through Guinea and into Senegal.

After an incredible three weeks, the surviving crews had the iconic last dash down the beach to the podium next to the Lac Rose near Dakar, the capital of Senegal. Ickx was

the undoubted favourite, but disaster struck in one of the early stages when the jack, incorrectly secured after a wheel change, came loose and caused a fire that shorted out the wiring loom.

Many hours were lost waiting for the service truck to arrive and he started again from pretty much dead last. But the event was so long and so tough that by winning more stages than anyone else, as well as making up places when others dropped out, he managed to work his way back up to third.

It was a remarkable performance but was largely undone on the penultimate stage when a driveshaft broke. The time lost with the in-stage repairs dropped him down

to an eventual sixth. In the second car, Metge suffered no such troubles and kept the Range Rover of Patrick Zancaroli and Mitsubishi Pajero of Andrew Cowan behind to claim a famous victory, one that paved the way for a repeat performance two years later with the much more advanced twin-turbo 959.

Two of the cars were retained by the Porsche Museum, Metge's car is a well polished display model, but the story

Above left: Immediately prior to the event, a snowy Weissach was the location for some off-road testing

Above right: Once happy with the initial results, further tests were carried out in Niger, the majority of which were in the hands of Le Mans legend, Jacky Ickx

Below: Rothmans-Porsche entered three cars in the Paris-Dakar rally, driven by Jacky Ickx (co-piloted by Claude Brasseur), René Metge (with Dominique Lemoyne) and Roland Kussmaul (Erich Lerner)

“THE UNDOUBTED FAVOURITE, BUT DISASTER STRUCK...”





goes that No 176 hasn't been touched and is still covered in African dust and dirt, locked away somewhere in the hallowed archive warehouse.

Ickx's car wasn't finished in Africa, though, as it was bought by another F1 and Le Mans driver, Jacques Laffite, painted green and entered in the 1988 event. (This explains why the slightly faded scrutineering sticker still in the window is from the tenth edition rather than the sixth in 1984.)

He didn't get very far, however, and retired in one of the opening stages and, while the car was being repaired back in the workshop, it was bought by a private collector who took it to America. Then began a worldwide, three-decade-long journey which has seen it form part of two collections in America as well as Japan before finally coming back to Europe to reside just a few kilometres from where it was made. Added to the two trips to Africa it has been to five

continents and Wolf-Dieter supposes that it's one of the most well-travelled Porsches there is.

There would be literally hundreds of Porsche and pedigree collectors desperate to get their hands on this unique car if it was put on the market and Wolf-Dieter has actually been offered a blank cheque for it, but how did he manage to get hold of it before anyone else?

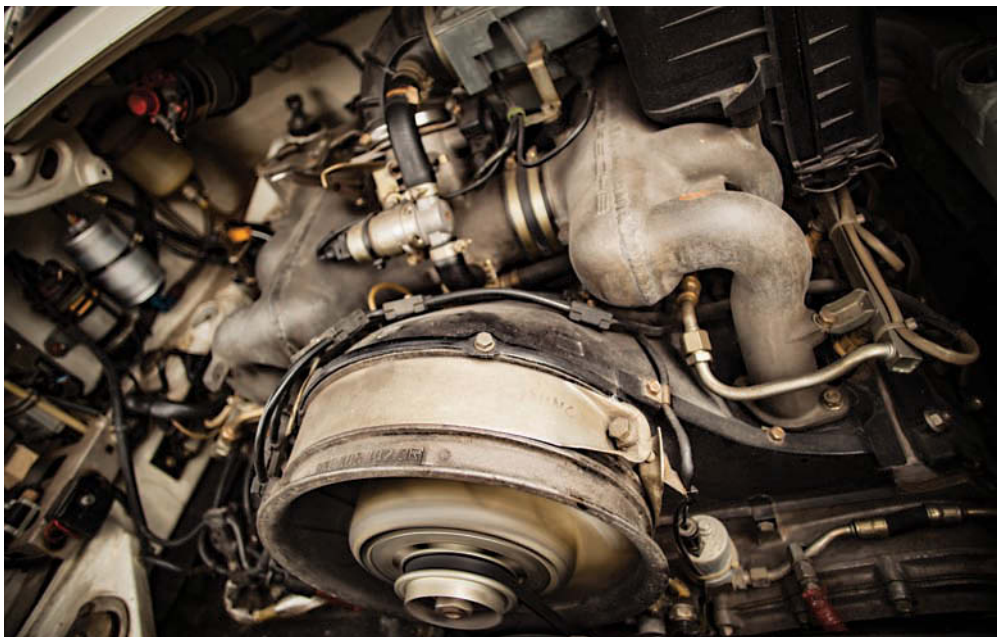
It might cause a bit of consternation to rival collectors but he wasn't even looking for it! He was on-line searching for a reasonably priced 2.7 RS when he came across the Rothmans 953. Initially, he didn't believe it was the original because it was advertised far too cheaply. But if it was then it would be an opportunity far too good to let pass by...

He sent a deposit to the owner and arranged for a Porsche expert to check it out. The meeting was arranged for the Porsche Rennsport Reunion at Daytona, where none

Above: View from the rear emphasises the no-nonsense character of the 953. This was a serious race car built with one purpose in mind...

Below left: The 953 used the production Carrera 3.2 as its base, complete with a detuned version of its 3164cc engine, developing 225bhp

Below right: Extra gauges monitored temperature of the two differentials





Above left: Early testing was carried out at a military facility in southern France



Above right: The first of the 953s being prepared at Weissach. Note the torque tube connecting the modified five-speed Audi transaxle to the front differential

Below: Dashboard looks remarkably standard, until you note the plethora of navigation aids for co-pilot

other than Jackie Ickx was in attendance. He was sufficiently convinced that it was his car that he was happy to sign the roof.

Despite the many attractive offers he's had over the years, Wolf-Dieter has kept the car and as can be attested to by the scuffs on the bash plates, it gets driven, not just displayed. Normally the only other person he allows to take the wheel is Walter Rhorl but today, thanks to being a writer for *Classic Porsche*, he agreed to let me take it out for a spin.

I arrived a little early, so the first view I had of it was high up in the air on a workshop ramp, but that meant that I got to have a good look at the parts not too many people get to see.

Thirty-five years ago this was the height of technology but looking at the components like the struts, tiny dampers and steering arms I couldn't imagine how such a flimsy-

looking set up could last through the gruelling event. The fact that it did is a testament to the engineering prowess of the Porsche engineers.

Once all the oil levels and belt tensions were checked it was lowered to the ground and the first impression was how small it is. 911 cabins are not the most spacious places for a 6ft 4in driver at the best of times, but with the roll cage and two spare tyres looming up from between the seats, it's a real struggle to get behind the steering wheel. It's not a place I'd be too comfortable in with a race suit on for 300km-long stages through the Sahara.

But if I was nervous and excited just from fumbling with the seat belts, it's nothing compared to the sensations that arose when the starter button was pressed. It's the noisiest Porsche I've ever sat in. A quick stab of the throttle and the sound





echoes off the workshop walls. I wondered how Ickx and his co-driver Claude Brasseur could have communicated with the guttural roar right behind them.

There is a way a 911 handles and feels...and the 953 feels nothing like that. It's nearly 30cm higher for a start, but it's the steering that's strangest. I'm used to the familiar lightness, but with the 4x4 system and locked rear differential it's so heavy it feels like an old Land Rover... Even once I get the hang of where the clutch bite point is and pull out of the workshop, it doesn't get any easier the faster we go, although it goes without saying it would probably be a lot easier to turn on sand than Tarmac.

As far as Wolf-Dieter knows, apart from having a temporary colour change, the car has never had a rebuild, which means that everything in the transmission is original.

And as no 953 parts are ever likely to turn up on eBay, it doesn't get taken too far off-road any more.

It's a public road so no heroics, but even at Sunday morning drive to church speeds looking down the nose over the Rothmans stickers on the front was an amazing experience and a real privilege.

It's a 4x4 Porsche so the best place to shoot it is off the Tarmac but the sound of the stones pinging off the underneath was truly terrible so I got out, not very elegantly it has to be said, to take the photos while Wolf-Dieter's mechanic drove it up and down the track.

