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As a 'thank you' for supporting the magazine, we thought we'd like to give you a little gift – well, not so little, actually, as it's an A1-sized double-sided poster. On the one side is a specially commissioned race poster from Triple Espresso celebrating Bob Wollek's victory in the 1976 Nürburgring 200, while on the other is a stunning evening photoshoot by our very own Stephan Szantai of Scott Bosés' beautiful 1959 Convertible D. We hope you can find a spot on your wall to enjoy them.

A couple of issues ago, I commented on how white has suddenly become the 'in' colour in the classic Porsche world. Well, I should have kept my mouth shut, for in this issue we

"YOU'D NEVER BELIEVE THERE COULD BE SO MANY SHADES OF GREY..."

have not one but two cars in Slate Grey, while our regular correspondent Delwyn Mallett spent much of his time at Techno Classica Essen pondering over which shade of grey he should paint his 356 'Streamliner', which is currently undergoing restoration. You'd never believe there could be so many shades of grey – one thing's for certain: there are definitely more than 50 despite what anyone might tell you...

Techno Classica was as busy as you'd expect, and marks the real start of our season here in Europe. Classic Porsches were as prevalent as ever at the show, suggesting that the market shows no signs of shrinking. Long may that be so.

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CONTENTS

FEATURES

A CLEAN SLATE

Canford Classics create a stunning
homage to the King of Cool's 911S

08

THE HOLY GRAIL

Rarer than the Speedster it replaced, the
Convertible D is the stuff of dreams

32

LIFE IN THE FAST LANE

With 340bhp in its tail, this RSR
replica is quite a beast

40

ALL ROADS LEAD TO ESSEN

Our annual trip to the biggest classic car
show in Europe – or maybe the world

50

ONE SHADE OF GREY

This 356 Outlaw is sure to seduce you
with its sensuous curves...

56

MARCH MADNESS

A packed weekend in Porsche paradise,
with open houses, car shows and more

64

IT'S ALL ABOUT THE QUALITY

Classic Porsche calls in on Callas
Rennsport, where quality is king

72

BERGRENEN HEAVEN

David Conklin joins the R Gruppe on a
mountain run in West Virginia

80

PORSCHE STALWART

Helmut Flegl materninded much of
Porsche's racing effort over many years

86

OUR CARS

A look at what's been happening in the
Classic Porsche garage...

92



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the original classic Porsche
magazine. Why not
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Just turn to page... **28**



08



56



80



REGULARS

NEWS & PRODUCTS

News & reviews from the Porsche world

DELWYN MALLETT

Mallett's mental meanderings

ROBERT BARRIE

Historic racing – and more

CLASSIFIEDS

Find the classic Porsche of your dreams

18

24

26

95

50



64



72

“

Backdated and updated,
this 964-based narrow-bodied
911 is one man's vision made
real - and it's a cracking drive”

Nick Trott - EVO Magazine



Five star review in EVO March edition #232



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A CLEAN SLATE

Inspired by the iconic imagery of the opening scenes from Steve McQueen's film *Le Mans*, Canford Classics have produced their own homage to the King of Cool

Words: Kieron Fennelly Photos: Antony Fraser

In his 1966 film *Grand Prix*, John Frankenheimer sought to portray motor racing as the central drama, and Steve McQueen would attempt much the same approach with his film *Le Mans*, released in 1971. Hollywood traditions meant that Frankenheimer felt he had to include a weak romantic sub-plot; McQueen, whose scripts were never his strong point, paid only lip service to the 'human interest element.'

The critics were predictably unimpressed, dismissing both films, their views in the case of McQueen's effort soured by uncomprehending boredom, which is also how many general cinema goers reacted. But whatever the cinematographic flaws, unwittingly these directors also created two legendary pieces of cinema, for both films bequeath priceless footage of top flight motor racing from half a century ago at a time when television almost entirely ignored the sport.

For Porsche-philes, McQueen's film, based on the 1970 race, is particularly significant because not only does it feature the magnificent 917 in action (plus the valiant sixth-placed 914/6 GT and numerous 911s), but also contains the memorable opening sequence of McQueen







(director and naturally star/hero) arriving at Le Mans in his own 911. The sight and sound of the Slate Grey 2.2 'S' burbling through the quiet villages of La Sarthe are a delightful and nostalgic reminder of an altogether different motoring era.

It was entirely appropriate that McQueen should turn up in a Porsche – after all in the film he does race for the Gulf Porsche team, and in life he was a Porsche enthusiast of longstanding. Even before he was 30, his garage housed a 356 Speedster sitting beside his Jaguar XK SS, and his 'other' car in *Bullitt* is a 356B. In 1975 he would lead the American charge to buy the newly launched 930 Turbo.

The *Le Mans* film had the effect of making McQueen's 2.2 'S' a legendary and extremely valuable 911 – indeed it changed hands not long ago for a seven-figure sum. It was also the inspiration for Alan Drayson when he imported a 1970 911 Coupé from Oregon in 2009.

Alan is founder and proprietor of Canford Classics, the Dorset-based early 911 specialist. The former geomorphologist caught the Porsche virus at 17 when he was fortunate enough to own a 911. After more than a decade of creating software for digital mapping of seabeds, he abandoned the profession for which he had trained. Instead, he turned his weekend hobby into a business, establishing Canford Classics, dedicated to restoring early 911s of the type he had grown up with.

'It was only a year after we had set up Canford Classics and a friend of mine came across this 2.2 in Oregon. After we brought it over, we didn't start work on it for several years and by then I'd had the idea of the McQueen replica: this car was ideal. It was an early 911S coupé with a low chassis number, close to that of the film car, and entirely original and unmodified, so a perfect base for such a replica.'

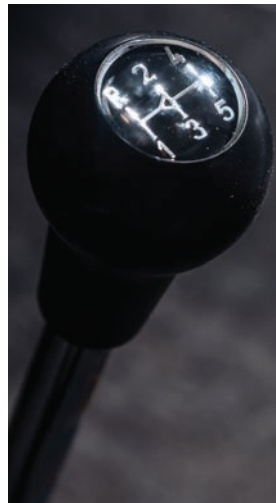
Other restorers might have been less fastidious, but as you talk to him, you realise that Alan Drayson has a very particular way of doing things and for him, historical accuracy, not just in terms of dates but even the detail of how components were finished and went together is vital. Years of stripping cars have taught him how Porsche assembled parts.

He points to a 1973 Targa, clearly unused for decades, which he recently imported from Japan. 'That's a 2.4 'S' and it has a heated screen, something I'd never seen before on a 911. So now I understand why the looms all have two unused cable connectors which are usually tied up: these are for the heated screen.'

This is clearly the kind of eureka moment that drives Alan Drayson. If he needs a specific tool to carry out a task, he will make it or get it made. He pre-builds suspension assemblies complete with handbrake cables, all correctly torqued and ready to fit, much as Porsche used to. If he rebuilds a gearbox, he cleans and refinishes the casing too, replacing

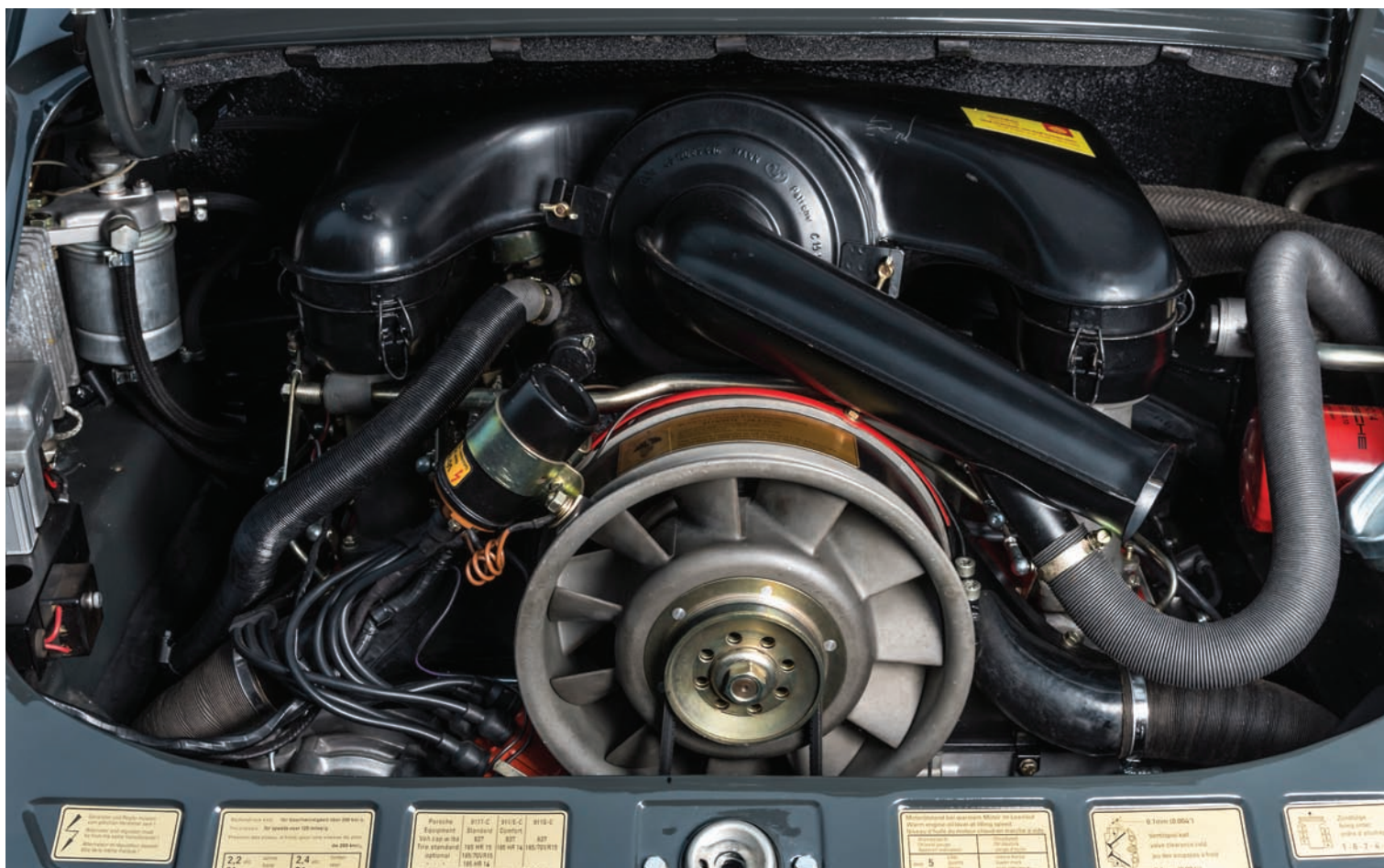
Above: You can almost hear the Michel Legrand soundtrack playing as the Slate Grey 911S speeds through the lanes...

Below, left to right: Interior is largely original, thanks to the low mileage covered by the car pre-restoration. 901 'dog-leg' gearbox is a delight to use. Fitting a Momo Prototipo is almost de rigueur



**“IT’S AN EARLY 911S
COUPÉ WITH A LOW
CHASSIS NUMBER...”**





every stud: 'People expect you to fix their gearbox, but if it comes back dirty, it looks naff!'

He turns to the 911S: 'This was a classic restoration, the usual story. A bare-metal job and a comprehensive rebuild of the engine, gearbox and suspension. Part way through I found a buyer, Simon Webb, and he bought completely into the idea of the McQueen car, which meant we could proceed with the restoration and finish the car in the original Slate Grey of the film car, for example.'

Drayson can sound almost dismissive as he talks about the restoration, but the perfectionism which underpins his work is the result of years of research, investigation, and dismantling and reassembly in his workshop. Clearly for him the 'McQueen' restoration was relatively straightforward: he took apart what was basically a sound 911, refurbished it and rebuilt it with Canford's trademark adhesion to originality. The fact that the film 2.2 was largely standard suited Drayson who prefers anyway to recreate standard cars.

In fact the 'S' used in the film was not McQueen's 'regular' 911: at the end of 1969 he had ordered a 2.2 911L Sportomatic for his wife and a Slate Grey 2.2 'S' as his personal car. With the inevitable comings and goings between La Sarthe and Los Angeles, it was not practical to bring the 2.2 over to Europe, so

BIGGER BY DESIGN...

The 2.2 engine represented the first enlargement of Porsche's 1991cc flat-six. The greater capacity was achieved by increasing the bore from 80mm to 84mm, taking it to 2195cc. The engine had been conceived with this degree of stretch in mind (though its final incarnation at 3741cc was far beyond anything Ferry had ever envisaged) and racing versions were already bored out to 2381cc. The new engine allowed Porsche to rationalise construction so all three versions, the 'T', 'L' and 'S' shared virtually the same cylinder head, the differing states of tune achieved by varying compression ratios and valve timing. The 'T' retained triple-choke Zenith carburettors, a cheaper alternative to Webers, while the 'L' and 'S' continued with the Bosch mechanical fuel-injection introduced in the final batch of 2.0-litre 911Ss.

Even with mechanical fuel-injection, the 2.0-litre 911S unit, rated at 170bhp in its final guise, was a very highly strung engine and the extra horsepower and torque of the 2.2 made it that much more tractable. The 2.2 engine in itself remains something of a watershed in Porsche engineering as it was the last engine design aimed purely and simply at increasing performance.

As the 2.2 was substantially over-square, it did make the combustion chamber too flat for optimum efficiency. The advent of US Federal emissions regulations and the increasing need to temper fuel consumption meant that the next development, the 2.4, which featured the stroke increased from 66mm 70.4mm, had slightly different characteristics.

Notably it was able to run on 91 RON rather than 97 RON fuel thanks in part to lower compression ratios – 8.5:1 for the 'S' instead of the 2.2's 9.8:1, while delivering more power and considerably more torque than its predecessor.

Both 2.2 and 2.4 capacities had very short lives (two model years), such was the pace then at which Porsche was developing the flat-six.



THE JOY OF SIX

The joy of a 911 like this painstakingly rebuilt 2.2 is that the driving experience must mirror very much how the car felt when it was new. Inevitably we are accustomed to the performance and behaviour of today's cars and yet this 50-year-old 911 feels strikingly modern, and its performance eminently accessible.

On its original 15-inch Fuchs and shod with the correct 185/70 tyres, the ride is remarkably comfortable and as the roads twist, the very direct, almost nervous steering provides a quality of feedback which Porsche was never quite able to replicate with its later power-assisted racks.

Canford has renewed the dampers and suspension bushes as well as refurbishing the torsion bars, and the car feels lithe and surefooted. Combined with the small dimensions and superb visibility afforded by the pencil-thin A-pillars, the driver is able to see every corner of the car and this engenders a tremendous feeling of confidence, backed up by instant throttle response and a rebuilt dog-leg 901 gearbox, which is a joy to use. With only 400 miles since its rebuild, it would be inappropriate to push the 2.2 to its limits, but even two thirds 'gas' solicited its rasping enthusiasm is manifest.

Designed when most roads looked as they do in the opening sequences of McQueen's film, this 2.2 adapts itself completely to the contemporary traffic scene yet still delivers driving sensations all but lost in the homogenising passage of time and progress.

**“THE CAR FEELS
LITHE AND
SUREFOOTED...”**





McQueen's film company Solar Productions prevailed upon Porsche to supply a new 2.2 911S coupé.

Porsche was already involved in making cars available for the film so was happy to oblige which, incidentally, is why McQueen's mount wears Stuttgart licence plates. Delivered in June 1970, McQueen specified a sunroof, tinted glass and air conditioning and a Blaupunkt Frankfurt radio. A close-ratio gearbox and limited-slip differential were subsequently fitted by Porsche at McQueen's request.

Externally the 2.2 was distinguished by a discreet rear perforated aluminium skirt. Of these factory options Canford refitted the correct Blaupunkt, used tinted glass in the reassembly and mounted an aluminium skirt at the rear; the owner decided against air-conditioning, and the car has the standard 901 gearbox.

For its part, the 'film 2.2' was sent to Los Angeles in January 1971 and shortly afterwards McQueen sold it on to a local lawyer, the 911 remaining in his care until 2005 when it changed hands a couple of times before selling at RM's Monterey auction for \$1,375,000 in 2011.

'This was not a high cost restoration,' says Alan Drayson. 'The interior was already good. We simply freshened it up with

new headlining and carpeting. It means the cabin has a pleasant patina. I had agreed a price with the owner so that constrained what we could have done.

'The whole restoration scene has shifted since we started this project anyway. Prices have taken off – a plain unrestored 2.2T now goes for £130,000. But the beauty of a bigger budget means we have far more scope. But even if we realised Singer sorts of prices, I would never want to insert carbon-fibre instead of steel panels. For me that's too great a departure.'

A doughtily self reliant fellow, Drayson has sought to make his operations as independent as possible. The opening of Canford's own paint shop this spring brings autonomy that much closer. Now rechroming is the only significant specialised process that is still outsourced. Canford has two full time technicians supported by a small handful of self-employed specialists including an upholsterer who work at Canford's rural premises.

'You just have so much more control of quality when everything happens under the same roof,' says Drayson. There are none of the delays of waiting for parts to turn up or incompatibilities which sometimes afflict items coming from disparate sources.' **CP**

Above: Canford's take on the film car is about as accurate as you can get, right down to the sugar scoop headlights and yellow-tinted fog lamps – and car parking pass...

Below left: Underbonnet detailing includes a complete toolkit for that finishing touch

Below right: Refinished 6Jx15 Fuchs wheels are shod with 185/70 Michelins



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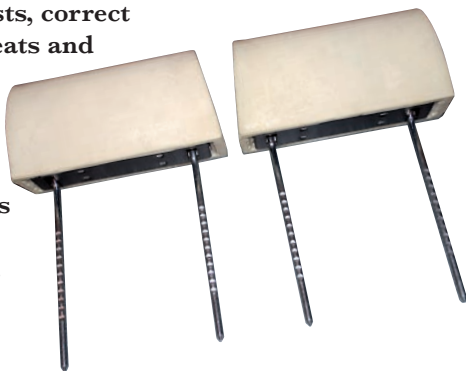
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NEWS & PRODUCTS

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

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

FIRST UK 911S GOES TO AUCTION

As we were about to go to press, we finally received details of a most interesting 1967-built 911S which is due to go to auction with Historics at Brooklands on 20th May. Quite apart from its stunning condition, what makes this 1968 MY 911S so significant? Well, how about the fact it's the very first 911S to be registered in the UK?

