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# Classic PORSCHE

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We have another mixed bag of Porsche delights for you in this issue, kicking off with the chance to take a 911 ST Daytona veteran on track at Abbeville. Not often do magazines get the chance to sample first hand what it must have been like to drive such a car, but here at *Classic Porsche* we're fortunate to have contacts in the right places! You can read all about Johnny Tipler's findings starting on page 8...

Back in the 1980s, I fell in love with the crazy world of b+b – the Buchmann brothers' wild Porsches, which, as our feature on page 72 proves, were far ahead of the game when it comes to in-car technology. We all remember being dazzled by the rainbow stripes, but who remembers b+b's multi-function

## “BACK IN THE 1980s, I FELL IN LOVE WITH THE CRAZY WORLD OF b+b...”

steering wheels and onboard information systems? And no, that isn't a young me in the photo above...

We also take a look at the story behind the mighty 956 endurance racer and then tell the tale of a unique 917 – chassis number 917/10-001, the first to be turbocharged and one of the few surviving factory test mules. Fascinating stories both – and you'll love the archive photos we've unearthed.

Finally (although not by any means the only other features in this packed issue) we put the 356B Cabriolet head to head with its US rival, the Chevrolet Corvair convertible. An unlikely match? Turn to page 66 and you decide...

**Keith Seume**  
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[www.classicporschemag.com](http://www.classicporschemag.com)

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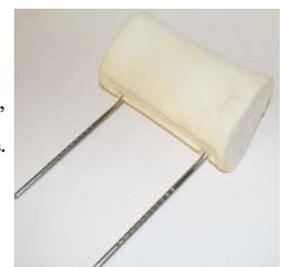
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# DAYTONA WARRIOR

The 911 ST bridged the gap between the 911R and the 2.7 Carrera RS, making a significant contribution to Porsche's early 1970s competition history. *Classic Porsche* gets behind the wheel of a veteran of the Daytona 24 Hours

Words: Johnny Tipler Photos: Antony Fraser





“THIS MAKES IT A WOLF IN SHEEP’S CLOTHING...”

**W**e’ve come to Abbeville in northern France to feast our eyes on a rare 911 racing car – a 1972 ST, property of the Antwerp-based JFD Collection. This car’s main claim to fame is that it ran in the Daytona 24-Hours in 1973, entered by Reinhold Jöst (ex-works driver) and driven by veteran Sepp Greger, Kurt Hild and Dieter Schmid. It started 39th on the grid and, amazingly, it finished ninth overall.

That’s a remarkable achievement for a one-year old 911, in amongst the works Matra and Gulf prototypes, Chevron and Lola sports racers. And don’t forget all the big banger Chevrolet Camaros and Ferrari Daytonas – not to mention the 911 RSRs of the likes of John Fitzpatrick and Erwin Kremer – and,

significantly, the Brumos car of Hurley Haywood and Peter Gregg which won outright.

As our Abbeville host Johan Dirickx avers, ‘It’s very nice to see that a small 2.5-litre car, which didn’t even have the biggest engine in its category, finished ninth after 24-hours’ racing. That makes it a wolf in sheep’s clothing in terms of results at Daytona, and that’s why it’s finished in the livery that it raced in there.’

Introductions made, some definitions of the family tree are in order. Flaunting its broad wheelarches and odd-looking Minilite rear wheels, the 911 ST is descended from the 1967 factory racecar 911R. The intention was to run the ‘R’ in sportscar racing, but homologation rules pitched it in with the prototypes, so in 1968, Porsche created the 911 TR, homologated as a Group 3 GT car: still highly modified, but less so than the R. Probably 36 TRs were built and campaigned by professional and amateur race and rally teams.

For 1970 and ‘71, the 2.2 ‘S’ became the base model for tackling the touring car race and rally scene, identified as the ST. And while rally cars retained

standard engines, racing versions were initially increased by 52cc, accompanied by a power hike from 180bhp to 240bhp, fired by twin-plug ignition and mated with the 901 transmission and LSD.