Lined up next to an armada of G-Wagens, Range Rovers, Pajeros and Lada Nivas on a cold late December day in France, I don't imagine many would have thought that the tiny 953 would have had a chance of making it to Dakar – but make it it did. **CP**

Above: The foundations laid by the 1983/4 Type 953 served as the base on which to build a whole new car – the technologically advanced Porsche 959

Below: Huge front-mounted fuel cell was necessary to cope with the long desert stages – a second tank was mounted in the rear seat area inside the car. Running out of fuel in the middle of nowhere was not an option...

“IT’S SO HEAVY IT FEELS LIKE AN OLD LAND ROVER...”





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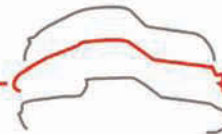
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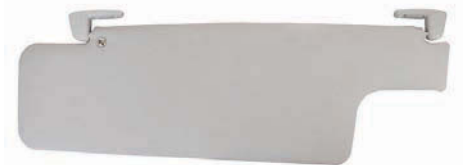
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RICH MAN'S PLAYTHING

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

It would take the average German worker seven years to earn enough money to pay for a Pre-A 356 Cabriolet. Seven whole years... Whoever purchased this example late in 1951 was clearly well-heeled – and a man of good taste



There was a lot going on behind the scenes at Porsche towards the end of 1950, matters brought to a head at a meeting in November between Ferry Porsche and chief designer Karl Rabe. Foremost on the agenda was the matter of production numbers. By the end of March 1951, Porsche was scheduled to build its 500th car, and in the whole of that year, Ferry believed the company could construct a total of 1000 cars, comprising both coupés and cabriolets.

Interest in the little largely VW-based sports cars had surpassed all expectations, given the state of the economy at the time. Some 12,000,000 displaced people were quite literally wandering around Germany in search of somewhere to call home. Work was in short supply, wages were low – the average German labourer earned just 147 Marks per month.

But there was still a wealthy echelon of society that had somehow remained largely unaffected by the ravages of war. While many people were living in poverty, others looked down from their castles, their family money safely stashed away out of harm's reach. Still others were making new fortunes in the expanding film industry, or as entrepreneurs, keen to profit from new import and export businesses. These were the people who could afford the luxury of a sexy little sports car.

Ivory paintwork suits the body style perfectly. Note the angle of the rear wheel as the car is pushed through the corner – this was before Porsche thought of adding a camber-compensator to the swing-axle suspension



**“PORSCHE’S CUSTOMER
WAS CLEARLY A MAN
OF TASTE...”**





One such person was a metalware manufacturer from Heilbronn, a small town approximately 50km north of Stuttgart. Towards the end of 1951, he ordered a new car, a Porsche 356 1300 Cabriolet – whether for himself or perhaps his wife, we cannot be certain, but we do know it was just one of 169 open-topped Porsches built that year.

Porsche's customer was clearly a man of taste, choosing the striking combination of ivory paintwork with deep red leather interior. The painted dashboard sported a speedometer and a clock, along with a small oil temperature gauge, but no tacho or fuel gauge – a wooden dipstick was all that was supplied to check the fuel level in the tank (as was the case with many contemporary cars, including the Volkswagen Beetle). You didn't get much for your 12,200 Marks – that's the equivalent of seven years' salary for the average worker...

Think about that price for a moment: at this time, the 356 still relied heavily on Volkswagen as a source of parts, so you might think the price could be kept to a more affordable level. The little Porsche still featured a gear linkage, inner door handles and window cranks, headlights, brakes, gearbox and much of the running gear from the VW. Even the crankshaft was the same.

Of the rest of the engine, the larger-bore cylinders (now 80mm, to give 1286cc) featured aluminium-finned cylinders, which not only helped to dissipate heat but also saved some 5.5kg over the previous cast-iron type. A low compression ratio (6.5:1) helped the engine run better on the poor fuel which was all that was available, but even so, the power output had risen to 44bhp at 4200rpm, along with an increase in torque to 60ft lb at 2800rpm.

What is interesting is that, at the same meeting where production figures were being discussed, Porsche and Rabe mulled over the carburation – there was discussion on the subject of the new 1300cc engine (Type 506) which revolved around fitting it with just one carburettor, with a pre-heated inlet manifold as was to be used on the VW engine. The carburettor would also be a side-draught design...

There were other improvements under discussion, too. 'As soon as the Volkswagen plant brings out a new easier-shifting or synchromesh transmission, these transmissions are to be used and introduced on the 356 as quickly as possible. The use of positive synchromesh may make the use of a spring-

Left: Deep red leather and matching painted dashboard complement the body colour nicely. Note the wooden door capping and the cabriolet-only rear-view mirror. Telefunken radio was a costly extra

Above: Head-on view emphasises the body overhang, the skinny 16in wheels seemingly lost under the wheel arches

“IT TOOK 530 TO 550 HOURS TO BUILD EACH BODY...”



loaded gear lever of interest,’ read the minutes of the meeting, before continuing on the subject of brakes for use alongside a proposed 1.5-litre engine.

‘The brakes of the new vehicle must undergo improvement. Such measures must, however, remain within price constraints. According to Herr Porsche, for reasons of cost, only the 40mm-wide duplex brake with the new light-alloy drums shall be used at the front, while the normal width brakes with 30mm-wide linings will be retained at the rear...’ But for the time being, the VW-derived cast-iron brake drums would have to do. However, in April 1951 telescopic dampers finally replaced the old lever-arm type at the rear of the car, resulting in a better ride and improved handling, so that was a bonus.

As for that new 1500 engine, the minutes record ‘The new 1.5-litre engine is to be advanced as quickly as possible, as it must be delivered in 1951 for certain cases. The preliminary estimate of the production run of this engine is still set at 200.’

Improvements were all well and good, but Ferry Porsche was concerned about the spiralling production costs and their effect on sales: ‘The pricing of the new type is in the foreground of our discussions. Changes that will increase price may only be carried out with the express approval of the company management, providing such changes present an unavoidable necessity. Otherwise only changes that lead to lower prices will be acceptable.’

In January 1951, the board met to discuss plans in more detail, the conclusion being that there should be three engines made available: 1100cc, 1300cc and 1500cc. The subject of the single-carburettor 1300 was brought up once more but the idea was rejected on the grounds that tests had proved it to be no more powerful than the existing twin-carb 1100.

The improvements made to the production models indirectly created a new problem for Porsche: meeting demand. It took Reutter – Porsche’s *carrosserie* of choice – anything from 530 to 550 hours to build each body assembly.

Above: Slightly awkward ‘hump-backed’ look was typical of 356 Cabriolets and was most noticeable when the hood was down. Note aluminium trim used on the ‘body bumpers’

Below: Pre-As all featured sill (rocker) panels which curved under the body – a feature which disappeared with the arrival of the 356A. Seats are sumptuous, if not especially supportive when driving in a ‘spirited’ manner...





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Above right: Early cars featured a large 160Km/h (100mph) speedometer with matching clock, but no tachometer. Small diameter gauge to the left of dash was for oil temperature



With increasing demand for the 356 from export markets – in particular England and the Commonwealth countries, where right-hand drive was a requirement – it was clear that Reutter would not be able to keep up with the workflow, especially the Cabriolet models, which were growing in popularity.

Beutler in Switzerland seemed an obvious choice, having built the first six convertibles while Porsche was still based in Gmünd, but the tiny family-run company lacked the necessary capacity to satisfy Porsche's demands. Instead, Porsche turned to Gläser, formerly of Dresden (of which little now remained intact) but now located in Ullersricht, about 180 miles north-east of Stuttgart itself.

There business manager Erich Heuer hoped to build up the company once again by entering into a contract with Porsche.

Reutter would press the body panels, deliver them to Gläser, who would then in turn weld them together ready for delivery back to Porsche in Stuttgart. To Heuer it seemed a simple idea but he underestimated the cost and time – some 630 hours per vehicle – and after building just 237 Cabriolets, Gläser closed its doors towards the end of 1952 having lost money on the deal.

The 356 was not without its faults, and a meeting was called in September 1951 to try to address some of these. Problems raised included suspension bottoming out, front and rear, seized clutch cables, faulty clutches, noisy gearboxes (a recurring problem while the crude VW transmission was still in use), poor steering (blamed on the Volkswagen steering box), seized pistons and a multitude of rattles. All needed to be addressed if sales were to strengthen.