It was manufactured on 17th August 1967 and was shipped to AFN in Isleworth, being one of two 1968 model year cars delivered to them in September 1967. Both cars were registered on the same day, the 4th September, one was chosen as AFN's demonstrator while the other, the car at auction, which bears the chassis number 11800138, was registered to Mr G Berry of Market Harborough. Undoubtedly, Mr Berry was the first private individual in the UK to own a 911S; he loved the car so much he continued to own the car until June 2000.

The second owner was a Mr R Willis who was the custodian of OUW 6F until June 2011 when the current vendor purchased her. The vendor is a very knowledgeable Porsche enthusiast who has been restoring this matching numbers example for the last six years. The bodywork has been stripped and any replacement panels used were genuine Porsche items, the Ivory White paintwork was carried out by Porsche specialist George King.

The interior was removed, revealing the dash-top signature and VIN from the factory in 1967. Where necessary interior panels were replaced although the vendor has painstakingly tried to retain as much of the original trim where possible – the rare elephant hide seats are in excellent condition. The matching numbers engine and gearbox have been totally refurbished and rebuilt and, at the time of writing, have covered zero mileage.

It's not often a car with this pedigree comes up for sale and bidding is sure to be 'competitive', shall we say. The estimate is £220,00 to £250,000, and in the current market we wouldn't be surprised to see these figures exceeded. We look forward to seeing what transpires when the hammer drops...

For auction details, log onto www.historics.co.uk



KK KLASSIK!

Karmann Konnektion present the second year of their very own Kings Head Klassik Porsche show, which will take place on the 6th August 2017 in the picturesque village of Bradwell in Essex CM0 7QL. All Porsches welcome, old and new – there'll be trade stands, outside swapmeet, Porsche cars for sale area, along with some very special cars. Designated model parking, superb catering choices, bar, DJ and live music. Tickets are £10 per car – book in advance but entry will be available on the day, subject to availability. Swapmeet tickets are £20 each. Trade stands are from £50 each. If you are interested please Call KK on 01702 340613 to book your ticket, trade stand or swapmeet space. For more information you can e-mail info@karmannkonnektion.com



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HEADLINERS FROM SOUTHBOUND

Southbound Trimmers tell us they've recently had headliner material perforated to the same type and format as per Porsche OEM (in a diamond pattern). The thickness at 0.7mm also gives the same feel as the original. Bossman David Nunn tells us 'We have this in the off-white/beige to Porsche code 500, good for pre-1973 cars and the later 911SC. For 3.2, 964, 964 RS, we have the headliners in black to code 700. Because this is proper headliner material at 0.7mm thick, opposed to panel or seating vinyl at 1.1–1.2mm, which we've seen from other suppliers, there's no excess bulk or layers, especially on cars equipped with a sun-roof.'

The new headliners, which come with thin foam and 1/2-litre glue in 500 and 700 codes, are priced

at £198.50 (plus VAT and shipping) for both sun-roof and non sun-roof cars. Headliners are mailed out rolled to prevent creasing.

www.southboundtrimmers.com



CLASSICS AT THE CASTLE RETURNS



Classics at the Castle will take place on Sunday, 3rd September at Hedingham Castle. This year will again see the presentation of an appreciation of all the classic early Porsches that has been at the heart of the event over the last 10 years.

The 2017 edition will be aiming for a return to the 'meeting of friends with a passion for Porsche' scenario of the early iterations. Consequently for 2017 the moving parades will be replaced with a static chronological presentation on the long driveway to celebrate the 50th anniversary of the advent of the 911S in 1967. This will be one of the most complete line-ups of the 911S in this anniversary year, and will give visitors the opportunity to get close to the cars and their owners. Some really special cars have been pencilled in, including two rare right-hand-drive 'S' models from 1967, 2.2-litre 'S' and 'S' Sport, and the ex-Vic Elford 2.4-litre car – and more are invited.

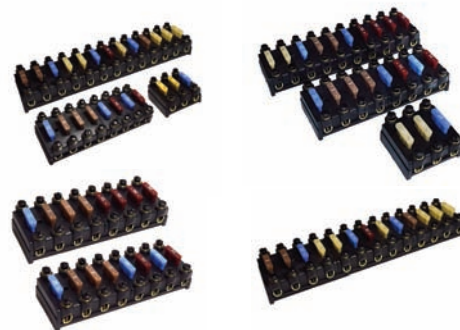
Note that this year's Classics At The Castle is pre-book only and tickets will not be available on the gate as in previous years. We'll bring you more details as they become available, but in the meantime, make a note in your diary. www.porscheclubgb.com

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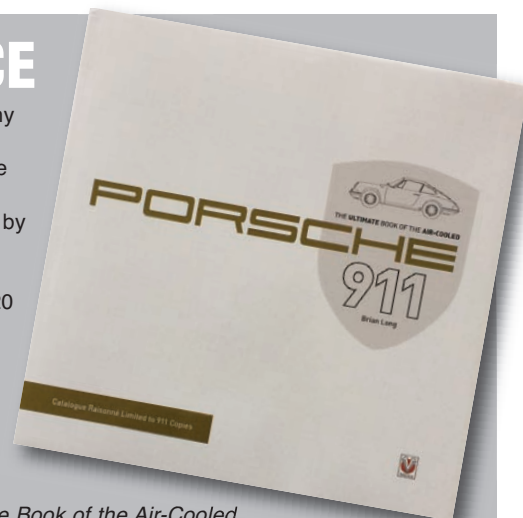
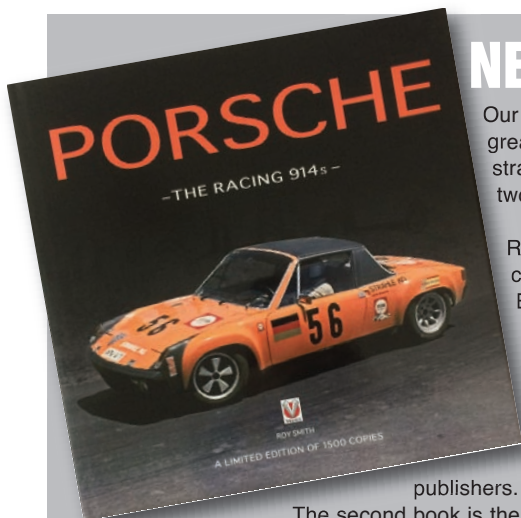
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NEW BOOKS FROM VELOCE

Our shelves are beginning to wilt under the strain of so many great new book releases over the last few months, but as strained as they're getting, we had to make space for these two superb editions, both from Veloce Publishing.

The first is the long-awaited *Porsche: The racing 914s* by Roy Smith. It's an incredibly well researched volume, covering every aspect of 914s in competition, both in Europe and the USA. The heavyweight hardback has 320 pages, with 452 colour and black and white images, many of which have never been published before. It is one of those books which you want to keep dipping back into and is a must for any Porsche enthusiast, whether you're a 914 owner or just a fan of the marque. It costs £65 and is available through the publishers. ISBN: 978-1-845848-59-0.

The second book is the wonderful slip-cased hardback boldly titled *The Ultimate Book of the Air-Cooled Porsche 911*. Just 911 individually numbered copies of this book have been printed, of which 101 are leather-bound retailing at £295.00 each, followed by 810 cloth-bound editions at £175.00 each. Now you might be forgiven for thinking that everything that can be written about the 911 has been written already, but there's still plenty of interest in this book, penned by Brian Long. What we particularly like is its easy-to-read style and visually pleasing layout. Its 592 pages are packed with facts and figures, backed up by 1250 photographs, including rare brochures and archive images. The volume has its own dedicated website, where you can order the numbered edition of your choice – but hurry as they're selling fast! Log on to ultimate911.veloce.uk for full details. Please note, this book is only available direct from the publisher. ISBN: 978-1-845849-06-1 www.veloce.co.uk or call 01305 260068



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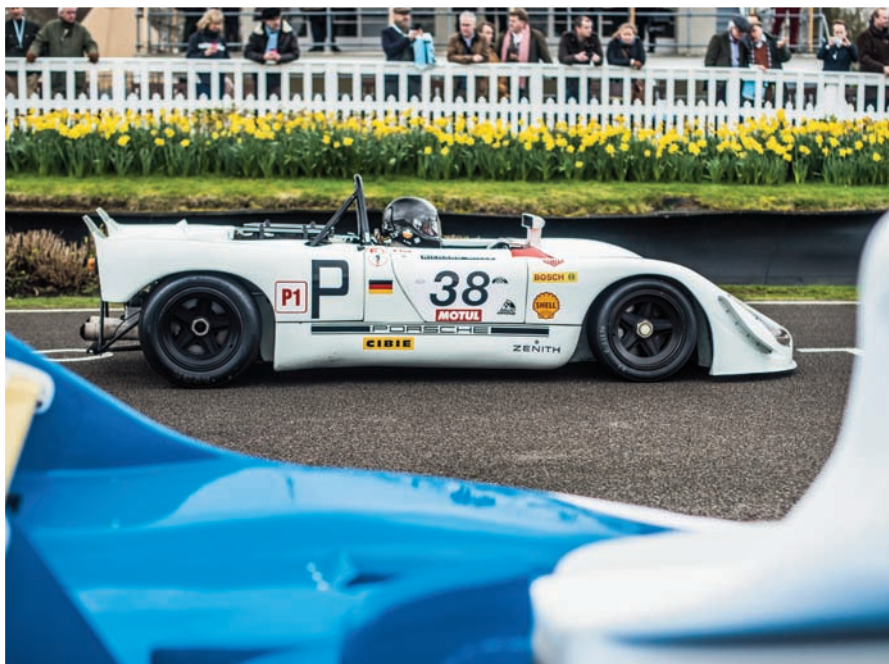
GOODWOOD MEMBERS' MEETING

Now that the Goodwood Revival meeting has become so popular, many hard-core enthusiasts are turning towards the less crowded Members' Meeting, held in early Spring.

This year there wasn't such a big Porsche presence as there has been in the past, but what was there was worth the gate money: the biggest gathering of GT-1s seen for some years, along with a pair of original 908s, one a 908/2, the other an ex-Targa Florio 908/3. These shared paddock space with the former TdF Auto Carrera 3.0RS recently restored by Historika.

If you get chance, try to get to the 2018 Members' Meeting held on the 17/18th March. You won't regret it. www.goodwood.com

Clockwise from top right: The 908/2, otherwise known as the 'Flounder' on account of its ground-hugging nose; 908/3 belonging to the Porsche Museum finished second in 1970 Targa Florio, driven by Kinnunen/Rodriguez; featured in the last issue, the Tour de France 3.0RS was on display in the paddock; wonderful graphics on the 908/3 – wish we saw more of this sort of thing today; 908/3 engine produced 350bhp at a heady 8400rpm; GT-1s made for an impressive sight in the paddock; 908/2 proving that aerodynamic devices are no modern invention...; Mark Sumpter of Paragon enjoying his GT-1 out on track...



Photos: Rémi Dargenen

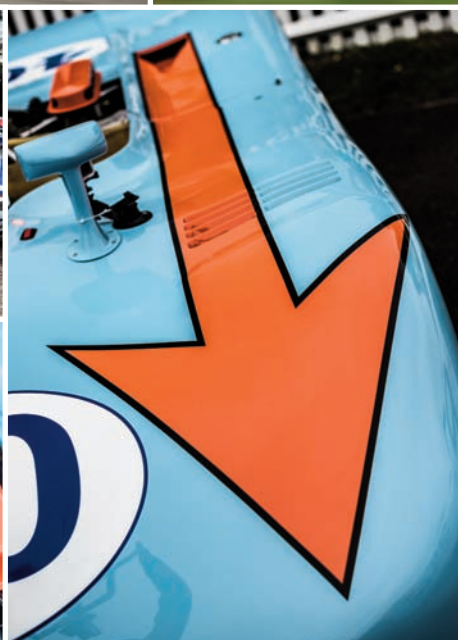
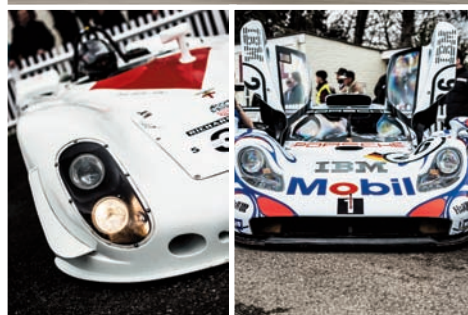
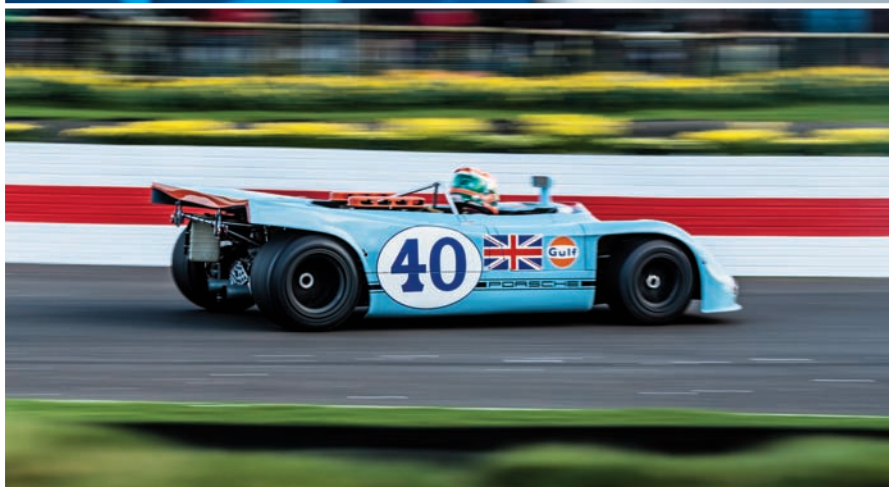


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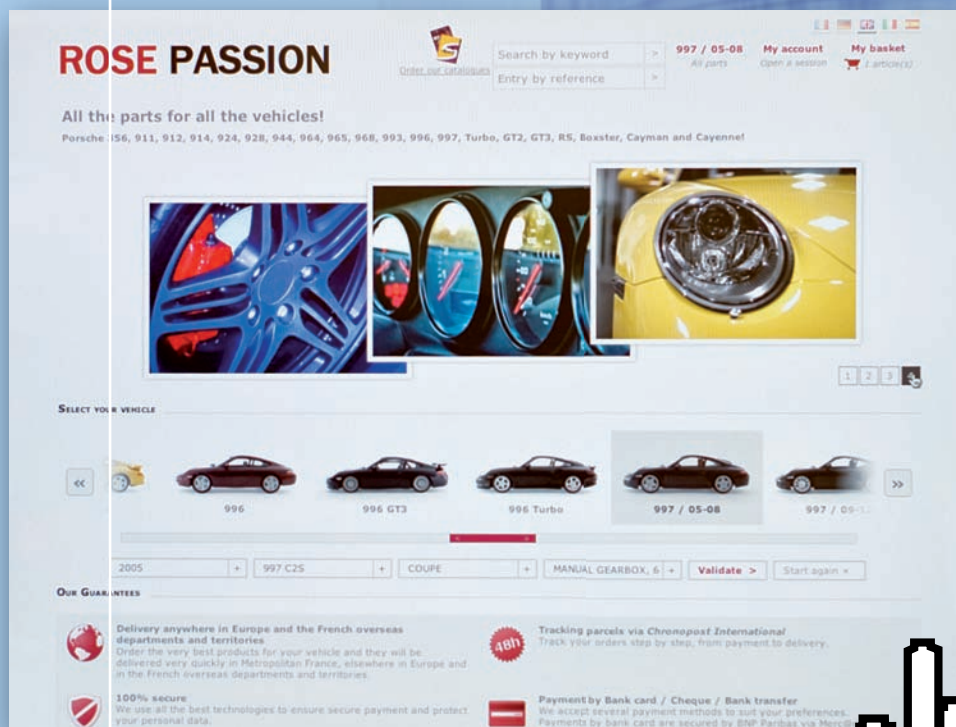
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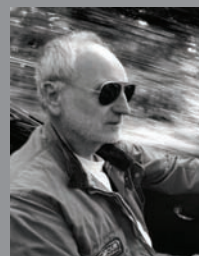
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DELWYN MALLETT

A TRIP TO TECHNO CLASSICA ESSEN WOULD CHEER MOST PEOPLE UP, BUT NOT MALLETT. HE'S NOW EVEN MORE CONFUSED ABOUT WHAT COLOUR TO PAINT HIS STREAMLINER 356

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...



It's April so it must be Techno Classica Essen and here I go again, riding shotgun for editor Seume on our annual run to the world's largest classic car show. Yes, despite vowing to give it a miss this year I had, once again, caved in. This time last year I was moaning in this space that Seume had turned up in a bilious green Cayenne when what I was really hoping for was a Cayman. Imagine then my joy when, courtesy of those fine chaps at Porsche Cars GB, our editor, only a year late, crunched onto my gravel in a 718 Cayman. Not only that but it was in my new favourite Porsche colour, Graphite Blue – in reality more battleship grey than blue. (More on shades of grey later.)

Essen-bound, the only criticism of the 718 that we could muster, and it seems to be shared by all, was the uninspiring sound of the engine. The 718's performance, particularly the abundance of torque, is exceptional, but the 'music' from the motor is, after the glorious sound of a flat-six winding to a crescendo, an acoustic disappointment.

In symphonic terms, it's more like Stockhausen than Beethoven. It's not an engine to fall in love with for anything other than its performance, which is, I suppose, the basis on which Porsche rationalise it.

As those that have visited Techno Classica will know, it is an endurance test. Spread over 14 halls, with more than 2500 cars on display, fatigue, physical as well as mental, is an inevitability. This year I decided to ignore all Porsches. It doesn't sound very brand supportive but in practice it's an objective virtually impossible to achieve, with hundreds on display. What I tried to avoid was lingering for too long over yet another perfectly-restored example offered up to satisfy the ongoing Porsche feeding frenzy.