But 1951 was a pivotal point in Porsche's fortunes. An aluminium-bodied Gmünd coupe was victorious in the under-1100cc class at Le Mans, while a 1.3-litre coupé came third overall in the gruelling Rome-Liège-Rome rally. As a great publicity exercise, racing driver Richard von Frankenberg and photographer Julius Weitmann raced the

“1951 WAS A PIVOTAL POINT IN PORSCHE'S FORTUNES...”

Munich-Rome express train in a 1300 coupé, beating the train to its destination by no less than seven hours despite snow-covered Alpine roads. They were great days, indeed.

The 1951 Cabriolet you see here was discovered in a garage in Heilbronn back in 1978 where it had been stored by its original owner. Purchased by Jörg Steidinger, it remains a perfect example of one of the earliest 356 Cabriolets. **CP**

Below: First 356s shared several components with the contemporary VW, among them the headlights

Below right: Roof down, open road ahead – everything is right in the Porsche world...



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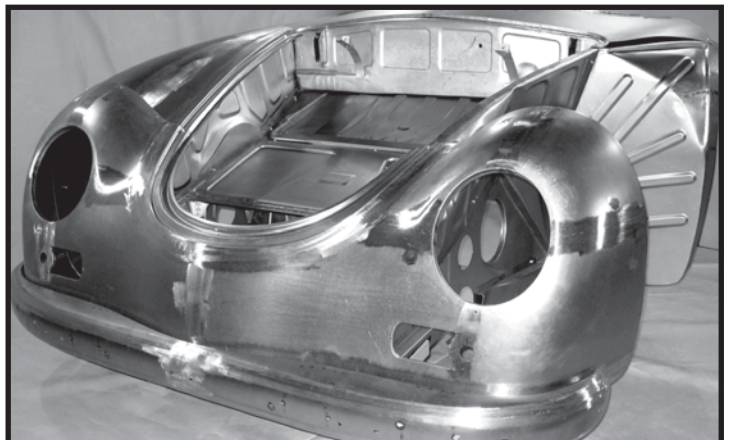
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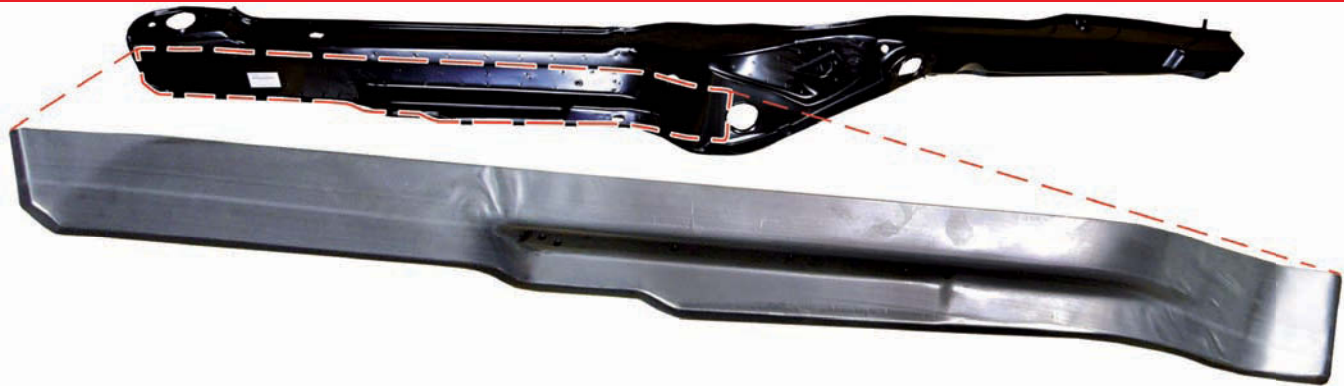
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BLUE ARROW

It's highly unlikely Porsche's race department could ever have imagined how the lightweight 911R and T/R would come to inspire a whole generation of enthusiasts determined to create their own interpretation of the ultimate hot-rod 911...

Words: Alain Sauquet/Keith Seume
Photos: Alain Sauquet







When you meet him, Baptiste Billiault doesn't look like your typical hot-rodder, more a guy whom you could better imagine playing a round of golf with his buddies, or maybe entering into in-depth discussions about the world's

problems. Not someone who enjoys the banshee-like wail of a flat-six on wide-open throttle.

Yet behind this seemingly quiet, almost modest, appearance hides a person who is a true Porsche connoisseur, with a deep knowledge and understanding of – and passion for – Porsche's history. Like many others, he has long been fascinated by

the factory-built competition cars of the late 1960s, most notably the 911R and T/R.

The T/R was introduced in 1968 as a very limited production run aimed at customers who wished to use their 911 in competition, yet retain the ability to drive it on the road. Starting with the lightest production model, the 911T,

which weighed some 52kg less than the contemporary 911S, Porsche created the T/R by incorporating various parts that had been developed for the 1967 911R, the original factory lightweight 'hot-rod'.

The T/R (of which just 35 were built)

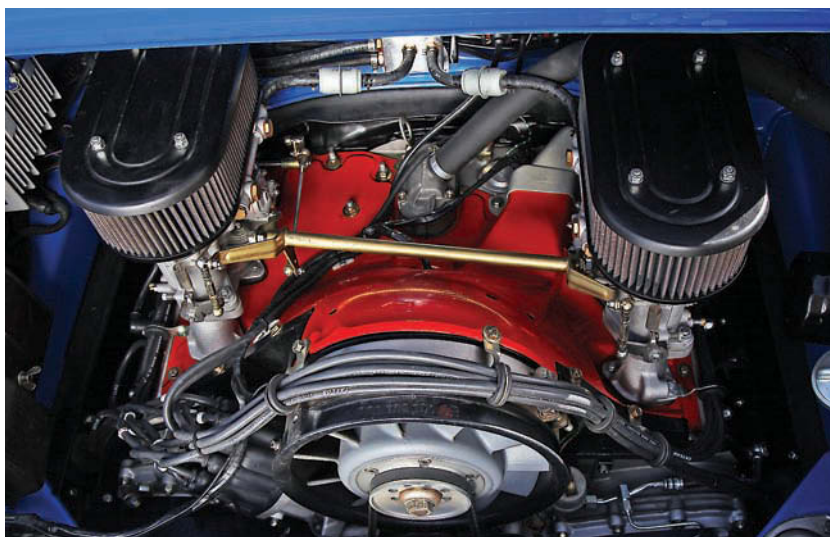
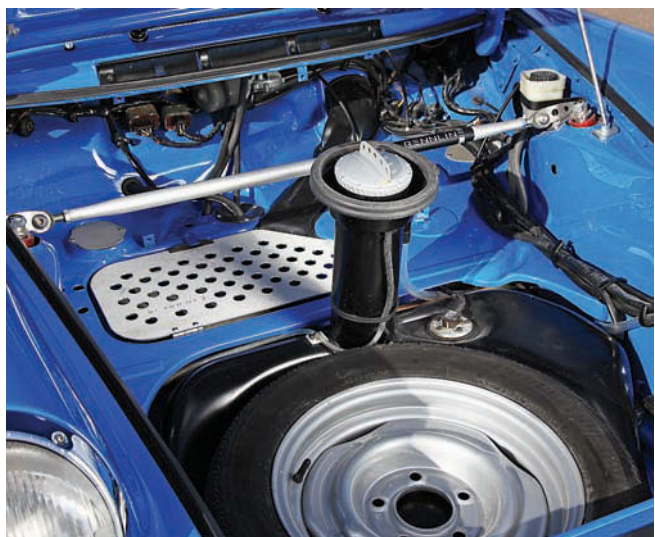
could be ordered in a variety of specifications to suit the

Above: Baptiste Billiault turned to MPS Carrosserie to carry out the body restoration and repaint in Arrow Blue

“IT WAS A ‘ROLLER’ BUT IN PRETTY BAD SHAPE...”

Below left: Rennline supplied the strut brace, along with the drilled cover for the 'smuggler's box'. Centre-fill fuel tank conversion adds to the desired race look

Below: 2.7-litre engine produces 233bhp at 6430rpm, and runs a pair of 40mm PMO carburetors





intended use – and, it has to be said, size of the customer’s budget – with three different engines being made available. First was the regular 160bhp 911S unit, followed by the 180bhp version equipped with the factory race/rally kit, and finally the full-on 230bhp twin-plug 906 motor, similar to that used in the 911R.

Even though the car started life as a relative lightweight, the race department saved further weight by removing all soundproofing (that was 25kg right there). In addition, it was fitted with a limited-slip differential, larger fuel tank, oil coolers, Koni dampers, front and rear anti-roll bars, vented brake discs and a host of other details to make it race (or rally) ready.

The T/R represented the perfect dual-purpose machine,

ideal for the gentleman driver who wished to drive to the track, have fun in a race or two, and drive home again. Or, if he was really serious, enter the Le Mans 24 Hours...

“THE RESULT IS A MOTOR WHICH PRODUCES 233BHP...”

With the T/R as inspiration, Baptiste found his perfect base vehicle in January 2012 in the form of a US-spec 1971 2.2-litre 911T. It was a ‘roller’ but in pretty bad shape, with a twisted rear slam panel and wing, which had been poorly repaired

by a former owner in the USA – and the new owner was looking for perfection. To carry out the necessary repairs and restoration, he turned to MPS Carrosserie in Sens, France, one of the most respected body shops in the region.

It was founded in 1986 by Jacques Morin and Claude

Above left and right: Rennline aluminium dash panel, foot boards and pedals change the character of the interior. Twin Heuer stopwatches and Prototipo wheel give a period flavour

Below: Out on the open road, throttle wound wide open, the combination of light weight and plenty of torque makes for grin-inducing fun...





Paggi (MPS stands for Morin Paggi Services) who began their careers at a company called Parat which, among other projects, worked on Citroen DS rally cars and Matra Le Mans racers. When Parat closed its doors in 1986, Morin and Paggi founded MPS, running it until 2005 when Jérôme Morin, son of Jacques, took control following the retirement of Claude Paggi.

The first task was to strip the car to a bare shell and then have it blasted using walnut shells to remove the paint without damaging any panels. Only then could the full extent of the work that lay ahead be revealed. First up was to repair that rear end, which involved replacing one of the rear wings, followed by cutting out the rear seat bases and bulkhead.

As the car was to be a hot-rod, with few concessions to originality, the seat bases were replaced by flat panels,

while the bulkhead and parcel shelf were similarly replaced with a single one-piece panel. The floor was generally in pretty good shape but one side needed replacement, as did the fuel tank support and front suspension mounting panels. To ensure the bodyshell remained in alignment, it

was placed on a jig while the rust and damage repair was carried out.

Externally mods included the installation of a pair of 911R-style bumpers in glassfibre, a glassfibre front lid and a drilled aluminium 'grille' on the engine lid. A pair of 911R-style rear lights with LED light units and a pair of Talbot mirrors add to the

period look. MPS painted the car in their own spray booth, laying on a few coats of Arrow Blue (a 1974 colour) that is complemented by black 'Porsche' graphics.

All in all, Jérôme Morin spent some 800 hours carrying out the body restoration, and during this time Baptiste made it his job to track down all the parts he would need to

Above: 7J wheels are shod with 225/60 Michelin TB5 tyres. Drilled aluminium engine grille adds to the no-nonsense look

“PORSCHE’S ENGINEERS KNEW WHAT THEY WERE DOING...”



complete the transformation from a basic T into a 911R- or T/R-inspired hot-rod.

His first port of call was Raceservice4U, the well-known company based in Belgium which specialises in period components primarily for cars built from 1965 to 1974, most notably twin-plug distributor ignition systems and rare RSR-related goodies. Run by Jan vanb Elderen, the company's website (www.raceservice4u.com) is a wealth of useful information and highly-desirable parts.

Among the parts supplied were a set of aftermarket con-rods, lighter rocker arms and a lightened flywheel. These are used in conjunction with high-compression pistons in Nikasil cylinders, while the heads have been drilled for dual spark plugs. A set of 40mm PMO carburettors supply the fuel while RSR-style headers exit into a 911R-style silencer (if you can call it that!). The result is a 2.7-litre motor which produces 233bhp at 6430rpm, and 201lb ft of torque at 5080rpm.

This is passed through a 915-series transmission which has been built up with a limited-slip differential and an RSR-inspired electric oil pump to lubricate the gears. And talking of lubrication, the engine is kept cool with the addition of an extra 'trombone' oil cooler fitted under the left front wing.

To keep the car on the road, Baptiste opted to use '7R' Fuchs wheels shod with 225/60x15 Michelin TB5 road-legal 'race' tyres, backed up by a set of Bilstein dampers, Elephant Racing anti-roll bars back and front and big six- and four-pot billet aluminium brake calipers from Carbon 12 in the UK – the same as on the editor's 'El Chucho' 912/6 project car. Used in conjunction with a 23mm master cylinder, they use 944 vented discs at the back and larger AP Racing discs at the front.

Inside, the door panels are now moulded from carbon fibre, as is the dash top, while Rennline in the USA supplied the aluminium dash panel and foot pedals. The period-style seats are from D'Eser, while a Momo Prototipo is the steering wheel of choice. A four-point Clubsport rollcage and full harness seat belts add a feeling of security.

After several months, the lengthy project finally came together and Baptiste Billiault was able to take to the road in his dream Porsche. It's not hard to understand why he now seems to have a permanent smile on his face – after all, with a combination of light weight, high-horsepower and plenty of torque you can't go far wrong.

Let's face it, Porsche's engineers knew what they were doing when they created the R and T/R back in the 1960s, and what worked then will work just as well today on a modern hot-rod. **CP**

Contact:
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Below left: Big billet brake calipers come from Carbon 12 in the UK

Below: 911R-style taillights are brought up to date with modern LED light units



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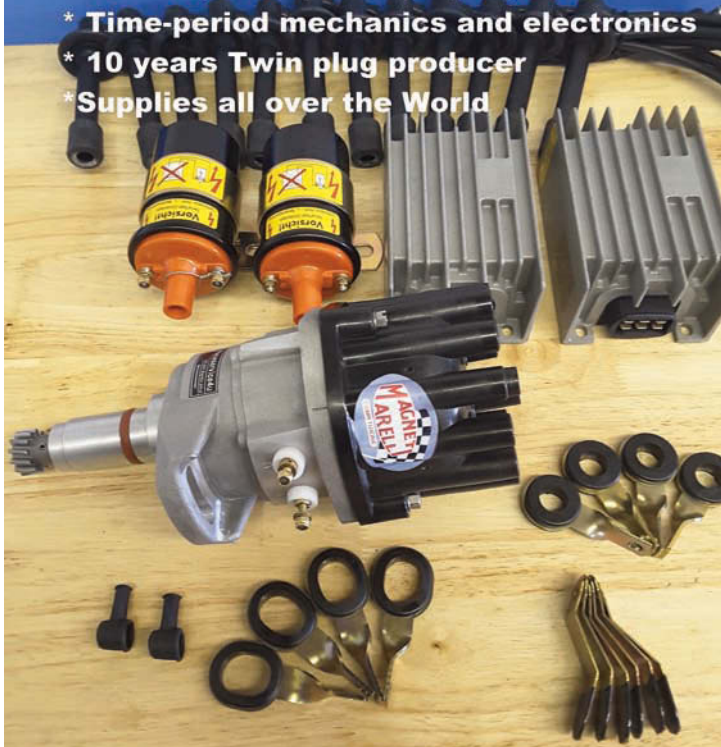


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WHERE LESS IS MORE

So what does a guy who specialises in early air-cooled Porsche engines drive every day? Well you might be pleasantly surprised to learn it's a completely original 1966 912. We head to Lincolnshire to meet someone for whom four-cylinders is more than enough...

Words: Steve Wright
Photos: Tom Fawdry

The guy in question is Ian Clark, engine builder, racer and proprietor of WPS Engines, who has been building high-performance air-cooled VW and Porsche four-cylinder motors for the better part of 25 years. To say he knows his way around the little boxer motor would therefore be something of an understatement. Like many of us he cut his teeth on VWs and has graduated to Porsches, getting more and more into 356s as the years progressed.

Ian's personal collection displays an eclectic range of cars. The blue one is a 1959 Fiat 600 that had sat in a garden in California since the 1970s and is a project that will one day get turned into a VW- or Porsche-powered road car. The 1952 Beetle Ian has owned for the better part of 20 years and was turned into a drag car, offending purists and surprising competitors alike with its wheel-standing antics from its tiny watch-winder motor.