Much time was spent this year 'talking Porsche' rather than 'looking Porsche', with a pleasant interlude passed with MingTang Lee (MT), the proprietor of Taiwan-based Vintage Speed. MT is so overbrimming with enthusiasm for Porsches and VW Beetles (he started driving one at the age of 12) and an infectious passion for exhausts that he dances with joy when talking about them. And, talking of mechanical music, it was fascinating to listen to MT explaining the lengths that he goes to ensure that his 'auspuffs' play the right tunes, even enlisting the services of a friend who specialised in making saxophones so he could benefit from his skill acquired forming very thin metal.

The welds on Vintage Speed stainless exhausts are meticulously executed to a standard that many would ignore for something that will

spend its life down in the dirt and largely out of sight, and their stainless-steel 550 handbrake lever is so exquisite I was tempted to buy one for my 356 even though it would be impossible to connect it!

Another enthusiast who can't disguise his passion for Porsches is Martin Pederson, who we know as the man who helps to save rusty Porsches from oblivion with his 'Dansk' panels. In between discussing the 'Scandi noir' series, *The Bridge*, and the Brits' difficulty (well, this Brit's difficulty) in working out which side of the bridge we were on at any moment, Denmark or Sweden, we learnt a lot about the history of Dansk.

Martin's father, Johannes, started the JP company (JP for Johannes Pederson) in 1965 when he gave up his job as a bus driver and began producing small rubber parts for cars. In 1975, with a workforce of two, he expanded to producing heat exchangers.

Martin took over the company in 1995, on his father's death, and has supervised its growth into a multi-national organisation, with over 30,000 parts listed for European and Asian cars, 'our bit', 911 and 356 repair panels, being only a tiny but still important part of the group's business.

Inevitably we bumped into 'the usual suspects' of Porsche-owning Brit regulars and during the ensuing evening meal the conversation roamed over the many facets of Porsche ownership, finally arriving at colours – and an unexpectedly polarised range of opinion.

Now, we all know that editor Seume has opted for a somewhat controversial colour for his *EI Chucho* hot-rod, but I thought I was on safe ground when I floated the thought that I was contemplating a colour change for my pre-A coupé from a light metallic blue to a grey of the non-metallic variety.

I favour a pale grey but the 718's darker version also appeals. Now, I'm the first to acknowledge that the appreciation of colour is a very personal thing – after all some people actually like pink, and there are a few who inexplicably favour brown – but I thought that grey would not overexcite anyone's passion. How wrong could I be.

One of our much respected companions, let's call him Paul (hi, Paul), was as vehemently anti-grey as I am anti-brown. No amount of debate could swing him round to my view, even after I pointed out that Dr Porsche's personal 356, nicknamed *Windhund* (Greyhound), was pale grey. 'Keep it original – keep it blue' was his firmly-expressed opinion. So, will it be 'greyhound grey' or not? Watch this space. **CP**



Nothing like a touch of grey to give that mean look – the Cayman looks pretty good, too...

“SO, WILL IT BE ‘GREYHOUND GREY’ OR NOT? WATCH THIS SPACE”



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ROBERT BARRIE

OF OLD PHOTOGRAPHS, CROWDED PADDOCKS, INSTAGRAM AND COSTLY PHOTO ARCHIVES. IT ALL GETS TOO MUCH FOR ROBERT WHO TAKES TO THE BYWAYS AROUND GOODWOOD...

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



Some things go together well with old cars and one of them is good photography, as this magazine illustrates. In my own small way, I've started collecting pictures of old cars from various sources including a well-known internet-based auction site. In many cases, they are photographs of interesting or rare cars and not much more than that. In others, however, they tell a story. Take a recently acquired paddock scene from Monza in the 1960s. It's a tiny picture and far from perfect, but it's full of authentic period detail.

A Citroën DS tow-car and yellow trailer is sandwiched between a late-bodied Ferrari GTO on one side and a pair of orange Racing Team Holland Porsche 904s on the other. If you thought chaotic paddocks were a modern invention, think again.

I dread to think what both sides of the sandwich might be worth nowadays, but the tow car and trailer filling holds its own and, judging by the composition, may also have done so more than fifty years ago when the photograph was taken.

Fast-forward to the present day, and a friend who owns one of the 904s in the picture tells of a famous, if controversial, win at the relevant race meeting. His 904 was in the lead towards the end of the race when it slowed to allow the other, then in second place, to catch up so they could cross the line together. The second car apparently shot straight past to take the win.

I am told there is another photograph of a pit board with something rather rude in Dutch being shown to it as a result! A lovely picture and a great story.

On a related subject, I have also started dabbling with Instagram. Having watched my kids dutifully take a picture of every plate of food served to them for years, it was clear I was missing out on something. There are plenty of businesses and individuals in the classic Porsche scene who are very much more experienced and adept at using social media than I am. However, I do find that the content can sometimes come across as rather narrowly commercial. Here's our latest product and aren't we wonderful, and all that.

At the risk of sounding even more pretentious than I actually am, I try to post postcards rather than adverts. The point about my kids is a serious one, by the way. We are a demographically-challenged lot. Our cars are old and

so are we. There is no reason for young people to take any interest in either, unless we make it appealing to do so. It can be done – analogue can thrive in the digital world, as we have seen – but it takes a bit of insight and effort.

I had a frustrating experience recently when a US-based picture archive wanted to charge a ridiculous amount for the right to reproduce some images. I know they have to make a return, but the pictures concerned are of interest to just a handful of people and it was a characteristically uncommercial enquiry on my part!

I won't pay the asking price and I doubt whether anyone else will, so it is

possible the pictures will remain unseen until, before long, no-one at all is interested. That, I would suggest, is not a great outcome, but it is not a bad argument for the disorganised, but affordable, abundance of eBay and social media.

One of the other things that goes together well with old cars is good weather. I was driving in West Sussex the other day when it occurred to me that I was actually enjoying myself.

It is a lovely part of the world made all the more special by a sunny day. For anyone that knows it, I drove south from Midhurst and onto the Downs towards Goodwood. I turned left at the Racecourse along a wooded road. Then a right turn and a left fork to Earham and on to the Racecourse at Fontwell. From there, I headed back north to Pulborough and Petworth, and back to where I started in Midhurst. If this was a different magazine, we would call it the 'Classic Porsche circle'.

In reality, it's one of a number of drives up and down the country that start

to be a pleasure in spring and summer in a way that they sometimes aren't in winter. It's also a reminder that as well as being a destination, places such as Goodwood can be a waypoint on a journey.

In the past, I have also found some lovely countryside around Silverstone and Donington. More often than not, it's because I have been lost. If I am completely honest, I was slightly lost in West Sussex, too, though I ought to know the area very well by now.

My description of the route benefits greatly from having studied a map for some time afterwards. In any event, I'll know vaguely where I am going next time – and I'll even try to remember to take my camera with me. **CP**



How's that for a crowded paddock? Two Porsche 904s and a Ferrari GTO fight for space with a Citroën DS and trailer. Robert's recently acquired photo captures an almost forgotten era...

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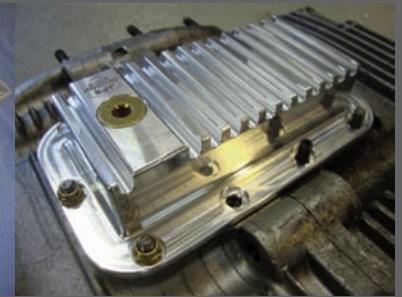
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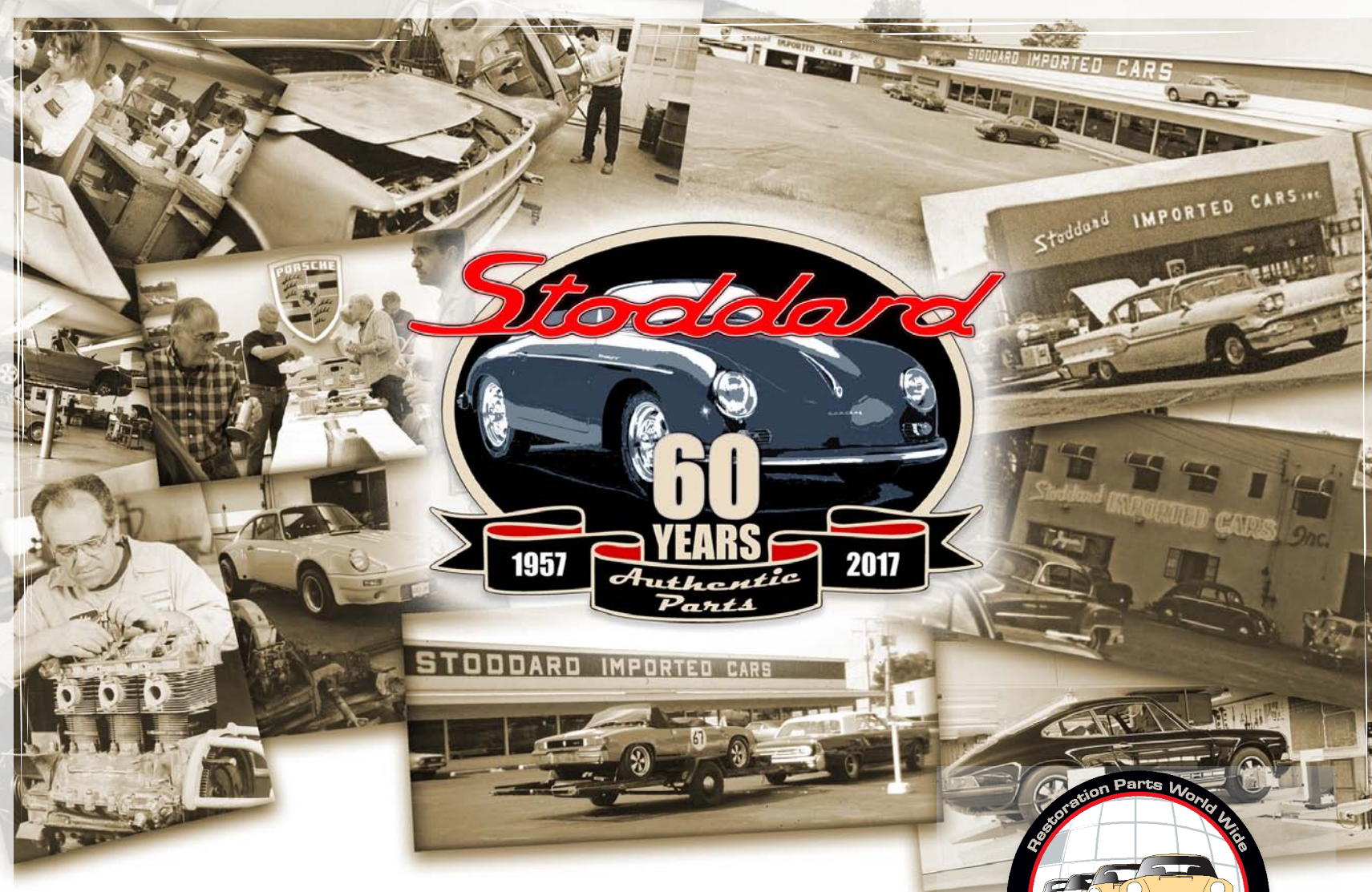
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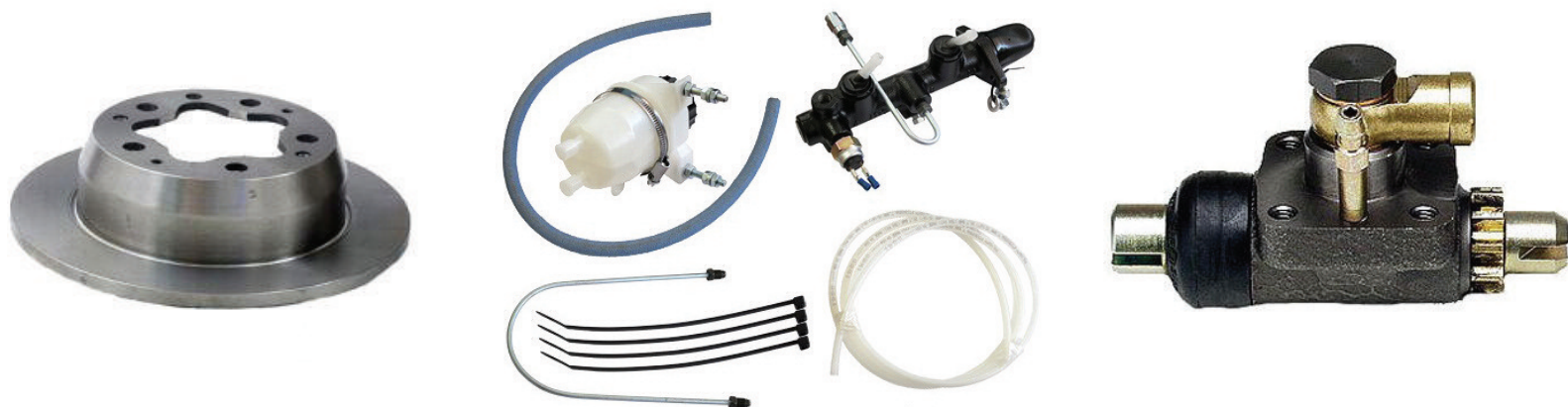
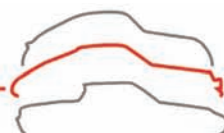


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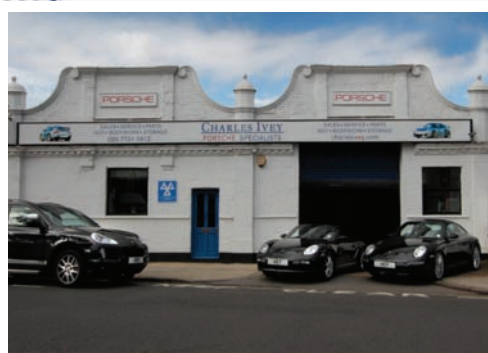
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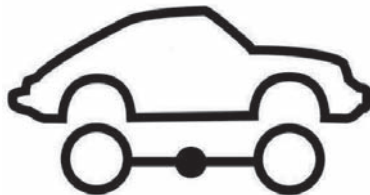
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THE HOLY GRAIL

The Speedster may have been the least expensive, yet one of the most desirable, Porsches ever produced, and while it remains a rare animal, it's not as rare as the model that followed it in 1959: the Convertible D

Words & photos: Stephan Szantai



Holy Grail: *an object or goal that is sought after for its great significance.* Each Porsche enthusiast seems to have his/her own interpretation of the Holy Grail, be it an early-production 356 or a road-legal 904. Many will also mention the Speedster, of course, that legendary little bath tub made between 1955 and 1958. It captured the imagination of enthusiasts of the era, offering as it did a different driving experience to the better-equipped Cabriolet.

The Speedster was lighter and therefore nimbler, having shed between 50 and 90 kilos compared to the 'regular' convertible; it was also less expensive by at least DM1000. Weekend racers quickly adopted it, too, due to its low cost, removable windshield and great performance.

Of course, not all Porsche devotees fell in love with the new offering, which lacked such niceties as roll-up windows,

while the low-cut windshield meant that the rudimentary top provided less headroom than the Cabriolet. The Speedster isn't for everybody, even to this day.

Zuffenhausen's men in suits certainly understood this, as sales began to drop in 1958, due in part to a more demanding clientele. The latter longed for additional comfort, hence the decision to introduce a replacement model in 1959: the Convertible D. In case you're wondering, the letter 'D' stands for Drauz, the German coachbuilder in charge of providing the bodyshell for the vehicle.

Porsche elected to involve *Karosseriewerke Drauz*, as Reutter (which handled most of the 356 coachworking duties) wouldn't have been able to keep up with demand. As a side note, the first 14 models featured 'Speedster D' scripts on their wings, but this was quickly dropped by Porsche.

The 'D' retained a chrome-plated windshield frame bolted to the body, though stronger and over three-inches taller than





that of the Speedster. This required a new folding top, which was fitted with a larger rear window, too. Gone were the Speedster's side curtains, replaced with roll-up glass windows, whilst coupé-style seats took the place of the previous sparsely-padded buckets.

Adding other minor changes to the combo (such as a larger inside rear view mirror and windshield washers as standard equipment) seemed to please most customers. Yet, they found the new machine to be slower, having gained another 40 kilos compared to the Speedster – but it still remained 30 kilos lighter than Reutter's '59 Cabriolet.

Most 'D's came equipped with either a 60-horse 1600 Normal engine (Type 616/1, aka *Damen*) or a 75-horse 1600 Super (Type 616/2). Only two have been known to run a factory four-cam engine, a minuscule figure compared to the 151 Carrera Speedsters equipped with the legendary Fuhrmann engine.

Due to its one-year lifespan, enthusiasts occasionally look on the 1959 'D' as the Holy Grail, since Porsche only made 1330 of them – considerably fewer than the 4145

Speedsters. The Convertible D Registry describes it as 'arguably the rarest "production" Porsche 356 model ever manufactured for a full year'. We can concur, as Carreras were special-order models which weren't built in numbers on the assembly line.

Some even consider the 'D' as the ultimate version of the Speedster, being at the very end of the 356A's production span, just before the introduction of the bulkier 356B. Incidentally, the manufacturer introduced a replacement for the 'D' in 1960, the Roadster, featuring the new-for-1960 T5 body style. It sold marginally well, with 2902 models rolling out of two plants, Drauz in Germany (1960–61) and D'Ieteren in Belgium (1962).

The specific Convertible D unveiled here belongs to Scott R. Bosés, who owns an eclectic assortment of vintage automobiles, the vast majority of German descent. Although we cannot list all the 25-plus treasures he enjoys, several caught our attention: VW Beetles ('49 and '50 sedans), three DKWs ('56 *Schnellaster* van, '53 *Sonderklasse* and '58 *Universal* estate), along with a '59 Auto Union. Added to the

Above left and centre: Brothers in arms? Convertible D shares driveway space with one of Scott's two early VW Beetles

Above right: Oxblood Red leather interior complements the Stone Grey exterior. The COA gave no details of the original colour choice





Above left: Scott with his 1957 Rometsch Beeskow



Above centre: Gauges were restored by North Hollywood Speedometer. Delux hornring is a great finishing touch



Above right: Attention to detail throughout the interior is second to none...

list are a couple of most unusual Porsche 356-powered coachbuilt vehicles, specifically a German-built '57 Rometsch Beeskow and an American '59 Devin D.