The car has always been a road car/daily driver first and

when drag raced has always been driven to and from the track. The Beetle has only ever been modified with period performance products (48IDA Webers, 356 brakes and spindles, original magnesium BRM wheels, etc.) with nothing that can't be undone or put back to stock. Ian is currently returning it to 1952 race specification to participate in the PeterMax-Müller road race in Germany.

The 1967 Fiat Spider, complete with hi-po 1800cc motor will pull the wheels through second gear and run the quarter mile in under 11 seconds. When you consider Porsche's latest 911 Turbo takes 12 seconds it gives you some sense of the power-to-weight ratio of the Spider.

The virtually original Greeves scrambler was his father's and is for mucking about on the farm, while his collection of vintage guitars and amps supports his other passion, music. The latter gives rise to some interesting cross-overs in the workshop – Ian tunes the tappets by ear, because after 25 years working on just the same type of motor he can tell

Below: Well, there's no doubt Ian Clark's a real petrolhead. A Greeves scrambler, street 'n' strip Beetle, race Fiat Spider and another Fiat project keep his 912 company...





Above: Ian Clark's been a long-time fan of the VW marque, an interest which not suprisingly led him to the world of Porsches – four-cylinder ones in particular

Below: Ian's regular driver is this 1966 912. The combination of black paintwork with anodised Fuchs wheels is hard to beat

what the correct clearance sounds like....

I have to declare a personal interest in this article – Ian and I have known each other for some 15 years and aside from my 911 he does the mechanical and race preparation work on all my cars. Working with the guy is always a pleasure and an education: he's affectionately known amongst his mates as Smiler and I learn something about mechanical engineering every time I speak with him.

His workshop is kitted out with everything you would expect from someone who spends all day working on old Porsches, including an engine dyno and flow bench, so development work, running in and testing can be done with a minimum of fuss. It also means all of Ian's engines develop verified horsepower numbers – there's no speculation, hyperbole or BS when the dyno work is finished.

One of the rare characteristics he has is being as happy

completing the rebuild to factory specs of a two-piece Pre-A motor as he is to building a full house race engine – what he won't do, though, is slap a turbo or a huge set of barrels and pistons on a lazy motor. He's cut from the same cloth as the early Porsche guys – make it small, highly efficient and bulletproof.

I can attest to this with the motor in my 356 race car – in three seasons all we've done is change the oil after every race and check the tappets. And this is a motor that spends most of its life between 5- and 8000rpm on the race track.

Recent projects through his workshop include the race engine in the Kilpatrick Speedster now owned by Ernie Nagamatsu and raced all over the world, a complete mechanical overhaul including engine, gearbox and brakes of a right-hand drive '54 Pre-A with period race history, and the mechanical restoration to concours standard of a black '55





Pre-A Super with factory race modifications, with matching numbers crankcase and 'box.

Of course Ian also built the engine in my 356A GT-spec race car and keeps that fighting fit, and is also completing the mechanical restoration of the Okrasa Special.

But back to Ian's 912. The car spent its entire life in the sunny and dry climate of California and was painted purple in the 1970s, but had a bare metal repaint in Italy, before coming to England a couple of years ago. Other than that it's had no work done to it – no rust, no accident damage, no re-trim and no modifications. In fact it's literally as it left the factory.

The dash top and optional headrests were recovered in original material as the sun had got to them, but the carpets, seats, panels and such like have never been out of the car, and the rest of the interior is original including the factory tinted glass. All the suspension is standard, down to the

rebuilt adjustable Konis and standard ride height.

The car rides on Avon CR6ZZ road race tyres which are a little noisy compared to the equivalent Michelin, but provide tremendous grip in the wet and dry. The rear-end is also standard including the four-speed 'box and on this Ian is keen to bust a common myth – the four-speed is as good as the five-speed because fourth is the same as the fifth ratio (0.86) but without the weak dogleg first gear.

Ian fitted a period Italian steering wheel as a nod to its time there and because he couldn't get into the car with the

original 'bus wheel! The optional 4.5J Fuchs with original anodising were hidden under a layer of modern paint, which Ian carefully removed as part of his mantra of preservation.

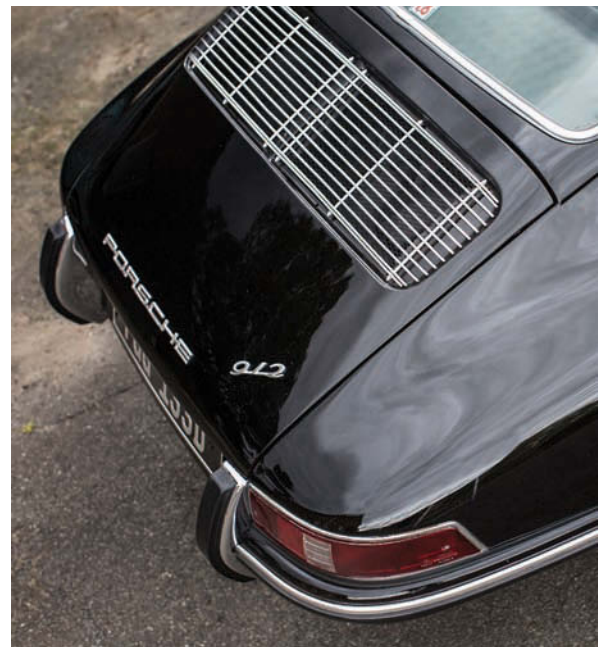
I don't know whether it's just a function of getting older but I share this fascination with preservation. We're not talking about the rusty 'Rat-rod' nonsense practiced in some circles, and over-restoring a car seems almost as bad. Cars are

Above: Riding on a set of Avon CR6ZZ tyres, the 912 sticks to the road like glue. The combination of grippy tyres, Koni dampers all round and the natural balance of the 912 means that handling is exemplary

“AS YOU WOULD EXPECT, THE 912 GETS DRIVEN HARD...”

Below left: Ian has plans to develop the engine, reckoning another 50bhp will be easy to find reliably. That promises to be fun!

Below right: What isn't there to like about a SWB 912?





Above: Three-dial dashboard is minimalism at its best. Interior is all original apart from period steering wheel, dashtop and headrests. Everything else, including the carpets, remains unchanged

Contact:

Ian can be contacted at WPS Engines on 07880 311850

Below: Combination of a free-revving engine and light weight makes a well set-up 912 a joy to drive on the local Lincolnshire roads

machines that were built to be used and as such gain history over time – over-restore them and you wipe away all that history, charm and feel from the car.

As you would expect the 912 gets driven hard but not thrashed, and has seen plenty of fast road use under its tyres over the past few years – Ian is definitely part of the ‘get out and drive’ club. It’s refreshing to drive an original car exactly as Porsche screwed it together.

It has that distinct smell of horsehair, vinyl, old carpets and that vague whiff of engine oil off the heat-exchangers. The steering is slightly vague in the straight ahead position but unbelievably delicate and rich in feedback the moment the wheel’s turned.

The interior has a lovely patina to it that only time and use can create, with everything slightly worn but still reflecting the build quality of Porsche and the care of loving owners, and the simple three-dial dash provides you with all the information you need. It’s most happy on fast A and B roads, the motor feeling a bit under-g geared on the motorway, although any early Porsche sounds busy when ploughing along in modern traffic.

The car really is a peach to drive: everything feels tight and light. While the motor doesn’t have the torque or punch of the 911, it pulls happily and revs freely round the dial to its 6000rpm limit. Whisper it quietly but there’s another myth to

bust: it handles better than a 911. With a significant reduction in weight, all focused on the mass hung out beyond the rear wheels, it’s noticeably less tail happy.

There’s the off-beat thrum of the flat-four burbling away behind you, lacking the aggressive engine note and exhaust of the 911 but providing a noise that’s deliciously relaxing. It’s the same experience familiar to all 356 owners: that happy-go-lucky sound and feeling of an old companion along for the ride, rather than the edge that comes with the 911.

Introduced as the entry level Porsche but also to retain many of their loyal customers who thought the 911 was too complex and heavy, the 912 feels distinctly like a mix of 356 and 911 DNA.

Ian’s plan for the car is to use it as a test bed for further developments as Porsche may have done had they not opted to discontinue it in favour of the 914, developing the engine using period enhancements to deliver an easy and reliable extra 50hp, putting it squarely with the early 911’s power output, but with a significant weight advantage.

As Porsche reverts to a four-cylinder engine for the Cayman and Boxster it’s easy to see why Porsche and Ian have come to the same conclusion. Four highly efficient cylinders in a light boxer motor, married to a fantastic chassis, suspension and brakes makes for a lovely, potent combination. Sometimes less is definitely more... **CP**



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A MAN FOR ALL SEASONS

Words: Kieron Fennelly
Photos: Porsche Archiv

Rolf Stommelen was one of Germany's leading racing drivers for over a decade and, as the title of his biography implies (*Fahrer für alle Fälle* – Driver for all circumstances), he could drive anything, anywhere. Although his Formula 1 career was patchy, in production cars he was reliably top class. But in Porsches, he was sublime...



In Rolf Stommelen's memoirs, there is a black and white photograph which dates from around 1950 showing a little family group against a drab urban backdrop. In the centre in short trousers and blazer is a curly haired boy, clearly the young Rolf. But the picture is deceptive: the two older children either side of him are cousins and the adults his aunt and uncle. Rolf was an only child and this shot is seemingly the only one his biographer could find of his early life.

He was born in 1943: the Stommelens lived in Cologne but Rolf's father sent his mother 60 miles east to Siegen to escape the worst of the allied bombing, and Rolf spent his first couple of years there before returning to Cologne. An unexceptional child, he was neither gifted academically nor especially sporty, but he loved cycling and motorcycles and his father gave him an NSU Fox to ride around his extensive garden.

Rolf's school studies were followed by a technical certificate and he was apprenticed to Cologne's main VW-Porsche concern: perhaps his father had put in a word for him.

Stommelen père had a car workshop and, as Germany recovered in the 1950s, his business flourished, expanding into sales and car hire.

His parents were by now separated and Rolf's father lavished a Porsche Super 90 on his only child, and the 19-year-old would discover the

Nürburgring from the driver's seat. We can only speculate now on what lobbying went on but, by 1964, Rolf Stommelen had Porsche's latest racer, the 904 GTS, which cost his father a princely DM30,000.

The boy would repay Wilhelm Stommelen's faith in him, though: over the next three seasons his record in airfield races and hillclimbs earned him a seat in a works 906 at Le Mans in 1966 where he and Günther Klass won the 2.0-litre category and finished seventh overall.

Porsche's talent spotter Huschke von Hanstein had had the young *Köln*er in his sight for some time: this performance convinced him and Rolf Stommelen would be on his list of works drivers for Porsche's 1967 campaign, which with Ferdinand Piëch at the helm, sought nothing less than outright victory at Le Mans. At 23 the youngest member of the squad, Stommelen would be a professional race driver for the rest of his life.

Porsche's assault on sports car racing would culminate in

the 917 (see our feature on pages 42–49 of this issue), an astonishingly fast racer which severely tested its engineers' understanding of aerodynamics. In the quest for speed, the 917 eschewed downforce because Piëch forbade anything which created drag. The result was a sports racer so unpredictable on the Mulsanne straight that initially few of the works drivers would extend it.

Team manager at Le Mans and renowned Porsche development engineer Peter Falk recalls that only Stommelen and the British tearaway Elford were brave enough to put the pedal to the metal, and indeed Stommelen's practice time at the 1969 Le Mans April test weekend with the long tail 917 was the fastest (he had recorded second fastest the year before in the 908), with the 917 touching 350Km/h.

In the race two months later, the Stommelen/Ahrens 917 retired, as did all the factory 917s. Shortly afterwards Porsche decided internally to entrust its racing effort for 1970 to the John Wyer organisation which had run the Le Mans winning Gulf Mirages in 1968 and '69. A second, ultimately victorious, team

would be managed by Porsche Salzburg.

Rolf Stommelen was now Germany's leading driver: the other young Porsche stars of the sixties had all gone, the brilliant Gerhard Mitter killed in 1969 as was Günther Klass in another track tragedy, and the 'fourth

musketeer' Udo Schütz, shaken at the loss of his friends, had quit. Yet Stommelen's name was not among the eight selected for the two Porsche teams.

Veteran Hans Herrmann who had often been paired with him believes the *Köln*er's outspokenness was probably his downfall. All the drivers were critical at times, especially of the 917, but Stommelen could be vocal. 'He wasn't a diplomat,' says Herrmann, 'and I think he upset a number of people.'

Stommelen was a very determined racer and when things went wrong, he had not at that stage in his life learned how to rein in his frustration. There were cries of spoilt young man, a reference to his favoured beginnings in racing, and Porsche engineer, then a team mechanic, Valentin Schäffer says he always wanted what Gerhard Mitter had and could be a bit childish about it.

Characteristically, Peter Falk is more philosophical: 'He was a fine driver – I think early on he suffered from being in the

“STOMMELEN HAD PORSCHE'S LATEST RACER, THE 904...”



Right: Driving Porsche 935 chassis #001, Stommelen and Manfred Schurti were victorious in the 1976 Watkins Glen six hour event



Above: Stommelen was a regular driver for the Georg Loos team, either at the wheel of Gelo's RSR, as seen here, or a 935

shadow of Mitter.' (Mitter had won three hillclimb championships, with Rolf twice runner-up.) So for 1970, Stommelen had to look elsewhere and turned to the Autodelta team which ran the works Alfa Romeo effort.

He knew that Alfa was not Porsche, but he was offered a starting salary of 550,000DM, three times what Porsche had paid and he appreciated the altogether warmer atmosphere of the Italian team.

As his country's foremost driver, there was always pressure on him to enter the top level, Formula 1, and former racer and now Ford team manager Jochen Neerpasch found him a place in the Brabham F1 team with sponsorship from *Auto Motor und Sport* journal.

1970 was to prove something of a turning point in Stommelen's life, for not only had he left Porsche, he was Germany's new hope in F1, its first representative since Wolfgang von Trips, and he married the love of his life, Marlene. They would be a very close couple, there were no children and she accompanied him to virtually every race he drove. And he drove a lot: his 1970 results show no fewer than 33 races. Rolf lived to race, Marlene would tell people.

If the Alfa T33 initially proved unreliable, Stommelen was loyal to the Italians. 'Wir sind langsam aber lustig,' he joked. (We're slow but we're fun) and in his four years with

Autodelta he would mature. His Alfa fellow works drivers, Masten Gregory and Andrea de Adamich, like him were also bespectacled and the team was known as the three blind men. It was part of the fun.

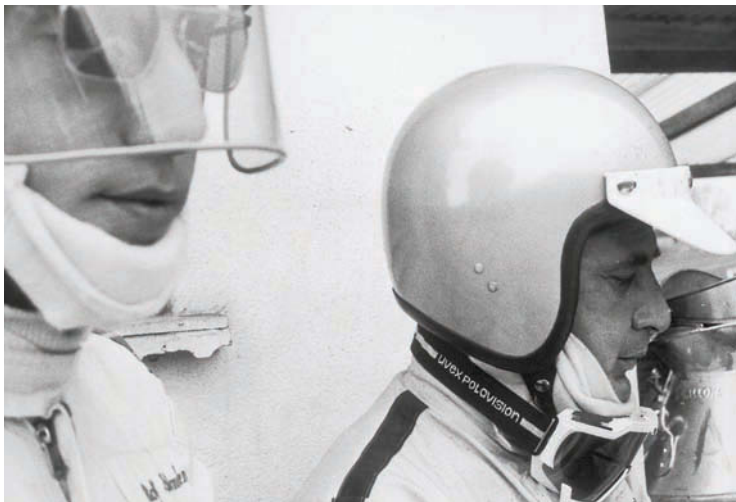
His first season in F1, 1970, netted him 10 points including a third in Austria and he got on with Jack Brabham who had a paternal regard for him. But having failed to win a fourth championship that year, the 44-year-old Brabham quit and handed the team over to Ron Tauranac who preferred the promising Australian driver Tim Schenken.

So for 1971 Stommelen joined the team of another former world champion, John Surtees. The relationship was not a success, Stommelen, who never really mastered English, complaining that Surtees always had the better car despite what he thought they had agreed, but if his F1 was a flop, the Alfa T33 had become more reliable and he managed two wins and four seconds in the 3.0-litre class.