Scott's appreciation for German engineering stems from a '58 Speedster, purchased 50 years ago. 'I traded my 1956 MG with a broken transmission for it', he remembers. 'It was my down payment for the Porsche – the dealer gave me \$275 for it and I got the Speedster for \$1999. It was the one that came off the movie *Harper* with Paul Newman.'

While in college, Scott perfected his air-cooled automobile knowledge by working for an independent specialist based in Hollywood, Beetle Imports, which would bring in old VWs and Porsches. 'Being trained as a mechanic, I became fascinated with these cars', he adds.

After college, he travelled to Europe in 1971, taking every penny he had (\$3000) to buy a vintage Rolls Royce in the UK, with the idea of bringing it back to the USA, restoring and then selling it. This trip led to an encounter with a British gentleman, who would become his business partner. They went into the clothing business in Great Britain, opening

one store that blossomed into 43 outlets three years later.

After coming back to the United States, he launched a company called Image Makers, which mainly restored Porsches and Volkswagens. Scott ran the business from 1977 until '83, regularly interacting with producers, actors and directors, interested in renting his cars for movies, TV shows or commercials. This led to a new business venture involving the Hollywood crowd, as he supplied numerous vehicles for films, etc.

By the mid-'80s, Scott had already accumulated 15 cars. Many more would join his collection over the years, including the subject of our piece, the '59 Convertible D he purchased ten years ago in Southern California. It had always been in this state, though it received a new black on black refit at some point.

Porsche's Certificate of Authenticity (COA) didn't specify any colour, allowing Scott to select a correct-for-1959 Stone Grey for the outside and Oxblood leather for the inside. That same COA mentioned two options: a clock and a cigarette lighter. These proved rather unusual on Convertible Ds,

“PORSCHE’S CERTIFICATE OF AUTHENTICITY DIDN’T SPECIFY ANY COLOUR”





which were typically ordered with few options.

The vehicle came to him through Nick and the good folks at European Collectibles. 'Nick had already done a restoration of a 1960 Super 90 Roadster for me', continues Scott. As the 'D' was taken apart, all panels thankfully featured the same body serial number, whilst the factory floor didn't require any rust repairs other than the battery tray, which had been corroded by acid. The 'shell showed little damage, hence the body work proved straightforward.

Scott had European Collectibles rebuild the matching-number transmission and 1600 Super engine, before installing new shocks and brakes. The dated rims (painted as they should be, rather than chromed), are correct to the car

and are fitted with 356B 'nipple' hubcaps as the owner found them more attractive. After all, they were already available in late '59, shortly after this 'D' came off the assembly line...

Scott ponders: 'Nick was relieved when I picked up the completed project, telling me I was a tough cookie. I was there almost every week, telling them "you can't do that, you have to use this". There are no reproduction parts on this car. I made them restore the bumpers' chrome parts; the Hella sealed-beam headlights and taillights had to be the originals, too. The vehicle was missing some parts, but being a Porsche guy since 1967, I had a few stashed away including the front US-style bumper bow and matching bumper guards.'

Above left: Although Scott is proud of the fact that all his cars are drivers, not trailer queens, that doesn't mean that they're not worthy of inspection in all areas

Above: 1600 engine was rebuilt by European Collectibles, who also supplied the car to Scott





Above left and right: Scott's collection includes many rare and unusual German cars, including (above) this 1956 DKW Schnellaster delivery van and (above right) a 1959 DKW Auto-Union 1000SP – the 'Mini Thunderbird', as it is colloquially known – powered by a two-stroke engine and with bodywork by Bauer

Scott's 'D' retains its 1959 character, with the Ponto Stabil outside mirror and stock dashboard, which is in the same style as the previous Speedster and less fancy than the other 356 models offered in '59. Notice the correct 356A steering wheel, fully restored, complemented with a Deluxe horn button/ring original to the car. North Hollywood Speedometer refurbished the stock gauges and clock, as well.

Other features of note include beautiful tan carpeting, plus optional reclining seats, fully restored to how they appeared when leaving the factory. Fortunately, during all the decades, the tool pouch, now just missing a couple of pieces, remained with the vehicle. Scott was understandably proud to display it at the shows that he has attended over the

years, from Concours on the Avenue (Carmel-by-the-Sea) to The Quail (Monterey).

The history of the 356 line might seem convoluted to many enthusiasts, due to the variety of models and versions available until the 911 came along in late 1964. Understandably, the Convertible D remains a bit of a mystery within our hobby, due to its low production number.

Scott points out: 'Our cars are not strict trailer queens, as an indelible rule is that we drive everything we own.' He additionally prides himself in regularly participating in car shows, to make his rare automobiles known to the public, starting with his Stone Grey 356 – and we should all thank him for his effort! **CP**



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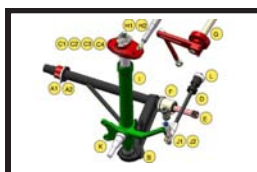
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LIFE IN THE FAST LANE

With a 340bhp sting in its tail, Ben Marden's hot-rod 911 is a guaranteed thrill ride. Developed over a period of several years, the Viper Green monster was inspired by one of the greatest road-race Porsches of all time: the legendary 2.8 RSR

Words: Keith Seume
Photos: Antony Fraser





C licking the seat belt together, turning the key, listening to the faint hum of a distant fuel pump. Warning lights glowing on the dashboard, wagging of the gear lever showing the transmission is safely in neutral. Time for action. A further twist of the key and from somewhere behind you the sound of an engine churning over on the starter. And then it happens...

With a sharp bark and an occasional cough and spit, 340 untamed horses burst into life, shattering the silence of a cool but sunny spring morning on Dartmoor. Today is going to be a good day. A very good day indeed. Whether the locals (human and equine) will agree is a moot point – all I know is I can't stop smiling.

And I wouldn't stop smiling until the end of the day when reluctantly I handed the keys back to Adrian Crawford of Cornwall-based Williams-Crawford, temporary custodians of this potent machine tasked with finding a new owner. Someone who's man enough to extract the most from its undeniably impressive specification. And when we say impressive, we mean it. But we are getting ahead of ourselves.

The car you see here is a homage – or evocation, if you so wish – to the mighty 2.8 RSR, the ultimate dual-purpose road racer that was the 1973 Carrera RS's big brother. The RSR was, and still is, a formidable machine, with muscular looks backed up by a free-revving 2806cc twin-plug motor producing around 300bhp and 190lb ft of torque. Fewer than 50 of them were built back in 1973, their character defined by the bulging wheel arches necessary to cover the deep-dished 9J and 11J x 15 Fuchs wheels.

For many, the original RSR represents the pinnacle of 1970s 911 design, the last of the 'long-hood' road racers, the car which you could drive to an event, race and win, and then drive home again if you so wished – and if you didn't care much about your hearing... Such was the iconic nature of its specification and styling that, more than four decades on, people are still building hot-rod tributes to the RSR.

Ben Marden is no stranger to Porsche culture, having owned a number of 911s, starting with a 1979 911SC many years ago, followed by a string of others including a 964 RS, some 997s and a 2010 GT3 RS, as well as a Cayman or two. You'd think that with a 964 RS and a GT3 RS under his belt, his thirst for spine-tingling adrenalin rides would have been sated, but not so.

'I had always been interested in the LA hot-rod Porsche scene,' says Ben, 'and especially what the R Gruppe guys were doing.'



Above: Under the front lid you'll find a through the hood filler conversion, strut brace and that neat aluminium wiring cover. Note oil lines on left, serving the front-mounted cooler

I started researching what look I really wanted and it always led me to the '73 RSR. Yes, the Carrera RS was/is an icon, but the RSR took things a stage further with those huge arches and wheels, which were the widest on a 911, even up to the 1990s.'

The aesthetics were clearly an important factor in the decision making, but then it's not much fun driving a sheep in wolf's clothing – you'd better have the muscle to back up those muscular looks. Ben continues: 'The end result had to look great, but more than that it really had to drive great, too, and if anything this was even more important.'

'I knew you could squeeze a more modern 1990s engine in an early 911, but then I heard that it was not impossible to fit a later G50 gearbox, as well (and this was way before the likes of Singer). So my final decision was that my next project was to be an RSR body with '90s power and gearbox that was set up to be a really fast but drivable road car.'

Dreaming up an idea is one thing, but turning it into reality is quite another. Not many amateurs have the skills or time to carry out such a conversion, and more than a few professionals lack the savvy to see things through to completion. We've all heard tales of ambitious projects that end up gathering dust in the corner of a workshop when owner and builder fall out over fit and finish, progress or payment. Naturally, this was something Ben Marden was keen to avoid, but who to turn to?

'My parents were living in mid-Wales about 15 years ago and

I had heard about a body and paint guy who could handle making the complex curves of the RSR flares, which are completely different to, say, 911 Turbo flares. This was pre-internet but I eventually tracked him down. His name was Mark Darby who ran a business called RS911.' Now, it has to be said, that Mark has earned something of a reputation as the 'go-to' guy for creative metalwork on early 911s – in particular those hand-formed RSR flares.

'Too many people think the RSR wings are the same as Turbo body panels, but they're not – the rears are wider and more curved, and while the fronts look similar, they're completely different, too,' says Mark. 'Our rear flares are made up of six or seven individual pieces all welded together and then carefully finished to appear as a one-piece panel. They're not easy to make and I don't think I'll be making more anytime soon!' But have no fear, he can still provide RSR flares of the correct contour, but is now having them made to his exacting specification.

But we're ahead of ourselves once again. What about a base car on which to create the RSR evocation? Now there are two schools of thought here: one is to buy a rough old nail and tear it apart, repairing where necessary and not being afraid to cut things up to achieve the desired look. The other is to start with the very best car you can find – and then not be afraid to cut things up to achieve the desired

Below, left and right: Interior features leather trimmed Recaro sports seats, with period-style breather rings. Dashboard and door cards are leather covered, too



look. The latter was the chosen course of action...

Ben Marden takes up the story: 'Mark and I discussed my ideas and he quickly found a 1973 911 T at Autofarm with Josh Sandler that we agreed would work as a base car. I had always wanted to keep this a true early long-hood Porsche and not do a "back-date", thereby keeping the car truer to the origins. It also keeps things lighter and would allow me to run a black and silver number plate with (in this case being a '73 car) the date correct "L" registration. I did a deal with Autofarm and we were in business.'

Mark recalls the debate on internet forums about the car: 'We came in for some stick on some forums for starting out with such a good, sound 911, only then to "cut it up". Many people questioned the wisdom of using the car we did but my view is that there are plenty of Ts out there and it's always better to start with a sound bodyshell rather than one that's been poorly repaired or badly neglected in the past.'

The bodyshell was stripped to bare metal and numerous modifications were carried out to suit the proposed specification, including cutting away the rear torsion bar housing to make space for the G50 transmission, strengthening the suspension mounting points, welding in brackets for the strut brace and front-mounted oil cooler and seam-welding the whole 'shell. The steel bonnet was also modified to accept a centre-fill fuel cap, while the front

**"IT'S ALWAYS BETTER
TO START WITH A
SOUND BODYSHELL"**





and rear wings were cut away to accept the RSR-style flares, which were welded in place and lead-loaded for a perfect finish. As a finishing touch, Mark also drilled the bonnet and engine lid hinges for 'added' lightness before spraying the 'shell Ben's favourite colour: Viper Green.

To go with the aggressive looks, it goes without saying that the whole suspension and braking systems, along with the rest of the drivetrain, were upgraded. The suspension was treated to a coil-over conversion all round, while the brakes were replaced by a set of 930 calipers acting on drilled and vented AP Racing discs and hubs, all bias-adjustable via a knurled knob within the cabin. The wheels are genuine factory-supplied RSR Fuchs (costing around £9000 including the cost of refurbishment) in the obligatory 9J and 11J widths, shod with Michelin TB15 road-legal race tyres in 215/55 and 270/45 sizes, front and rear respectively.

Although the T had been fitted at some point with what amounted to an RS-spec 2.7, Ben had other ideas and hankered after a rebuilt 3.6-litre 964 engine, allied to the desired G50 gearbox. The engine – rebuilt by Unit 11 in Warrington – produced around 250bhp. That would be enough to keep most people smiling, but further down the road he had other ideas, as we shall see.

The interior came in for plenty of attention. At first, Ben considered installing a pair of more modern seats: 'Originally I

had in mind a pair of colour-coded Pole Position Recaro seats but these were just too "964 RS" for the car and I went back to the original 1970s Recaro sports seats, once they had been recovered in pleated leather (from the same source that supplies Singer) with period-correct brass breather holes, as well. Other touches I like are the full leather dash and door cards, and the Alcantara headlining, which all made it feel better inside. The Becker Mexico head unit sounds great and also looks the part,' he tells us.

But the interior refit didn't end there, for the gauges were refurbished with a 300km/h speedometer and matching 10,000rpm tachometer, along with the obligatory Momo Prototipo steering wheel and full-harness belts (backed up with a pair of more practical lap and diagonals for road use). There's also a four-point RSR-style roll cage with harness bar, while the rear bulkhead now provides the mounting point for the Motec M48 engine management system and the M&W Pro-14 ignition box. Stirring the ratios in that rebuilt G50 transmission is a drilled aluminium Wevo shifter, while matching Vosstek aluminium pedal covers complete the billet detailing.

Once the (very) green RSR replica was complete, it was time to hit the road. It proved to be quite a beast, with race-car-hard suspension and enough grunt to turn every journey into a special occasion. But after a while, Ben decided to make some changes. The suspension he had chosen originally was proving

Above: 3.6-litre 964-based engine develops 340bhp and 260lb ft of torque. It breathes through Jenvey throttle bodies, and relies on a Motec ECU to keep things under control...

Below left: Control boxes for fuel and ignition are mounted to the rear bulkhead, inside the cockpit

Below right: Genuine factory-supplied RSR-spec Fuchs are shod with Michelin TB15 road-legal race tyres



to be a little too uncompromising, while – as is so often the way – he began to hanker after more power. Well, let's face it, if enough is good, then surely more must be better, right?

Ben turned to Francis Tuthill in Oxfordshire for the revisions, as he recounts: 'I had the engine completely rebuilt with Jenvey throttle bodies, new cams and head work and a lightweight flywheel. The result was a much better 340bhp and a lovely light revving car similar to a more powerful 964 RS. The throttle bodies wouldn't fit with the air-conditioning system I had installed, so that came out – I wasn't really using it anyway. As it's an early car, you just open the side windows, which makes driving in warm weather absolutely fine.'

The full engine spec is pretty impressive, as are the rolling road figures: 340bhp and 260lb ft of torque. This is generated by the 3.6-litre engine which now boasts Carrillo rods, boat-tailed case halves with shuffle pins, ARP through-bolts, modified GT3 oil pump, knife-edged crank, 11.4:1 compression ratio, 51.5mm intake and 43.5mm exhaust valves, race valve springs, titanium retainers, RSR 'Sprint' cams and Jenvey throttle bodies, along with the aforementioned Motec and M&W control systems. Also fitted was a billet 'race' clutch with dual friction material centre-plate bolted to a lightened billet flywheel. The transmission was rebuilt

with 964 RS limited-slip differential and lower-ratio final drive – 4.0:1 as opposed to 3.44:1.

'Tuthills also changed some of the suspension,' says Ben, 'installing their own EXE-TC shocks and then re-valving the brakes to give the pedal more feel (without a servo, it had proved to be too heavy). A new steering rack was added to tighten up the feel of the steering. Later on we played around with ideas to change the clutch as the full-race one was

uncomfortably heavy for use on the road – and that coming from someone who had a 964 RS for 12 years! In the end the best idea was just to change down one level to a 930 Turbo clutch that still had more than enough strength but was just that little bit easier to operate.'

The exhaust system was also changed to suit Ben's taste: 'The sound was never quite what I wanted and this was in part due to an exhaust system designed to keep the noise level below 105db so I could do some track work. In the end, as I was using the car mainly for long distance road work, Tuthills built a new exhaust system that also released a bit more power, and made it feel smoother as well.'

It was in this spec that yours truly headed out onto the empty ribbon-like roads of Dartmoor National Park, home of hundreds

**“...THEN SURELY
MORE MUST BE
BETTER, RIGHT?”**

Below: On the wide open spaces of Dartmoor, it's hard keeping the RSR rep in check. It simply begs to be given free rein, but Park speed limits dictate only modest throttle application. Time to head to the track...





– if not thousands – of ponies and the grey, forbidding walls of the infamous Dartmoor prison. Hopefully I'd be able to dodge the former, while keeping my right foot in check lest I ended up spending time in the latter. It was a struggle on both accounts, many of the ponies displaying suicidal tendencies, while sticking rigidly to the Park's 40mph speed limit takes some doing in a beast of a car like the RSR rep.

There's no denying this car is quite an animal, one which demands your full attention – it also attracts a lot of attention, the colour and sound drawing admiring glances (well, I think they were admiring...) from all directions. It's definitely not a car for the shy and retiring, nor for the faint of heart. The clutch is still heavy (heaven knows what it was like previously) and the short-shift Wevo shifter feels notchy to begin with. But that feeling soon disappears as the 'box warms up, and you become more familiar with the character of the G50. Being more used to an ageing 901 transmission, this feels tough – bulletproof, almost.

The engine is a gem, the choice of Jenvey throttle bodies and the Motec ECU smoothing out the wildchild nature of the RSR cams. The engine pulls strongly from relatively low revs but, boy, you'd better be hanging on when the tachometer hits 4000rpm. From there round to the 7500rpm red line, things happen fast – very fast. The engine note reaches a crescendo that makes your ears ring, the surrounding countryside becomes a blur and working your way up through the ratios means you

need to act fast. This thing is fun!

It handles like it's on rails, although at low speeds there is a fair amount of banging and crashing (to be honest, that makes it sound worse than it really is) which can be laid at the door of the Rose-jointed and poly-bushed suspension. It's not a problem as the sound soon disappears as speed builds and you get into the swing of exploring the RSR's impressive handling. The TB15s grip like glue once warm, too. Reassuringly so.