Proving his versatility, he also drove a Mercury in a round of NASCAR at Talladega, recording fastest lap, but retiring. In fact he was more than competent in production cars, demonstrating this with convincing wins in the famous works 'Cologne' Ford Capri in 1974 and successful outings in Schnitzer BMW 2800s. However, his attempts to be Germany's standard bearer in F1 continued to disappoint: a March-based F1 entry, the Eiffelland,

Below left: Stommelen (left) alongside a pensive Hans Herrmann at Spa, 1968

Below right: Stommelen's father bought a 904 GTS for his son to drive, seen here at the Solitude GP in 1965, where he finished second in the up to 2.5-litre class to Ben Pon in a similar car





a car financed by 'caravan king' Günther Hennerici, was no more effective than the Surtees TS 9 had been: 'My grandmother would have been faster,' Rolf complained; Stommelen skipped the 1973 F1 season to return in 1974 in Graham Hill's Embassy team.

He liked the affable and gentlemanly Hill, but thought the team was disorganised, though he committed himself to a further season. At the 1975 Spanish Grand Prix in Barcelona, Stommelen found himself unexpectedly in the lead when the rear aerofoil broke off, the car went out of control and he crashed into the crowd, killing five spectators and severely injuring himself. Marlene describes how she slept at his bedside in a Barcelona hospital for two weeks.

It was only then that he was well enough to receive the news that his accident had also caused fatalities. Shocked, Stommelen would however not give up. A leg was badly broken and would always give him pain and he lost the top of two fingers, but Marlene describes how with utter determination he trained himself back to fitness to return to the track in a mere four months.

The Graham Hill venture though came to an abrupt end only three months later when Hill crashed his light aircraft a short distance from his London home, killing himself and driver Tony Brise, and the team was subsequently disbanded. For his part, Stommelen would try a couple more seasons at F1, including a wretched stint with the Arrows team before finally abandoning his F1 career after almost ten years of fruitless endeavour.

Jochen Neerpasch believes Stommelen was never suited to Formula 1: 'He was an exceptional driver, but he couldn't communicate what needed to be done to improve the car. In F1 you have to be a development driver, too, and Rolf wasn't. He was always better in sports or production cars that need less setting up.' Long time friend Hugo Erle of Bilstein, believes though that Rolf was more sophisticated technically than people realised. Klaus Bischof agrees.

Bischof is the former curator of the Porsche Museum, but in 1967 he was a works mechanic and knew Rolf well. He describes how in 1974 when Porsche came back to racing in the world championship for makes with the Group 4 934, Stommelen, then in his last season with the Alfa Romeo team would wander over to the Porsche pits: 'He spent more time with us than in the Alfa pit: I could see he was homesick: he missed Porsches.'

Stommelen's chance would come. In 1976 Porsche entered the new 935 in Group 5, but to his dismay, racing manager Manfred Jantke chose Jochen Mass and that Porsche family favourite Jacky Ickx for the sole works entry. But Mass and Ickx also had Grand Prix commitments, so Jantke turned to Stommelen to drive the dramatic new Spyder, the Group 6 936 at the Nürburgring 300km in April.

Stommelen's fifth place (second in class) in difficult

conditions ensured he was once more in the works team, running under Martini colours. Victories at Watkins Glen with Manfred Schurti and the Coppa Florio at Enna in Italy with Mass confirmed Rolf's return to Porsche.

1977 would prove his best year: 18 Porsche starts, all but one in the Gelo Racing 935 resulted in seven outright wins and four seconds and Rolf Stommelen was German champion. In 1978 his final attempt to make headway in F1 limited his Porsche activity to an eighth place at Le Mans with Schurti and second in the Watkins Glen six hours with Californian Dick Barbour's 935 after an earlier DNF at Sebring.

In 1979 he concentrated once again on Group 5 and four victories resulted, as well as his famous second place at a wet, cold Le Mans. In the adjacent pits was Klaus Bischof who described how Stommelen, who was sharing Dick Barbour's 935 with the owner himself and Paul Newman, had inherited the lead on the Sunday morning. Barbour however insisted that the Porsche have new tyres to look good for the finish, even though those on the car would easily have lasted.

To this day you can almost hear Stommelen's groan of

**“SHE HAD AWOKEN,
THINKING SHE HEARD
HIS VOICE...”**

frustration as a wheel nut jammed, costing the team its vital margin. The 'hired gun' of this all-star team, Stommelen, had been lapping at least 20 seconds quicker than the portly Barbour, but driving the final stint in the ailing 935, he

could not regain their lead.

The picture of the three afterwards shows a delighted looking Barbour and Newman, as well they might be, and a rather less impressed Stommelen. It would be the nearest he would come to winning at La Sarthe.

He completed three more seasons, winning at Daytona each year and scoring seven other Porsche firsts for the Joest, Andial and Kremer teams. 1983 was his twentieth season and it began well with a third in the Monza 1000km. Then at short notice, he took off to California to race for his old friend, Briton John Fitzpatrick in the Riverside 6 hours.

A highly successful saloon car racer, Fitzpatrick, who had raced with Stommelen for Abarth in 1966 and again in the Schnitzer BMW, had gone to California in the late '70s and established his own racing team for his customers using Porsche 935s. He needed a stand-in for Jochen Mass who had flown to South Africa on honeymoon.

As the Stommelens were scheduled to go to Australia, for once Marlene did not accompany Rolf on this four day US trip. She recalls how he had called her at home to enthuse about the Fitzpatrick 935 which had been fastest in practice. At midnight, she had awoken, thinking she heard his voice. She couldn't sleep after that and when Erwin Kremer telephoned her at 4am to say Rolf had crashed badly four hours earlier, she says she knew it must be fatal.

In a hideous repetition of his Barcelona accident, the 935,

Above left: Porsche team prize giving in December 1977. Left to right are Jochen Mass, Jürgen Barth, Rolf Stommelen, Manfred Jantke and Manfred Schurti

Above: Norising July 1977 – Stommelen finished third in one race, and won the second, driving Georg Loos' 935, chassis #930 770 0908



which Rolf had just taken over from Derek Bell, had shed its rear spoiler and hit the unyielding retaining wall at 190mph. It is probable that Stommelen died instantly. He was a few weeks short of his fortieth birthday.

Helmut Flegl was a Porsche chassis engineer closely involved with the 908 and 917. A man of outspoken views, he remembers Rolf Stommelen in the late 1960s as an extremely good driver: 'He had no sense of risk, unlike Mark Donohue, and technically he didn't understand a lot of what was going on. Mitter was a cannier operator, Stommelen didn't see things. F1 was too political for him.'

Flegl believes the thrusting Stefan Beloff, killed at Spa in 1985, was a greater loss. John Fitzpatrick disagrees with Flegl's assessment, at least in regard to sports cars, pointing out that Stommelen always wanted to get the best out of the car; an anecdote from Klaus Bischof supports this.

'At Sebring in 1969,' says Bischof, 'Stommelen's 908 was one of five Porsches fitted with an experimental ABS that Piëch and Bott wanted to try out. But its slow reaction time made the car uncompetitive and that was why Rolf was so keen to get his hands on the 917. He was hungry – he wanted to win.'

Stommelen understood sports racing cars, and in the mixed team of an endurance race he was often the best man to drive the last stint and get the car to the line, adds Bischof. And perhaps his critics misunderstood Stommelen's apparent fearlessness. Marlene claims he weighed up the risks and Manfred Jantke thought his professionalism set him apart from other drivers: 'He was making a good living from his racing. He was judicious; he was fast but never too fast.'

This is a good point: it was an over ambitious overtaking manoeuvre that cost Beloff his life; by contrast Stommelen had three major accidents, none his fault. His Alfa Romeo left the track at Watkins Glen after a front tyre rubbing on the wing set the car on fire – he was able to climb out unhurt – and Barcelona and Riverside were both catastrophic failures of the aerodynamics. He was masterful in the wet, especially at the 'Ring. He used to say you had to treat the throttle pedal as if it were an eggshell.

Friends remember his courage, his commitment and his absolute honesty. John Fitzpatrick says Rolf was always competitive and always fair. Not for nothing was he a Nürburgring favourite and the organisers could be sure of a bigger attendance if Stommelen was participating.

In his first outing in the Porsche 936 Spyder in April 1976 at the 'Ring 300km, the state sponsored Renault Alpines were the cars to beat. On a wet track, so

eager was Patrick Depailler to pass Stommelen to retake second place after the first few corners of the opening lap, that he slid straight into his team mate Jean-Pierre Jabouille in the leading Alpine. Both cars crashed into the catch fencing and this led to the fans' dictum that 'You can never outrake Stommelen at the Nürburgring.'