Those big 930 brakes command respect, still lacking a little feel and in need of warming up – or maybe that's just my opinion. But they work and haul the green meanie to rest without drama. It's clear this is a well thought out project, one that, like a fine wine, has matured over the years. It is, like that same fine wine, quite intoxicating.

Ben's circumstances have now changed and he spends a lot of his time away so, he tells us, it's time for a change: 'It's been great for me to be able to design, and have built, a dream car of my own. It's a lifetime ambition fulfilled. But personal circumstances have changed in the past few years and it's perhaps time to let it go. But the years with the car have been great ones and it's something I will always remember.'

I'll remember it, too. The sound, the way the car handled the ups and downs, twists and turns of Dartmoor. Its very 'presence' on the road. Surely it must be your birthday soon. Go on, treat yourself. You know you want it. I know I do... **CP**

Above: Bespoke exhaust system was supplied by Francis Tuthill, helping to release some hidden horsepower while giving the car a spine-tingling sound. Car is now for sale at Cornwall-based specialists Williams-Crawford

Contact:

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Below left: Original 1973 RSR was the inspiration

Below right: Fashion faux-pas as Seume's jacket clashes with Viper Green paintwork...



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1978 Porsche 911SC Coupe, Turbo body, White with black leather/tartan, 61k mls, Sportomatic, £55,995



1993 Porsche 964 RSR, three cars to choose from, can be made road legal, call for info and specs, £POA



1987 Porsche 930 Turbo, Guards Red w/Linen, full history, great car, £79,995

ALL ROADS LEAD TO ESSEN

We've only missed one or two Techno Classicas in the last 20 years and every year we say it will be our last, but it draws you back like a drug. Where else will you see such a breathtaking display of classics all under one roof?

Words & Photos: Keith Seume



Every year without fail, we (Delwyn Mallett and myself) think to ourselves 'Shall we go to Techno Classica, or give it a miss this year?' And then, as the event draws closer, the siren call of the largest classic car event in Europe – if not the world – proves too strong, and off we go. The problem is, if you don't go one year, that'll be the time when 'that' car is on show – the one you've only ever read about...

As it happens, this year there were relatively few surprises, other than – naturally – the 'Essen Tax' applied to many of the cars for sale. Let me explain: Techno Classica Essen, while primarily being a showcase for the world's finest classics, is also one huge market place, with virtually every car on show also being for sale. At a premium. Prices often bear little resemblance to those asked elsewhere, hence the talk of 'Essen Added Tax'...

For fans of 'our' marque, Hall 3 is the Mecca, hosting

several of the leading Porsche specialist dealers and restorers, including Mittelmotor, Early 911, DP Motorsport, Car Point, PS Autoart and Tandler. The hall is also home to the German Porsche Club and its satellites, with an impressive number of vehicles on display, both classic and modern. And tractors – mustn't forget the Porsche tractors.

As you move through the other halls, it soon becomes obvious that Porsches are hot property right now, with many dealers who buy and sell a wide variety of marques displaying 356s and 911s of all models and states of restoration. 'Barn finds' are inevitably hot property, although some dealers certainly stretch the meaning to its limits...

Porsche Classic always takes on a relatively small section of Hall 7, one dominated by the Volkswagen Group, with displays of everything from pre-war VW prototypes to modern styling exercises which never made it past the design studio. Porsche's theme this year was the 928, but here was also

Above: Jan B Luhn's stand was partly filled with cars on offer via Kobus Cantraine. Two of them are former Classic Porsche feature cars (911R in foreground and 934 at the back), while the Sonauto 911 is, if all goes to plan, a future subject...



Top right: Each of the principal Porsche Classic centres had an example of its work on display, including this stunning December 1952 Pre-A shown by our friends at Classic Porsche Gelderland. The car was up for sale for €399,000 and sold on Thursday...

Upper right: One of our favourite cars was this ex-racer from the USA, with its original American Racing mag wheels. There is something special about old racers – they all have stories to tell...

Above right: Everyone is getting in on the 'barn find' look, with several dealers displaying unrestored Porsches. It's a bit of fun but does get a little tiring after a while – especially as some examples were clearly not true new discoveries, but wearing 'fake patina' for effect

Right: It's hard to imagine any other event where so many Porsches are used for display purposes, even on stands that weren't necessarily run by Porsche specialists. Clearly they know what draws crowds



a 911S 'long-hood' on show, along with many parts showcasing the wide range of components Porsche now produces for the 'old timers', as the Germans are wont to call them.

The autojumble stalls (or rather, 'memorabilia vendors') as per usual showed an impressive range of occasionally highly-desirable, but almost always over-priced, ephemera to suit every marque. Don't expect to find many (any?) bargains, but do expect to come away with the feeling that you wished you'd bought 'that' part last year when the price was 10 per cent lower! Many of the parts on offer we're sure we've been seeing for the last 10 years, and I can't imagine the effort it must take some exhibitors to set up shop and then pack it all away again at the end of the show. Sooner than me...

But money aside, Essen is a tremendous event, one which remains unrivalled in scale and quality. This year, 185,000 visitors passed through the doors, viewing the wares of some 1250 exhibitors and doubtless lusting over some of the 2700 cars on display. Yes, 2700 – quite a show, huh?

Will we go next year, or will this be our last? Right now I (we) feel exhausted, but come the new year, I have a sneaky feeling we'll be back, walking the best part of 20 miles over three days, searching for that lost gem, that famous old race car or that over-priced part. It is a drug... **CP**



Above: Another of our favourites was this 914/6 GT on the Mittelmotor stand – the car is a factory-built GT, with mechanical prep by Max Moritz, who raced the car from 1971 to 1975

Left: The sign says it all...

Bottom left: This interesting design study started life as a July 1965 911 but then went through a transformation at Aachen University design studio. It was on show at the Early 911 booth

Below: Vredestein Tyres showed off this lovely 356A





Far left: There was a comparative lack of historic race Porsches, but you could have come home with this 935 – a familiar sight at historic events

Left: Or if a 935 is too modern, €1,200,000 would have bought you this 904 GTS. A hard choice – but the 904 takes it as we could drive that on the street...

Left: 1967-built 911S in its original Sand Beige paint was one of two similar cars on offer. Both lovely untouched examples, but €375,000? Who knows, maybe this will seem cheap in a couple of years...



Below left: We loved the B+B rainbow-striped Targa – it's a real piece of 1980s history

Below: If you have a spare €3500, you could have treated yourself to a 917...

Bottom left: Soft-window 911S Targa was attractive

Bottom right: We have no idea what was going on here. Space-age styling?

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UNRIVALLED IN SCALE
AND QUALITY...”**



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ONE SHADE OF GREY

Who needs the other 49 shades to have fun when there's a model like this in your garage? DC Classics have turned a real sow's ear into a silk purse, creating a Porsche 356 that will put a smile on the face of even the most demanding follower of the marque

Words: Keith Seume

Photo: Paul Knight

There are colours, and there are colours. Some stand the test of time while others can look dated, or immediately point to a certain period when oddball hues were 'in'. Think of the 'safety colours' favoured by Porsche in the mid-1970s – they're all very popular once more but still only tend to look right on a car of that vintage. Likewise the pastel shades that appeared in the early '90s.

But then there are certain classics – silver and black, obviously – that have stood the test of time and look great on a Porsche of any vintage. Among them is Slate Grey. Yes, the colour chosen by one Mr McQueen for his own 2.2 911S (see the feature in this issue for reference) that is recognised as a colour that makes a 911 of any vintage look special. And, as you can see, a 356, too.

Mind you, to say that the colour alone makes this 1962 356B look special would be to do the workmanship of







Darryn Coleman and the crew at DC Classics a disservice. There's been a whole ton of work that's gone into creating this masterpiece.

The project was commissioned by Steve Giles, a mortgage broker from East Yorkshire and a longtime fan of both VWs and Porsches, as well as a host of other marques, including Alfa Romeo (as in S2 Zagato), Fiat (as in Abarth) and Datsun (240Z...). Starting with a 356B T5 that was bought sight unseen relying on photos alone (that's called 'a leap of faith'...), Darryn soon discovered he had bitten off rather more than he'd expected.

'The previous owner had spent almost £14,000 on an engine rebuild, so we assumed that the rest of the car would be in good condition to warrant spending this kind of money. Unfortunately, things weren't quite as good as we hoped!' And that will go down as the understatement of the year, if not the century, as Darryn explained.

'Initially, the car came to us for a sympathetic restoration, with just a bit of paintwork here and there, tidy up the interior,

etc, but it soon became evident that it wasn't quite as good as the photos suggested. The spare wheel well was full of filler, and covered in stone-chip, panels were dented and crumpled, the front bulkhead was rusty and patched, floorpans badly repaired, the rear seat area and bulkhead rusted out due to leaking window seals, the engine tray was dented... This list went on and on.'

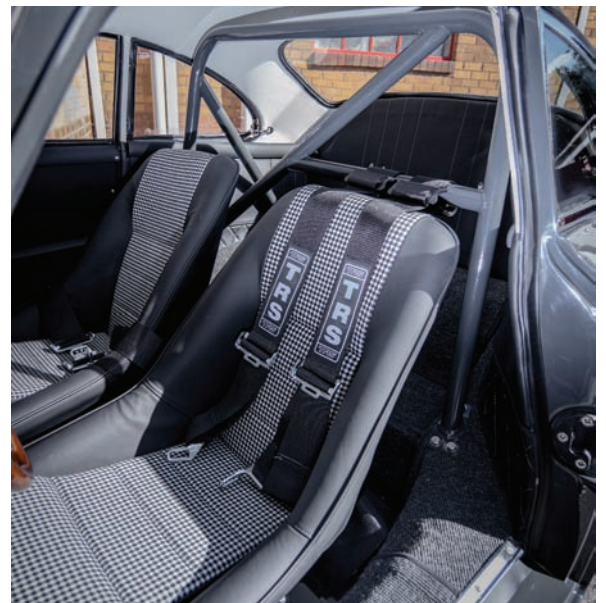
It was obvious that this would be no quick 'sympathetic restoration' as had been hoped, and Darryn put it to Steve Giles that the best – the only – course of action would be to carry out a full restoration, to which he readily agreed. 'We began to strip the car down to the bare shell,' says Darryn, 'documenting and photographing every part as we removed it. We then sent the shell away to be soda and media blasted back to bare metal.'

It was only then that the true horror story revealed itself: 'We honestly thought that Steve might actually scrap the car as it was in such bad condition. It needed virtually every repair panel in the book!', recalls Darryn.

Above: Super-low stance gives a tough look but didn't prove too practical. New owner has raised the ride height for better handling

Below left and right: Current engine was rebuilt for previous owner by Gantspeed but it's about to be replaced by a 2.1-litre 140bhp motor from John Willhoit in the USA





The list of panels needed did indeed seem endless, and included the complete nose and entire spare wheel, panels under and in front of the fuel tank, inner wing panels, both sills, B-posts and door steps on both sides, both floorpans, front and rear bulkheads, the engine tray and rear seat panels. It also required various repairs to the chassis tunnel, too, as well as needing sundry holes in the dashboard welding up.

Darryn continues the tale: 'The whole front end of the car had to be cut off at the back edge of the wings to enable us to replace all the inner sheet metal and panels. Every panel apart from the wings themselves were replaced with new, and then the original wings welded back in place. Once that was done, both floorpans were replaced, the inner and outer sills repaired or replaced, and the rest of the rust repairs completed before they were lead-loaded and the shell readied for paint.'

Did DC Classics encounter any major problems during

this extensive rust repair session? Darryn is modest about it: 'Getting parts on time caused more of a problem than anything. All jobs this big have their challenges, but there wasn't anything to cause any great concern, or that was particularly out of the norm.'

The engine had, as mentioned before, been the subject of an extensive rebuild. This had been carried out by Gantspeed at a cost of £13,650, including new Shasta pistons and other upgrades to result in a useful 110bhp at 5000rpm. At least that was one thing Steve and Darryn didn't have to worry about. The suspension was stripped and powder-coated before being adjusted to radically reduce the ride height, as can be seen in the accompanying photos.

The interior of the 'B' came in for some major attention. Although certain elements, such as the dashboard and instruments, remain stock, the seats are GT buckets from Rennsport, trimmed in black leather with houndstooth inserts. The door panels are custom-trimmed in leather

Above: Seats, with their houndstooth inserts, came from Rennsport. Interior is trimmed to a high standard using leather, allied to German square-weave carpets. Coco Mats add the finishing touch

Below: Single-outlet exhaust system gives the coupé a distinctive 'bark'. Removing bumper over-riders adds a subtle Carrera-like touch





with satchel-style pockets, the stitching design carried through to the rear side panels.

Carpets are German square weave 'salt and pepper' pattern, trimmed to fit round the four-point roll cage and into the rear seat area.

As a neat finishing touch, a cover has been made for the fuel tank (with its through the bonnet filler conversion), which is also stitched to match the interior panels.

'We built the car to look like an outlaw,' says Darryn Coleman, 'with its lowered stance, steel wheels, performance exhaust, centre-mounted fuel filler, cage and TRS four-point harnesses, etc, but with some added refinement in the form of the leather interior and show-quality paintwork. The car has a few subtle modifications that would go unnoticed by most people, which is how we like to build cars – having to

walk round them a few times to notice them all. As they say, it's all in the detail!

'The car is built to what we call a useable show condition, with every part having been replaced or restored

to better than new condition. Every nut and bolt on the car has been replaced with stainless steel, there's a new wiring loom with all new connectors, a new glove box, seals, rubbers, etc.'

The Slate Grey 356B is clearly a work of art, but Steve Giles always had it in mind to start on another project as soon as this one

was complete, so the coupé found its way into the ownership of Trevor Cartner, who struck a deal for it through Porsche specialists JZM. Trevor takes up the tale.

'I've owned four 356s now and each time I sell I regret it, and each time I buy I'm reminded that they are very old cars with fairly poor performance – at least in comparison to later

Above: Slate Grey really adds to the subtle, classy no-nonsense look of this well-executed outlaw

“MODIFICATIONS THAT WOULD GO UNNOTICED BY MOST PEOPLE...”



Porsches. So this time around I decided I'd start with a John Willhoit engine and look for a good car to put it in. I spoke to John at length and agreed a price and specification, settling on his new twin-plug version, which should improve upon the 140bhp and 140lb ft of his 'standard' 2.1-litre engine conversion.

'Only then did I start looking for a car. I considered a few then saw the outlaw at JZM. I looked at the DC Classics website showing the build and it was clear that the refurbishment job was a very detailed exercise. I particularly liked the semi-outlaw look they achieved by fitting custom-made bumpers and when I inspected it, it was clear that they have done a very good job.'

Next up was the test drive... This revealed that the ride height was too low for Trevor's taste. 'To their credit, JZM

agreed to put that right in their own workshops,' says Trevor. 'A deal was agreed and I took delivery in March this year. The car drives very well and the engine is as good as an original one gets, following the Gantspeed rebuild. I will sell

that once the new Willhoit engine arrives.

'Apart from the engine, I'll fit a short-shift kit to cure the typically ponderous gear change and then see how it drives before possibly doing further work on the suspension (John Willhoit recommends bigger sway bars and upgraded bushes). I'll enjoy getting

to know the car over the next few weeks while the new engine is built and shipped over from California.'

And then, we are prepared to wager, Trevor will enjoy it even more. Some people may need to experience all 50 shades of grey to get maximum pleasure, but for others, just one shade will do – Slate Grey, naturally. **CP**

“I PARTICULARLY LIKED THE SEMI-OUTLAW LOOK THEY ACHIEVED...”

Top: Cover for the fuel tank was stitched with diamond design to match door and rear quarter panels

Above: Original aluminium brake drums have been polished to a mirror-like finish

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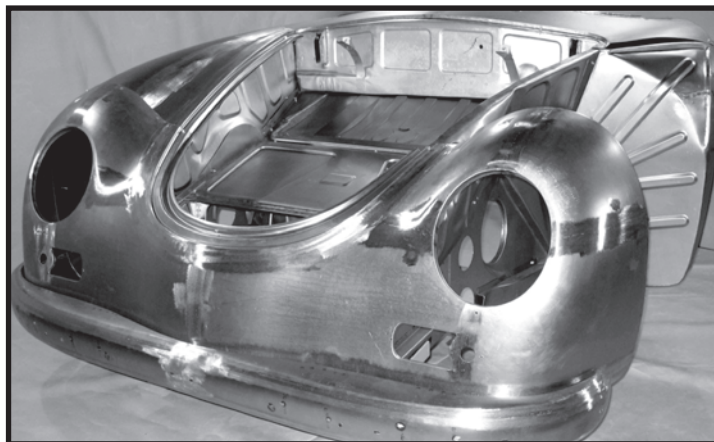
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MARCH MADNESS!

Over the last few years, team *Classic Porsche* has found itself in a conundrum at the end of the winter: how could we cover about 20 events, during the three days leading to Sunday's famous All Porsche Swap & Car Display? Impossible? Let's find out...

Words & photos Stephan Szantai



Left: It was all about 356s at Klasse 356's open house!

Below left: Carrera GT was in good company at Callas Rennsport – that's a genuine 904 in the background

Below right: We are always in awe when visiting Steve Hogue Enterprises. Steve and his crew perform miracles on derelict Porsches

Bottom left: Nice shop area, eh? Pelican Parts was one of our favourite stops throughout the weekend

Bottom right: Seen at Pelican: How do you prefer your 962? In orange Jägermeister or white Liqui Moly?

Opposite top: Pelican Parts founder Wayne Dempsey had fun fiddling with his 962, chassis 962-110

Right: Willhoit Restoration's shop had some fantastic vehicles, including this '59 model, the last 356A Carrera Cabriolet to leave the production line at Porsche

Right: Don Murray brought his 914-6 GT to Carpac USA. It finished second in class at Nürburgring in 1970

Far right: Among the projects undergoing restoration in Carpac USA's new facility is a '66 911 coupe



Right: Soft-window Targas remain an unusual sight, especially in Champagne Yellow such as this '68 912 at European Collectibles

Far right: Now, that's a mind-boggling sight... European Collectibles had three four-cam Carrera motors in part of their large shop



It all started with a Literature & Toy Show some 34 years ago. The event, now held near Los Angeles international airport, caters to the fans of Porsches and Volkswagens, bringing together vendors from all over the world who spread their goodies over 300 tables.

While this get-together lasts only a few hours on Saturday morning, Porsche fans have other reasons to celebrate. You see, additional happenings have 'grafted' themselves to the Toy Show in the form of open houses – and, of course, the weekend culminates with Sunday's All Porsche Swap & Car Display.

The result of this 30-plus year evolution translates into an incredible series of events – more than 20 over a four-day period! This year, promoters of the Toy Show even organised bus tours, allowing participants to jump from one shindig to another, without personally struggling with LA's hectic traffic.

Unfortunately, we couldn't join Thursday's open houses, specifically the following: Sierra Madre, California Porsche Restorations, Wholesale California Restorations, and the Justice Automotive Collection. The reason? We were tied up taking pictures of a gorgeous, concours-quality 356 Convertible D, which you can see elsewhere in this issue of *Classic Porsche*.

FRIDAY

Friday is by far the busiest day for open houses, with over a dozen of them taking place. Our grand tour began in Torrance, where one building houses two outlets: Klasse 356

“FRIDAY IS THE BUSIEST DAY FOR OPEN HOUSES, WITH OVER A DOZEN TAKING PLACE...”

and Hunziker. Starting with the former, it caters to 356 owners as the name entitles, while artist Nicolas Hunziker transformed his place into a showroom/art studio, with a focus on paintings and apparel.

Also in Torrance, we visited Callas Rennsport, which had an impressive selection of vehicles, including a trio of 914/6s, a 959, a 904 and the very first 911R! Company owner Tony Callas and his staff additionally offered tech sessions all day long (you can see a profile on Tony's business by turning to page 72 of this issue).

A few miles away, our next stop was Steve Hogue Enterprises, a renowned restoration shop featured in issue #37 of the magazine last year. Steve and his crew can rebuild old Porsches out of almost, well, nothing! The afternoon was spent visiting Pelican Parts and their fantastic garage that is home to a handful of legendary race cars, before heading to Willhoit Restoration, a 14,000 square-foot facility filled with rare German tin.

We tried to squeeze in more open houses; but no luck due to distances and the usual Friday traffic jams. (Sadly we missed Auto Kennel, LA Dismantlers, TRE Motorsports, The Parts Shop, Performance Vintage Int'l, John Esposito Porsche Repair and Bob Kann's GT Werk.)



Far left: Rare Denzel heads anyone? Early magnesium case is New Old Stock!

Left: Randy Carlson brought one of the most unusual entries, a 'special' created by a German coachbuilding school in 1958!

Left: The football (sorry, 'soccer') field gathered Porsches of all ages, though air-cooled models represented the majority

Below left: Recreation of the 1948 Porsche No.1 looked quite accurate, though we were puzzled by the choice of powerplant – a modern Subaru flat-four!

Below right: Wild exhaust, eh? Recreation of Trans Am 'Under 2-Liter' champ, piloted by Tony Adamowicz in 1968

Bottom left: A grassy area near the large tent was home to numerous R-Gruppe and Outlaw 911s

Bottom right: The owner of several 911s and 912s, Fabien Bécasse drove his Tangerine 'Italian delivery' '73 911T wearing cool American Racing rims



Opposite top: CPR (which had an open house on Thursday) offered this perfect '72 911T for sale at a cool \$225,000



Above right: Michael O'Neal drove his neat '69 RSR clone, running a 993 3.6L motor. Note 9Jx15 and 11Jx15 Fuchs-style wheels

Above far right: When desirable American Racing wheels turn this colour, you know they are made of magnesium

Right: 1972 coupé was a hit, thanks to its flared wings and 'au naturel' Fuchs rims

Bottom left: 912s galore! Not often do we cover events gathering so many of these four-cylinder Porsches

Bottom right: Our good friend and fellow journalist Shin Watanabe cruised in his 356 'D' look-alike, accurately built by Intermeccanica





SATURDAY

We made a quick 'fly by' at the LA Literature & Toy Show to admire the thousands of items put on display. Many prices seemed inflated for the occasion, though there were some deals to be had. About an hour from there, Orange County hosted its share of Porsche activities, all within just a square-mile, or so.

The neighbourhood is home to a variety of outlets, starting with Carparc USA, which unveiled (after a five-month renovation) its new larger showroom, next to their old shop. A couple of blocks away, a group of top-notch 911s took over an alley where California Porsches and Jim Liberty have set their shops.

On the other side of the street, European Collectibles held their 10th open house, filled with dozens of vintage Porsches, some for sale, others currently being wrenched on – or awaiting their turn. We should incidentally mention that we were offered complimentary food and drinks at every stop, during our two-day tour. Porsche and food overload: It doesn't get much better than this!

SUNDAY

The madness continued Sunday morning with the All Porsche Swap & Car Display, organised at the Phoenix Club, a cultural centre dedicated to the local German community.

“THE MADNESS CONTINUED SUNDAY MORNING WITH THE ALL PORSCHE SWAP & CAR DISPLAY...”

It even has a restaurant and an outdoor bar appropriately serving a variety of German beers.

Unfortunately, the threat of rain put many potential participants on the fence, resulting in a slightly smaller turnout than previous years, although showers only started after the last vehicles left the premises in the afternoon! 'All Porsches' are indeed welcome at the show, but air-cooled models represented the vast majority of the entries.

Some cool vehicles got the crowd talking, including the unrestored 'special' (known as the Kaiserslauten Coupé) made by a coachbuilding school in the '50s, equipped with a '59 356 engine and 356B brakes. Also attracting a lot of interest was an accurate replica of an orange '68 911 successfully entered in that year's Trans Am championship.

The show also offered a huge marquee, which housed the professional vendors, while private sellers could get rid of their parts, accessories and memorabilia in the outdoor swap meet. Ultimately, each of the events taking place during these four days contribute to making the All Porsche Weekend an unforgettable experience.

If you haven't been part of this friendly mayhem yet, you should give it a try... **CP**

You can get more info about the 2018 extravaganza at: www.lalilandtoyshow.com and click on 'Related Events'



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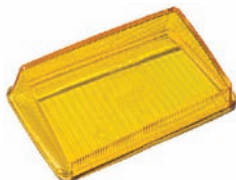
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IT'S ALL ABOUT THE QUALITY

Tony Callas could have easily stayed in Texas, where his father ran a shop solely devoted to Porsches. But as a young adult, he decided to embark on a journey to California, hoping to fulfil a dream – opening his own business specialising in the marque

Words & Photos: Stephan Szantai

Consider this: Porsche's Zuffenhausen factory produced fewer than 350 959s. Understandably, the chances for an independent Porsche specialist to work on one of these legendary automobiles are slim, to say the least. Their complexity will scare even the best mechanics, hence finding a haven that has welcomed more than a few remains extraordinary.

One such place happens to be the subject of our profile: Callas Rennsport. Guess how many 959s have been the focus of the team's attention... Five? Ten? Well, company owner Tony Callas wasn't certain of the answer. 'I think 15', he told us, before turning to Tom Prine, his service advisor, who confirmed: 'We've worked on 18 of them.'

As you might expect, the staff's area of expertise encompasses a lot more than 959s. The mission statement

Below: Located in Torrance, California's well-known 'Car Row', Callas Rennsport has been an old Porsche sanctuary since 1992





Above: That's Tony standing on the driver's side of the 911R, while most of the staff (Steve, Sadie, Tom, Mike and Andy) line up behind

Below: The shop offers plenty of natural light – 959 was booked in to sort out some electrical issues

on the firm's website confirms: 'Callas Rennsport in Torrance, California, is a shop specialising in all aspects of Porsche & BMW Service and Restoration.'

Tom adds: 'We love BMWs and most of us on the team own them; but more Porsche owners seek us out due to our longstanding history with the brand.' Thus, Beemers have become less prevalent over the years, though Tony has proudly worked on a couple of rare M1s, among others. The company's reputation has allowed him to be more selective with his clientele, too, ie, the assortment of vehicles visiting these grounds will often make enthusiasts weak at the knees – more on the subject in a minute.

Tony traces his interest in Porsches to his younger days, thanks to his dad Mike who opened a shop called Rennsport Porsche Works in the countryside near Austin (Texas), in 1970. Already at age 7, Tony was washing clients' cars and serviced his first Porsche three years later. His 'official' training as a mechanic took place at a Porsche dealership after turning 17; he then went to join a handful of Porsche and BMW dealers/specialists.

Feeling the urge to see the country, Tony travelled to San Diego in his convertible Bug with no top, in 1985 at age 22. 'It was a hell of a trip as the car died in the desert' he recalls. His first job in California was at a local VW shop,





before moving 100-plus miles north to Los Angeles, ending up near the beaches, where he worked for multiple Porsche repair facilities.

Among them was Edelweiss Porsche, run by one of his mentors, Adrian Gang, and a much shorter stint at the famous Vasek Polak dealership. (Tony also mentions learning a lot from Don and Harold Carr during the '70s.)

Having gained tremendous expertise and knowledge over the years, he finally opened his own company in late 1992 – and so was born Callas Rennsport. He quickly outgrew his first shop and moved to its current Torrance location about a year

later, settling in an area called 'Car Row'. This complex accommodates several automotive-related companies, many of which specialise in working on vintage cars.

In parallel to his professional career, he has also been heavily involved with racing, following his father's footsteps. Dad purchased a few 911 RSRs and a 910 in the mid-'70s, entering numerous Camel GT, PCA and hillclimb competitions. Tony's own path started as a mechanic for Trans Am

Racing and American Indy Series teams in 1987–88.

He took a break from racetracks while developing Callas Rennsport, until he was offered a position as a mechanic on Parr Motorsport's 993 GT2 from the UK in '96; then as lead

Above: Rare '64 904 was in the shop for repairs, as the shifter needed attention

“HE FINALLY OPENED HIS OWN COMPANY IN LATE 1992...”

Below left: Besides four prototypes, Porsche only produced 20 911Rs. This just happens to be #001...

Below right: And while 959s may be rarities, too, they're almost a common sight at Callas Rennsport!





Above: Callas also wrenches on transaxle-era cars, with this 944 being in for regular maintenance

mechanic on Team Rohr's 993 GT2 in '97. That same year, he became the crew chief for the German Rook team (GT2, '97–98); however, Porsche enthusiasts might remember him mostly for his involvement as a principle in his own team, Reiser Callas, from '98 until 2000.

Tony is also understandably proud of the 'Mechanic of the Year' award he received during the 2001 Le Mans race, having assisted the GT winner, Seikel Motorsport's 911 GT3-RS. More track participation ensued in the American Le Mans Series (2001–02) and the IMSA World Challenge Cup (2004–07). Finally, he decided to hang up his racing overalls in 2008, as

he felt he needed to concentrate on his business.

Whilst Callas Rennsport has a steady clientele for service and maintenance, restorations represent a large proportion of

the business. Major projects coming to mind include a couple of 356Cs, a '62 356 Notchback, several 914-6s, an '88 Carrera and no less than two 911Rs, #001 and #019. The former can be seen on these pages – talk about an incredible piece of history!

A few other interesting vehicles caught our

attention during our visit, specifically a 904 that needed some shifter work. As mentioned earlier, Tony and his staff specialise in the exotic and complex Porsches such as the 959, having up to five of them at the same time in the shop;

“RESTORATIONS REPRESENT A LARGE PROPORTION...”

Below: ITSNOIV states the license plate. Indeed, this is not a four-cylinder model but a genuine 914-6





but all the GT1s imported in North America – a total of just three – have passed through the workshop, too!

Over the years, Callas Rennsport has built a high-quality, loyal customer base and Tony doesn't hide the fact that he can be 'picky' with new clients. Tony and Tom spend a lot of time interviewing them, to find out what the cars need, which is often more than what the owner expects.

For years, the team only accepted new customers by referral; and until 2009, they even had to go through a two-hour check-over, ensuring a good starting point of a relationship! 'We never had a bad cheque and people just trust us', explains Tony.

Part of the company's success additionally lies in its employees: 'I wanted a place where technicians wanted to work, with all the right hardware and a good working environment.' Besides Tony and Tom, the crew consists of his wife Kelly (Financial Manager), Sadie Durning (Office Manager) and four technicians: Ray Canales, Andy Thonet,

Mike Crommett and Steve Fisher.

Tony wears other 'hats', too, being the founder of the Porsche Aftermarket Organization (P-Gruppe) and Porsche Technical Assistance Group, which both help independent Porsche specialists. He has also teamed with Tom to write

approachable tech articles for a few enthusiasts' publications, such as *Panorama* and *000*. Other endeavours include being a speaker at PCA events and offering Tech Talks during his annual open house, held

**“TONY SIMPLY STATED:
'IT'S ALL ABOUT THE
QUALITY...’”**

prior to the All Porsche Swap – see our report in this issue.

When asked to summarise his company in a few words, Tony simply stated: 'It's all about the quality'. Indeed, short cuts and inferior parts are available; but in the long run, these options won't please the customer – and that's obviously a situation the Callas crew tries to avoid at all cost! **CP**

Above left: Not all clients bring 'million-dollar' automobiles, as this lovely 914-6 will attest

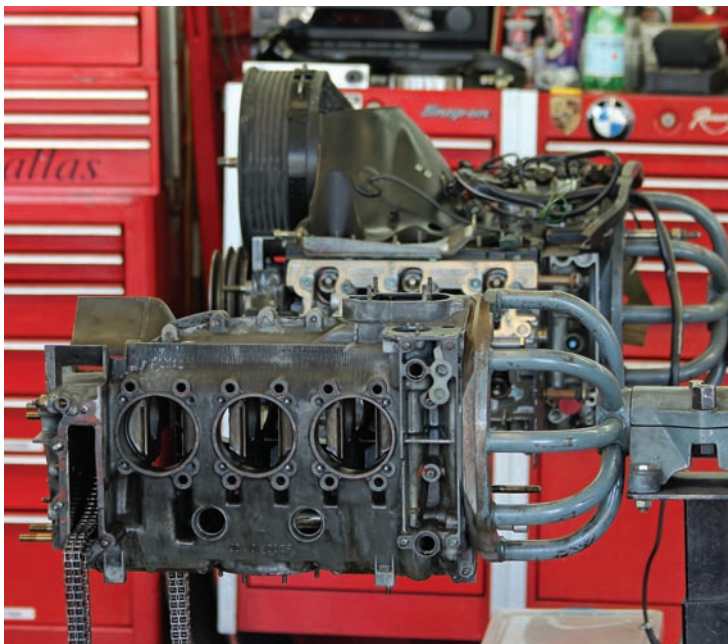
Above: The later air-cooled Porsches, like this 964, have always been welcomed by Callas Rennsport

Contact:

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Below left: Ongoing rebuild of a customer's 914-6 engine

Below right: 911R, 959, GT, '62 Notchback... What a line-up of iconic Porsches!



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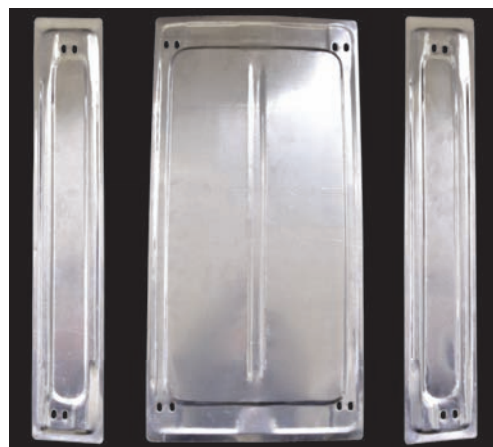
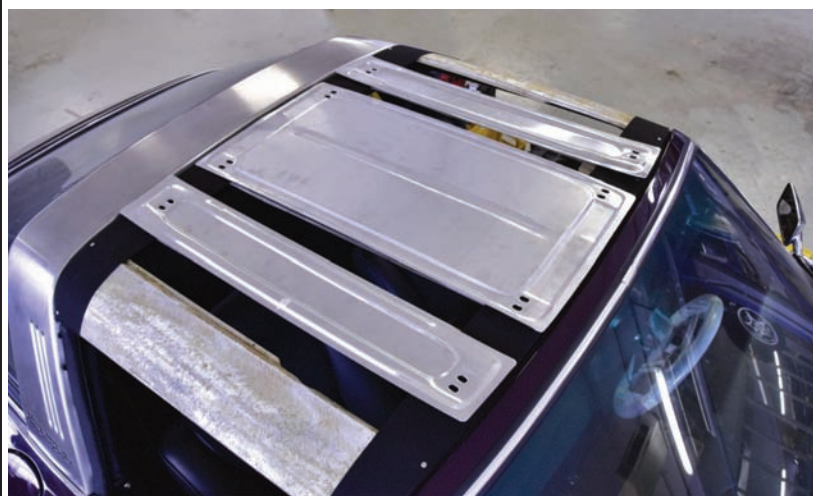
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BERGRENNEN HEAVEN

What better way to enjoy your Porsche than to meet up with a like-minded bunch of friends, head to the hills and wind that throttle open. The Midwestern 'chapter' of the R Gruppe knows how to have fun...

Words & Photos: David Conklin



As many of us grow older, the spare time we devoted to cars seems to vaporise. Maybe it's family or perhaps it's career demands. No matter where the blame falls, often we must be selective of the days blocked out for car events. Despite the external pressures, for the R Gruppe members living in the Eastern and Midwestern portion of the USA, there is one constant 'must-do' when it comes to Porsche events: the annual R Gruppe *Bergrennen*.

A quick refresher on the R Gruppe for those who may not know the details. During the mid-to-late 1990s a handful of die-hard enthusiasts on the west coast of the USA

discovered a common love for early 911s, as well as the racing and performance ethos that Porsche promoted in the late-'60s and early 1970s.

The R Gruppe was formed to mimic and honour classic sports-purpose 911s, such as the 911R, ST and Carrera RS. This was well before the average early 911 became a six-figure car, so the R Gruppe was more about driving and enjoying the cars for how they were designed than for what they were worth.