In fact Stommelen particularly endeared himself to the shivering spectators on that typically murky Eifel afternoon, for after leading for seven laps the 936's throttle stuck open. The pit crew could not repair it, but rather than retire as many hired drivers would have, Rolf rejoined the race, simply turning the ignition off for curves and eventually finishing fifth.

It was typical of the seriousness of the man and indeed of

Above left: Nürburgring 1000km June 1977 with, from left to right, Rolf Stommelen, John Fitzpatrick (in blue overalls), Bob Wollek and Manfred Winkelhock

Above right: Stommelen shares a lighter moment with engine guru Ernst Fuhrmann

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Below left: 1967 Sierra Montana hillclimb – Stommelen waves to the crowd on his way back down the hill in the 910/8 Bergspyder in which he finished second overall

Below right: Driver change for Stommelen and Schurti at Watkins Glen, July 1976





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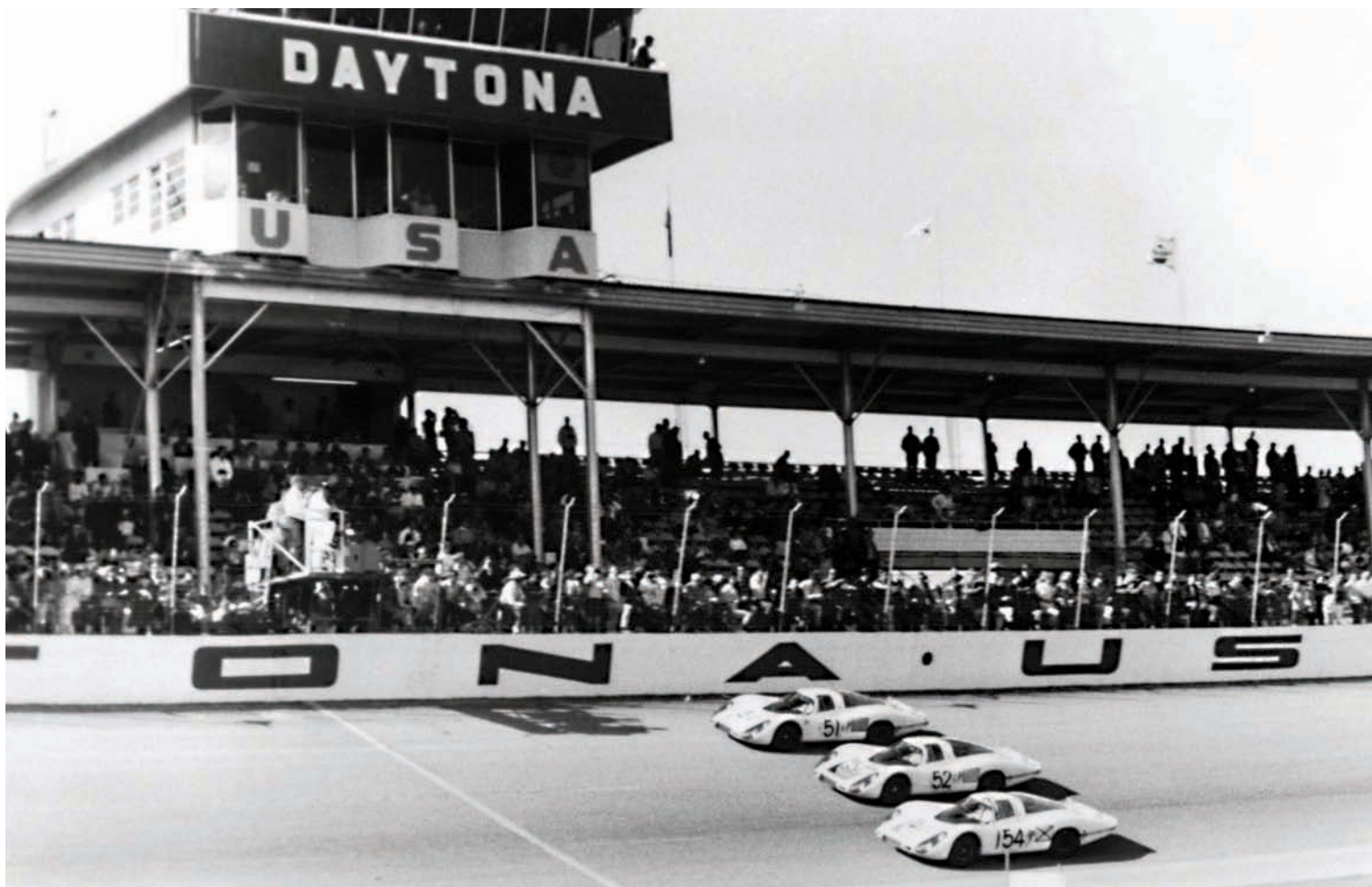
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the Porsche engineering tradition of sticking to the task. He never took his public for granted, though, always taking the time to sign autographs and careful, as his biographer Michael Behrndt points out, to make his signature legible.

A reserved personality, unlike his contemporary the flamboyant Jochen Mass, the shy Stommelen often looks uncomfortable in public photographs. He and Marlene lived quietly, though not monastically. Home was a place to recover: 'We were always travelling,' recalls Marlene. Friends recall that the sunny Stommelen – *immer optimistisch* (always optimistic) – was fun to be with.

Essentially, though, Rolf's whole existence was dedicated to his racing. After Barcelona, Marlene persuaded herself that he was invulnerable, otherwise, she says, 'I would have gone mad with worry. I'd have preferred him to be a top class tennis player. I'd have supported him through that, but I didn't want to tell him because his racing was so important to him.'

Stommelen kept very fit, running and cycling long before this kind of regime became fashionable or compulsory. Skiing and tennis were ruled out after his Barcelona injuries and he really

took to cycling. Hugo Emle believes he was even good enough to be a professional cyclist.

A racing driver of the old school, Rolf Stommelen would now, you might suspect, be something of an anachronism in today's highly controlled and antiseptic professional motor racing scene where drivers are expected to be as capable of smiling on endless PR occasions as they are of taking team orders.

His natural instincts of bravura and an unfailing 100 per cent effort would be expected to be subservient to the requirements of a team strategy. This was never Rolf and he would not have fitted in.

Clearly, in the politics of racing circles, Stommelen was not universally popular; his friends however appreciated a man who spoke his mind and always played fair. Because they could rely on Rolf to give of his best, the German race fans loved him.

Besides delivering years of entertainment, through his exploits with the 935 especially, he probably did more to establish the 911 Turbo in competition than any other driver. And he would undoubtedly have been a tremendous asset to the growing historic racing movement. **CP**

Above: A clean sweep for Porsche at the 1968 Daytona 24 Hours, with Stommelen among the winning drivers in the works 904, #54

Below left: Nürburgring 300km, 1976. Stommelen finished fifth in the Martini Racing 936 #001

Below right: Partnered by Jürgen Barth, Stommelen won the 1980 Nürburgring 1000km at the wheel of a 908/3 Turbo





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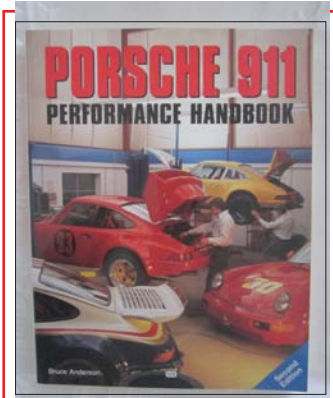
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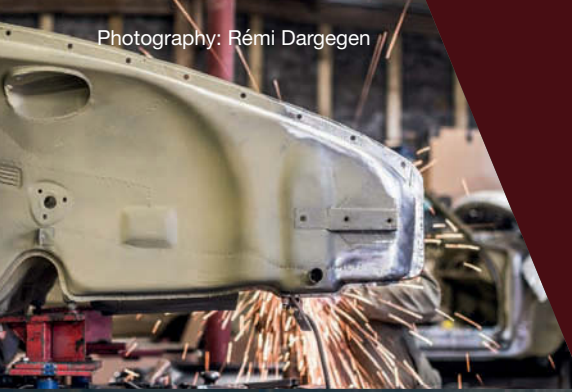
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