As time went on, this R Gruppe spark which formed in California spread into small clusters through the Pacific Northwest, out to the Midwestern and Eastern states and

Above: California isn't the only place with sunshine and warm breezes. A late Indian summer made this the most pleasant Bergrennen yet



Top right: Charles Stanley traded his Cannondale bike for his backdated hot-rod and drove up from NASCAR country North Carolina

Upper right: Jim Garfield has driven to every Bergrennen from his home in Wakefield, Rhode Island – a more than 1500-mile round trip taking the scenic route. Those bugs and

stone chips are well earned

Lower right: Scott McLaughlin's spectacular ST replica has a 2.9 litre twin-plug engine to back up the aggressive looks

Bottom right: They aren't all long-hoods. Aaron Hatz of Flat Six, Inc. drove all the way from Minnesota in his '78 911 to be part of the fun



eventually even to England and Continental Europe. Yet, the primary R Gruppe annual gathering remained in California. Eventually, the Midwest and Eastern USA regions wanted something closer to home and the *Bergrennen* went from concept to reality in 2012.

As in previous years, the Gruppe met up in the ski-resort town of Snowshoe, West Virginia for a weekend of driving the spectacular roads, eating stellar food and hanging out with great friends, new and old. Those familiar with the state of West Virginia may find it to be an interesting choice for a Porsche event due to its primarily rural makeup. However, the Snowshoe area is blessed with miles of astonishing roads, dazzling scenery and the most welcoming residents found anywhere.

For 2016, approximately 50 individuals in 35 R Gruppe Porsches drove from points as far flung as New York, Texas, Wisconsin and North Carolina to meet up in West Virginia. The Porsches on hand ran the gamut from early short wheelbase 911s to later model 911s backdated to look like long-hood hot-rods. Additional spice came from a 914-6 and even a real '73 Carrera RS driven all the way from northern Indiana.

Each morning, small groups would split up and head out for a



Above: GPS doesn't work well in the Appalachian Mountains. The navigator was sacked shortly after this 'shortcut' down this gravel road

Left: Yale Evelev came from New York City with a fine aged American country ham for the crew to snack on throughout the day. Thanks, Yale!

Below left: Mark Morrissey has what some would call a steering wheel fetish

Below right: The race car look! Mike Delio's 912-6 is more than just looks with its hot little 2.3-litre engine





Far left: Too valuable to drive? Nope, Brian Fryer put more than 1300 miles on his first-series Carrera RS

Left: Randy Stenson's '68 'S' sunroof was a riot keeping up with the bigger-engined cars. Those skinny tyres do just fine, thank you

Below left: 'You turn right...no, you turn left'. Whatever, all the roads at Bergrennen are good

Below right: Classic and future classic. It's hard to argue with a red RS. It just looks so good

Bottom left: There ain't no dress-up dinner banquets at Bergrennen – just pulled-pork BBQ, baked beans, coleslaw, bourbon and beer

Bottom right: The sun sets on another Bergrennen and a pair of '72 911s are tucked in for bed. Ed Mayo's yellow 'S' is a fine contrast to Vic and Carol Rola's '72 'E'

day of driving. Planning was minimal. Some groups take a few minutes to consult a road atlas since GPS systems are non-functional in this rural mountain area, while others would simply set out looking for new roads depending on a general knowledge of the locale and a good sense of direction to get them back to the parking lot in the evening.

Evening meant good food and drink (plus some sampling of the local moonshine) mixed with tall tales of the day's adventures and a lot of laughter.

Friday night was simple – pizzas delivered to a table in the parking lot. Saturday was a delicious catered barbeque dinner for which the local library offered their covered pavilion

as a venue – and even left the library doors unlocked for restroom access. Kind people these.

Aside from a couple of minor mechanical problems and one unlucky participant who locked his keys in the car (only to discover that the 911 may be the most difficult car to break into), problems were minimal and good fun was had by all.

In 1971, folk singer John Denver sang the song 'Take Me Home Country Roads' which has become an official state anthem for West Virginia. That song began with the line 'Almost heaven, West

Virginia' and for a short weekend in September, those country roads are indeed almost heaven for a small group of hot-rod early Porsche enthusiasts! **CP**

“PROBLEMS WERE MINIMAL AND GOOD FUN WAS HAD BY ALL...”



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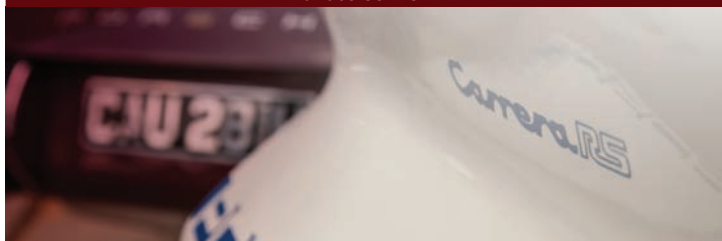
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PORSCHE STALWART: HELMUT FLEGL

As Porsche expanded in the 1960s, it needed not just mechanical engineers, but chassis designers and university graduates with some concept of airflow dynamics. Twenty-two-year-old Helmut Flegl was one such recruit, hired in May 1966 straight from Munich University

Words: Kieron Fennelly

Photos: Porsche Archiv and Glyn Fennelly



‘It was Helmuth Bott who took me on,’ recalls Flegl today, from his home in Leonberg overlooking the west side of Stuttgart. ‘He put me straight into the Rennabteilung, the racing department. I had to learn to work alongside the apprentices there and initially that caused a bit of friction.’

It was a cultural difference which would surface again in Flegl’s four-decade Porsche career.

In 1966, Porsche’s racing department was without question one of the world’s most exciting development hothouses in which a young automotive engineer could dream of working. Set up only a few months earlier by the hyper-energetic and irrepressible Ferdinand Piëch, nephew of Ferry and Porsche’s newly (self) appointed racing manager, the object was to elevate the company’s sporting reputation from perpetual class winner and runner-up to outright victor.

‘Because of my education background,’ says Flegl, ‘I became chassis and aerodynamics engineer. I always believed in the

importance of the chassis; my involvement with aerodynamics was almost accidental and really began with the 906.’

Light and functional in the extreme, the rapidly developed 906 was Piëch’s replacement of the Butzi-designed Carrera GTS, otherwise known as Typ 904. Elegant and delicate, the 904 was dogged by its relatively heavy beam chassis, partly the result of budget limitations imposed by Porsche’s accountants.

Piëch, however, would not be hamstrung by bean counters and his space-frame 906 powered by a 210bhp flat-six showed what the abandoned ‘Phase 2’ 904 would have needed to become. But as speeds increased, so did aerodynamic forces, an element little understood in the mid-1960s. The 906 was already touching 175mph momentarily at Reims, and on the Mulsanne straight it would have to hold its maximum speed for over a minute.

‘It was the first time I realised what forces we were dealing with,’ recounts Helmut Flegl. ‘The same forces that keep an aeroplane in the air want to lift a car off the ground. We were starting from a point of almost no theoretical let alone practical knowledge. The learning curve would be steep.’

He worked with fifth-scale models in the wind tunnel to try to understand aerodynamic effects, but technical supremo Piëch

was, Flegl says, interested only in drag, which slowed the car, ‘and when he got an idea, he never stopped working at it.’

It was with the Porsche 907 *Langheck* (longtail) that the *Rennabteilung* (race department) engineers realised that the avoidance of lift, that terrifying lightness, particularly of the car’s rear at high speed, was crucial. Experimentation on the 907 revealed that by lowering the front and raising the tail, rear downforce was increased.

But the vastly more powerful 12-cylinder 917 would require more radical application. To maximise its top speed advantage, Piëch expected the 917 to be able to run with a short tail on slower circuits and use its longer tail on the fastest tracks. It was, however, apparent that this was no solution and the longtailed 917’s alarming high speed waywardness was

literally frightening off the works drivers during the car’s first season in 1969.

Porsche had to revert to the short tail, though Flegl could see that putting flaps on the tail was creating downforce. His boss, team manager Peter Falk, was against

introducing an element that risked increasing drag, and raising the ire of Ferdinand Piëch: ‘He’ll kill us if we do that,’ he warned his younger colleague.

Flegl, though, was frustrated that Porsche seemed incapable of creating a stable long-tail version, taking this failure almost personally in his characteristically intense way. At great expense he recounts that he commandeered the wind tunnel at VW’s Ehra Liessen test site at Wolfsburg to prove with full-scale versions what he’d already deduced with fifth-scale models, namely that rear downforce had to be two to three times that of frontal downforce for aerodynamic stability.

‘I wanted to get the data on what was happening when we raised the tail. I wanted to put a wing on it. I knew Piëch wouldn’t like it so I asked Helmuth Bott (Piëch’s deputy upon whose advice the chief relied a lot) to intercede. Bott said I needed to be able to justify why the tail needed to be configured not just for downforce but for an element of drag.’

Piëch was not pleased with the findings, but neither could he deny Flegl’s data. The acid test would now be on the track. By this time, late 1969, Porsche had handed over responsibility for running the works effort to John Wyer’s organisation based west of London, which had won Le Mans (and much else) with

“MY INVOLVEMENT WITH AERODYNAMICS WAS ALMOST ACCIDENTAL”

Right: At the Targa Florio Historic, with Brian Redman, Walter Näher (with beard), Walter Rohrl, Dieter Glemser, Hans Eckert, Helmut Flegl and Peter Falk, plus race factory mechanics





Above: Engineer Hans Joachim Esch, Helmut Flegl and engine guru Hans Mezger with the Type 2708 Indy Car engine in 1988

its five-litre Ford GT 40s in 1968/9.

Porsche confined itself to development of the 917, but at long last to some effect: at the Le Mans practice weekend in April 1970, Elford tore down the Mulsanne at 360km/h and announced, incredulous, that 'I was able to steer one-handed through the kink!' Though the 917 had to some extent been tamed, Flegl still admires unreservedly this courageous exploit of Elford, the most fearless of Porsche's regular drivers.

He also felt a distinct pride that the Langheck upon which they had worked so long had at last come good. He does not dispute, however, the claims that attribute this solution to John Horsfall and the engineers of the Wyer team. 'I think they simply came to the same conclusions that we had, that airflow round the tail had to be managed, which is what the flaps or wings did.'

He adds that Porsche was never entirely happy with the Wyer modification, but before long this no longer mattered as, such was the 917's domination of the 1970 and '71 seasons, the FIA banned the five-litre cars and, for good measure, imposed a minimum weight limit on the three-litre prototypes to rule out Porsche's 908 as well.

Given the huge investment the company had made in the 917, it now had to look elsewhere. The answer, indeed the only possibility, was the Can-Am championship. Siffert had wanted to try the Can-Am and he and Ginther raced a short-tail 917 in

several rounds in 1971, but clearly the 917 was not powerful enough to beat the eight-litre McLarens which had dominated the series since 1969.

The opportunity for Porsche to participate came from entrant and businessman Roger Penske. With driver Mark Donohue he had been campaigning a Ferrari 512M under Sunoco colours. Rapid though Donohue's efforts had made the Ferrari, Maranello's inconsistent support meant that he could not really challenge the McLarens.

In Porsche, Penske recognised the same thoroughness and professionalism of his own business and he and Donohue made several visits to Weissach in 1971. When a deal was struck, Porsche appointed Helmut Flegl as the Penske team's sole interlocutor at Weissach.

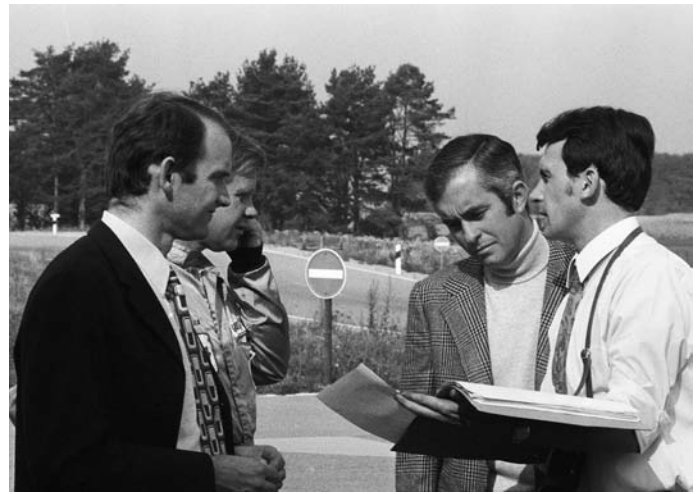
Penske impressed Flegl immediately. 'He was an outstanding motivator, he could get people working together and he could analyse a situation. Confronted with a problem, he would always say "let's have a meeting", and he could always ask exactly the right questions.'

Once gain, Flegl found himself on a steep learning curve, for with Donohue he encountered a type of individual he had no experience of. 'I tended to regard drivers as tools – the engineers conceived the cars and set them up; the drivers did the proving and racing.'

Below left: In discussion with the great Jo Siffert

Below, left to right: Mark Donohue, Ferdinand Piëch and Roger Penske





But Brown University graduate Donohue was a remarkable combination of racer and engineer, used to preparing his own machinery. Flegl could see he was reduced to the role of mere translator between Donohue and the Weissach mechanics.

A proud man, this would take some adjusting to on his part. It helped that he developed a sneaking admiration for the American whose charm and ready smile could often get more out of people than the 28-year-old Flegl would have imagined. Moreover, the task of making the 917 competitive proved daunting and the scale of the challenge would bring the pair together.

Initially, to address the power deficit, Piëch had the factory build a flat-16 – ‘all those valves to adjust!’, Flegl remembers groaning inwardly. But even 7.2 litres was not enough and it upset the 917’s handling. Turbocharging, with which Donohue was familiar from the turbo Offenhausers he’d driven at Indianapolis, seemed to offer the only solution. But adapting it to the flat-12 was difficult, as Helmut Flegl explains:

‘The boost was very sudden and if Mark stepped on the throttle too early, he’d lose the car coming out of the turn. Also starting the car was very problematic – we sometimes had to tow the damn thing for 40 yards! Mark wanted to know how turbocharging could work on the Offenhauser, but not on the 917. How could we control the boost?’

‘On a naturally-aspirated engine, fuel feed is determined by throttle

position and engine rpm. But turbocharging adds a third element which the fuel injection couldn’t cope with and we realised we weren’t taking this into account. I had to force the engine guys to run the dyno to show fuel input right through the rev range, not just above 5000rpm.

‘From these readings we shaped a cam to control fuel admission according to boost level. This was the breakthrough we’d been looking for – the cam also handled the release valve to blow off accumulated pressure. It was only six weeks before Mosport (*the season opener in April 1972 – KF*). I remember Mark leaped on to the telex to tell Penske.’

At Mosport, Donohue was five seconds under the lap record and by the next round at Toronto McLaren realised it had serious competition. The 917 would win two championships. But by the end of 1973, a combination of the energy crisis and the 917’s domination had more or less killed the series. McLaren had already withdrawn and Porsche pulled out, too: the Can-Am continued in much depleted form for a final year.

Porsche offered the 917 engine to US teams, but there were no takers: ‘It was too sophisticated, it didn’t appeal,’ opines Flegl. ‘With America, it’s the show, not the technical brilliance.’

Though appointed project director for the forthcoming 928, he says ‘I never liked production, I always preferred research. Bott sent me to Algeria where the government was also considering tenders from Citroën and Toyota to build a car plant. He asked me because I understood French.’

Subsequently he returned to Weissach to assist the development of Norbert Singer’s amazing 936, a ‘rush job’ he says, to build a sports racer to meet the new Group 6 regulations, but then his ideal job arrived: ‘The head of R&D went to BMW and I was appointed to replace him. It was a great time!’

He does give the impression of never being happier than in this ‘white coat’ role where he reported to Helmuth Bott. He oversaw the computer modelling of the 961 and would later work with Kussmaul to develop the 964 Cup car. Together with Imre Szodfridt, a Porsche engineer of Hungarian origin, he began development of Porsche’s first double clutch gearbox, the PDK.

Once the works drivers got used to it, PDK proved a boon in racing: with no need to lift off for gearchanges, the engine was constantly on boost, the effect of turbo-lag was reduced and lap times improved. Bott and Flegl envisaged PDK for production Porsches, too.

Evaluation 924 and 944Ts were built and leading Porsche journalist Paul Frère wrote about the certainty of a PDK future.

As it turned out, though, that future was still two decades away: to amortise the costs of the double clutch, a production minimum of 40,000 units per year would be required, a figure well beyond Porsche’s capability.

‘In the end we

stopped the programme because we couldn’t find a gearbox specialist or a wet clutch manufacturer to work with,’ adds Helmut Flegl. ‘Neither Bosch nor ZF was interested, it seemed.’

Responding perhaps to Wiedeking’s famous outburst that Porsche had three disparate models with almost no common parts, the supervisory board asked Flegl to investigate how this could be addressed. He presented his plan, the Fahrzeugfamilie, Typ 2747 which proposed using the four-cam Indy engine in V6 or V8 capacities as the base of a range sharing a common platform (as with the later 986/996). But the idea was to do this with front- rather than rear-engined cars. The board dutifully examined the R&D department’s proposition and turned it down.

‘This was the problem,’ recalls Flegl. ‘No one dared touch the 911, yet at the same time Porsche was spending money on the (four-door) 989 it could ill afford. It was typical of Ulrich Bez.’ A former Weissach engineer who had begun at Porsche at much the same time as Flegl, Ulrich Bez had been recruited from BMW Technik to supplant Bott as technical director in September 1988.

The memory of Bez still rankles, but Helmut Flegl has a much higher opinion of his next and last boss, Horst Marchart, the man who took the plunge and authorised the shared 911/Boxster platform: ‘He was a focused, straightforward engineer. You knew where you stood with him and he was very supportive of R&D. He enabled me to stand up to the chief

“INITIALLY, PIËCH HAD THE FACTORY BUILD A FLAT-16...”

Above left: All smiles with Gijs van Lennep at the Nürburgring in 1981

Above centre: As head of R&D in 1981

Above right: Discussing the forthcoming Can-Am season with, from left to right, Ferdinand Piëch, Mark Donohue, Roger Penske and Helmut Flegl



chassis guy or the engine people when I had to.'

After the grim years when Porsche was all but taken over – Flegl believes that Piëch blocked attempts by both Mercedes and Toyota to buy the ailing Zuffenhausen firm – the R&D department would hatch a number of projects which would enter production in the following decade.

Flegl says that he was a longtime advocate of direct injection and that, by 1999, they had created a hybrid, replacing the flywheel with an electric motor – 'that was another idea Helmuth Bott had worked on.' His department also developed the acoustic exhaust systems of the new generation water-cooled Porsches and several other what he refers to as 'low cost' projects.

He served his last three years working on a consultancy basis for Porsche, leaving the company in 2004 after 38 years, by any yardstick a fine career. Helmut Flegl though can be a man of strong feelings and neither is he the type of character who suffers fools gladly. He gives the impression of feeling personally responsible for the many projects he was involved in and therefore partly to blame if for whatever reason the outcome was not as planned.

Although he talks freely about his Porsche years, one or two areas remain sensitive. Because of his Can-Am experience and because he had been involved with Porsche's original 'Indy' car, in summer 1988 and somewhat against his wishes he was drafted in again to assist Porsche's CART entry (Championship Auto Racing Team) which had endured a season of poor results. Even a quarter of a century later, he talks about it with reluctance.

'It wasn't enjoyable at all. The team was struggling and the whole thing was exhausting. Then Al Holbert was killed (the energetic and popular Porsche US Motorsport chief, the lynchpin in the entire operation who died in a light plane crash – KF) and that knocked the stuffing out of us.'

By malign coincidence the resignation of that anchor of stability and continuity, Helmuth Bott, was announced at much the same time. But Flegl and the others persevered and in June 1989, the Porsche-engined car, driven by Italian Teo Fabi, the Typ 2708, achieved a series of thirds and fourths and then its first win at Mid Ohio, placing Porsche third in the championship. Then Zuffenhausen abruptly announced its withdrawal from the series. Flegl is still frustrated by this.

'We needed just one more season. I felt bad personally that we were letting people down, that we weren't finishing the job. It looked botched. Bez blamed me for the failure to make headway, but he wanted to divert the budget to get into Formula 1. Bez always went too far.'

Porsche's supervisory board came to the same

conclusion: the technical director would leave the company in 1991 after the cancellation of the 989 project.

In Helmut Flegl's last years, the company was (and has remained) on an upward curve. Much of the frustration melted away. Today he can look back on a remarkable CV: success with the 917 at Le Mans and, in particular, the Can-Am, project director of the 928, and one of the pioneers of PDK and hybrids, technologies which today we take almost for granted.

No career, not even Ferdinand Piëch's, can be perfect. But Helmut Flegl is one of that select group of stalwarts whose engineering skill and devotion to their company has made Porsche the force it is today. **CP**

Above: Helmut Flegl is still passionate about his time at Porsche and some of the decisions made by others with whom he worked. He undoubtedly played a pivotal role in Porsche race successes in the 1970s and '80s, and in technical development through into the 1990s and beyond

“FLEGL WAS A LONGTIME ADVOCATE OF DIRECT INJECTION”

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215/60X15	CN36 N4
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225/50X15	P7 N4

CN36

P7

OURS CARS: STEVE WRIGHT

While driving a 1966 Westfalia Camper might be many people's dream, for Steve it became something of a nightmare when using it as a tow vehicle for his 356 race car. Thanks to a full suspension and drivetrain revamp, that's all changed...

Words & Photos: Steve Wright

Now I know it's not a Porsche but if it was good enough for Dickie Stoop to tow his brand new 904, Vasek Polak to tow their RSK and the factory to use for all manner of race support duties during the Sixties, then it deserves a mention here, not least because it's integral to all my Porsche racing efforts. In fact this 1966 VW Westfalia probably does more miles than all my other classics put together!

In my experience it's rare for a project to exceed expectations straight from the get-go, but that's what happened with the refurbishment of my Bus over the winter. It was original and as it left the factory, right down to its primitive swing-axle rear suspension, reduction boxes that raised the ride-height and reduced the gearing, drum-brakes and lack of anti-roll bars. While beautiful in its originality it was hard work driving it, especially when fully laden towing a race car on a single-axle trailer.

The Bus would pull the trailer *et al* at 55mph on the flat, 60 with a tailwind, but the moment a hill arose it was down to third gear and second if it was steep (30mph top speed...) but it was also noisy as the reduction boxes meant the engine was at maximum rpm at 60mph. That's not so much of an issue as it's designed to run flat-out all day at this speed but, my gosh, it sounds busy.

Of more concern was the handling. With no anti-roll bars, and swing-axle suspension, the Bus was a handful to say the least, requiring maximum concentration all the time – not great when you have a six-hour journey ahead of you just to get to the race circuit.

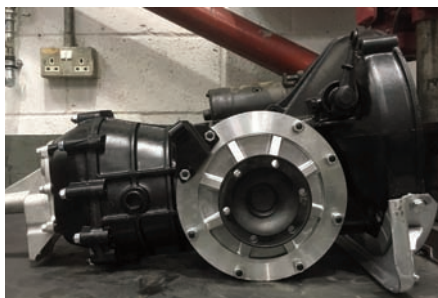
So the Bus went in for a major revision to the suspension and drivetrain over the winter. I've known Paul Medhurst, the owner of Type 2 Detectives, for many years, so when I called up about something else and he casually mentioned the handling kit they had for Split-screen (ie, pre-1968) Buses, I knew it was time to get on with the job.

First the Bus was stripped down and assessed. The front steering system was pretty worn, and although it already had CSP discs on the front, it still required a major stamp on the middle pedal to have any effect. One cross-member also required replacement – odd that on a rust-free Bus this one section would rust out. And while the heating on the Bus is functional at low speed, on the motorway it seems to get horribly cold, so they took a look at this, too.

The transformation has been nothing short of unbelievable. The work included completely removing the rear suspension and replacing it with the later IRS set up from more modern VW Buses, including a rebuilt IRS equivalent gearbox with revised ratios, new Bilstein shock absorbers suited to the weight and characteristics of the bus, and urethane-mounted anti-roll bars, front and rear.

The Bus handles like a car now. From the outside there's no change and if you peek underneath it all looks factory installed, but the quality of the ride and the characteristics are nothing short of amazing.

T2D also installed a servo for the brakes. I must admit I was quite wary of this suggestion having been brought up on a diet of unassisted Porsche brakes, but the installation is remarkable. The pedal is still full of feel, the early travel providing plenty of sensitivity, but if you do push hard the Bus stops now as if a giant hand has suddenly pulled it up



short. It's great to have brakes that now feel up to the job.

Removing the reduction boxes also dropped the gearing so we've gained a good spread of speed in all the gears simply because of this. Now the Bus pulls just as quickly, drives more quietly at the same speed and also has a higher top speed, so that alone has transformed it. And the heater installation has transformed the heating, too, providing a lovely background heat capable of keeping it warm on the coldest day in the paddock.

Next time I'll bring you an update on the Okrasa Special, which has received its first month of coachbuilding. Another transformation underway there... **CP**

Above: Steve's Bus sits nice and level on its new suspension, but more importantly it now rides far better. Raising the overall gear ratios by removing the reduction boxes on the rear axle has meant he can now cruise at a higher speed while towing the 356 race car on a trailer

OUR CARS: KEITH SEUME

Poor cold starting is still an issue for *El Chucho*, but we think we might have found the reason. A day spent at a photoshoot gave us the opportunity to push the car a little harder – maybe a track day beckons...

Words: Keith Seume Photos: Antony Fraser



This past couple of months have seen my Porsche spend more of its time in the warmth of the garage than out on the road, largely due to the pressures of work, but also due to an imminent house move. However, I have had the chance to take a look at the cold start problems, from which the car has always suffered, in a little more detail.

My DDK contact and all-round Megasquirt guru, Tim Bennett, e-mailed me his 'tune' so that I could compare my

after-start enrichment settings to see if there was an obvious reason why the car was a poor cold starter, and ran like a strangled pig until it was warm. Comparing his settings with mine, it became obvious that the engine wasn't getting anywhere near enough fuel.

I tweaked the cranking pulse-width (the length of time the injectors are open) and that instantly helped the starting, but it needed more fuel once it had fired. I virtually doubled the amount of fuel delivered while cold, and increased the length of time extra fuel was available, but it made no great difference. That was strange as I'd expected it to be better (or worse), but not the same.

I've now come to the conclusion that the root of the problem might be a faulty temperature sender which is kidding the engine into believing it's warmer than it really is. Changing the cranking pulse width definitely had an effect, as more fuel was instantly delivered, regardless of temperature, while all other after-start settings are temperature dependent. So, next stop is to buy a new (Volkswagen Golf) temp sender and see what happens...

Spent an interesting day at Chobham test track a couple of weeks ago as part of a photoshoot for our sister magazine, *911 & Porsche World*. The subject was 'modified Porsches'. *El Chucho* was by far the oldest car there, and the most colourful. In a sea of black and silver (broken only by a lone white 924), the Gold Metallic paintwork really stood out.

The 912/6 was far from being the most powerful car there (a 1000bhp 996 took that honour), but it was most certainly the lightest. The day gave me the chance to throw the car around the twists and turns of 'the snake' at Chobham and I came away impressed with its handling. This was the first time I'd really pushed it hard and I was most impressed with the suspension set-up, and the way the 185/70 Blockley tyres performed. Maybe I should pluck up courage to do a track day... **CP**

*Above: Cold running problems still plague *El Chucho*, but it may be that a faulty temperature sender is to blame. A day spent at Chobham test track proved how well it handles*

*Below left: *El Chucho* added a welcome splash of colour to the 911 & Porsche World photoshoot...*





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Stainless steel silencer, big bore 80mm tailpipe, suitable for 911 1974-1989, excellent condition, £125. Tel: Mike, 01872 240966. Email: mike.phillips322@btinternet.com. C44/016

Porsche 911 Fuchs wheels, set of 6" x 16 and 7" x 16 Fuchs wheels, anodising is excellent, no kerbing, red centres, £1495; also breaking 1987 911 Cab, window frames with quarter glass, £150 each; blue seats, clocks; mint rear engine lid, no spoiler, £395; side sills, wings, bonnet hood (small tear 1.5"), G50 rear suspension arms, drive shafts, loads of parts left over from previous 911 projects. Tel: 07974 758272. Email: julia.may@hotmail.co.uk (West Glamorgan). C44/021



Porsche 4x Cup 2 refurb alloys and tyres, suit 1970s, '80s and some '90s 911, will also fit 944s and other Porsches, but check. Refurbished vgc, rear tyres are unidirectional Yokohamas/Michelin Pilot Sports 245/255/40 ZR 17 94, roughly 5mm tread, wheels 9J x 17 H2 ET15. Front tyres are unidirectional Falken 215/45 ZR 87W, roughly 7mm tread, wheels 7.5J x 17H2 ET23, Porsche centre caps and dust caps. Located Chester, can courier at cost, £725. Tel: 07816 487204. Email: chrishall007@fsmail.net (Cheshire). C44/002

Early 911 parts, early 911 M-type rear calipers, for solid discs, require refurbishment, £100 the pair; 911 exhaust silencer, 2 in 1 out, 1965-74, Dansk, steel, part number 92.210 1513, approx 3000 miles use, very good condition, £200. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C44/022

Early 911 parts, 911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C44/023

1974 Carrera parts, two Fuchs wheels, 7x15 OEM, £700; two Fuchs wheels, 7x15, reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxfordshire). C44/024

Miscellaneous



'TEL 993' cherished registration number, the ultimate dateless Porsche registration number plate, Terry with Porsche 993 or other Porsche owner, held on V778 retention document for immediate transfer, £2990. Tel: 07887 593939. Email: taylor@thackers1.fsnet.co.uk. C44/010

'A911 WRL' registration plate (on retention certificate), Cornish plate, £2000. Tel: Mike, 01872 240966. Email: mike.phillips322@btinternet.com. C44/009

Registration for sale, 'JJI 9115' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C44/025

SSY 911 SSY 911

'SSY 911', reg number fees paid and on retention, £2100. Tel: 07955 000911. Email: timandlisa911@aol.com. C44/008



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Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in *911 & Porsche World*, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C44/015

Porsche 959 official factory technical report, 1986, excellent condition, extremely rare 24 pages with superb illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelocallaghan12345@hotmail.com. C44/011

Cherished number 'BVV 911', complementary 911 number for that special Porsche, £3250. Tel: 07415 252911. Email: keithnicko@aol.com. C44/013

911 & Porsche World magazines, issue 1 to 201 all in binders and good condition, £300 or very near offer, due to amount must be collected. Tel: 07768 681743. Email: p0rscherb@aol.com (Warwickshire). C44/026

Porsche repro garage wall signs, 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C44/012

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ADVERTISING INDEX

356 Panels	62	Lakewell Porsche Interiors	96
Art Wheels	54	LN Engineering	78
Autofarm	84	Longstone Tyres	91
Auto Foreign Services	17	Mittelmotor	54
Automate	63	Parr	16
Canford Classics	15	Patrick Motorsports	78
Car Bone	48	Pelican Parts	69
Carole Nash Insurance	94	Porsche Cars GB (Classic)	7
Charles Ivey Specialist Cars	30	Quickfit Safety Belt Service	54
Classic Fabrications	38	Restoration Design Europe	47
Classic FX	94	Roger Bray Restoration	30
Club Autosport	85	Rose Passion	23
Coco Mats	25	RPM Technik	6
Dansk	100	RS911	48
DC Classics	62	Sierra Madre Collection	71
D'Eser	77	Sportwagen Eckert	79
Design 911	77	Stoddard Parts	29
Early 911S Registry	96	Stomski Racing	6
Elephant Racing	70	Tandler Precision	16
Elevenparts AG	27	Tech9	31
Engine Builders Supply	39	The Blockley Tyre Company	55
FVD	2	The Porscheshop	38
Gantspeed Engineering	68	Tippec	84
Gmund Cars	49	Vintage Auto Posters	94
Greatworth Classics	84	Vintage Speed	48
Guard Transmission	68	Williams Crawford	38
Historics, Classic & Sportscar Auctions	21	Zims Autotechnik	94
Historika	99	CLASSIFIEDS	95-97
JAZ Porsche	85	Autohoezen	
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Karmann Konnection	62	Eric Hall	
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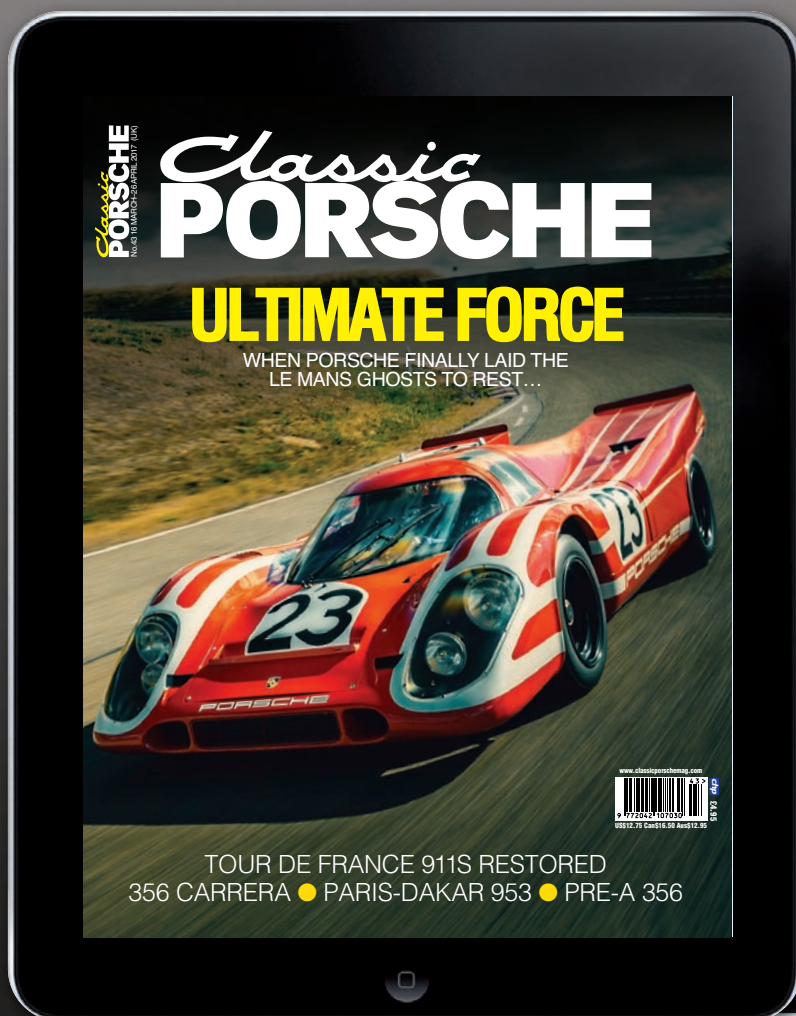
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590901 (1680300570)
Front wing
Fits: 911 (2.0) 63-67



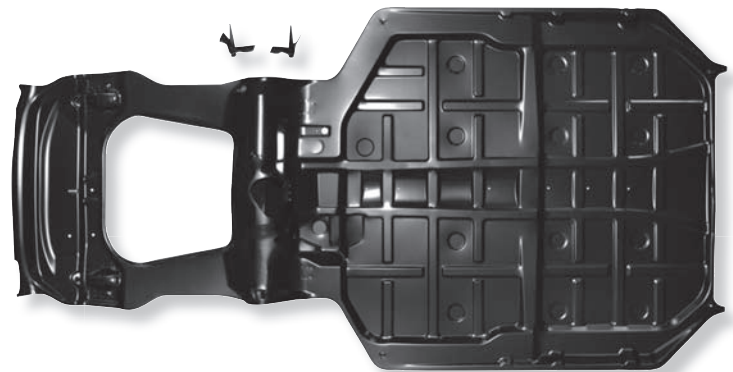
591049 (1680400370)
Quarter panel
Fits: 911 Coupé (2.0-2.4) 68-73



591066 (1680601400)
Engine rear lower panel
Fits: 911 (2.0-3.2) 63-89



571041 (1680900770)
Complete door
Fits: 356 C Coupé (1.6-2.0) 63-68
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