It’s likely that 15 examples of the 2.3 ST were built in race and rally format, with a further 23 units of the 2.5 ST designated as racecars. In his *Porsche Book*, Jürgen Barth lists the chassis numbers of 15 special 911S race and rally cars from 1970 and ‘71, with 23 race cars from 1972. Like the TR, the ST designation was an in-house amalgam of the ‘S’ engine and the lighter ‘T’ chassis.

Legend has it that 25 bare shells, ‘bodies-in-white’, that were lighter than standard, were taken off the 911 line in 1969 and sent to Weissach to be built into racecars, so the first 2.3 STs might well have originated in these lightweight bodies. It’s also possible that some of the 2.5 STs were also built on the white bodies, though this particular car wasn’t one of them.

Evidently, there was far more going on with the ST than just an increase in cubic capacity. Wider wheels and tyres for enhanced grip required flared wheel arches front and rear, and the solution was a delightful and fascinating mélange of materials. On the early ST, the front wings were made of glassfibre, the rears steel, and the front lid and both bumper panels were in glassfibre, with aluminium doors and engine lid, and apart from the windscreen, all windows were Plexiglas.

The rear three-quarter panels, roof and rear seat-pans were in thinner gauge steel, while all extraneous fixtures and fittings were left out, from glovebox lid and ashtray to front and rear lid locks, and door and



*Above: Dual-plug 2492cc engine is fed by Bosch MFI, and produces around 270bhp at 8000rpm and 191lb ft of torque at 6300rpm*

bumper trim strips. There was no sound deadening or floor mats, and the paint was even thinned down.

Apart from a competition fuel tank with central under-bonnet filler, front strut-brace and 908/2 brake calipers, the running gear was little changed. It's a purposeful looking machine, and visually, the most obvious indicator of the ST's identity is the difference in wheel types. Since Fuchs did not produce any 9in rims at the time, Porsche had to look elsewhere, and they found what they needed at Minilite, whose eight-spoke competition wheels, ubiquitous in contemporary touring car racing, were made of sand-cast magnesium and therefore lighter than aluminium.

The Le Mans 24-Hours is a great barometer for gauging what racing cars are on the scene at any particular time, and in 1970 four of the eleven 911s running were ST spec. Just one was a classified finisher, the Erwin Kremer/Nick Koob 2253cc car, placing seventh overall. A special lightweight 911S (featuring the swirling psychedelic red and yellow livery) was built for the 1970 Tour de France and driven to 2nd place by Gérard Larrousse. This was equipped with a bigger bore and stroke 2395cc flat-six (this car was featured in issue #43 of *Classic Porsche*). The following year was, arguably, the ST's heyday,

when there were nine STs out of eighteen 911s running at Le Mans, and Raymond Touroul/'Anselme' came sixth overall and first in the GTS class.

The spec of the ST shifted for 1972. Appendix J permitted only the 911S's glassfibre front bumper with the embryonic spoiler to be used on the competition version, and ahead of the '72 season a number of 2.5-litre 911S coupés were built for racing under option M491, bearing the same chassis numbering as the standard 911S, though for this reason it's not easy to say exactly how many were created at the factory and how many were subsequently fettled to ST spec by private teams.

This particular chassis is #911 230 0987. It's only retrospectively that this group of cars has been known as STs; the management discouraged it at the time, though it was the engineers' reference term within Weissach. Jürgen Barth refers to the 1972 race cars simply as 911Ss, leaving the ST back in 1970–71, but it seems fair enough to categorise the competition 911 as the ST up to the inception of the 2.7 Carrera RS.

As Johan says, 'the STs all came out of the factory as racecars, although you could drive them on a daily basis. After that you had the 2.8 RSRs, which were basically racecars, though you could drive them on the street, too. But the TR was

*Below left: Volkswagen Beetle turn signal is used as an identification light*

*Below right: Hand-applied pinstriping is typical of many US race cars of the era*



“‘ST’ WAS THE ENGINEERS’  
| REFERENCE TERM  
WITHIN WEISSACH...”

**TT**  
**MARKT**

**5.6**

**CWS**  
WERT  
LACK



a street car that you could drive on the track, and it is difficult to tell if it is a real factory race car or not, because it could have started as a street car and afterwards sent back to the factory for conversion, and that does not make it an original factory racer.'

On the other hand, we do have the genuine kiddie here: 0987 is listed in all factory papers as a works ST, and as well as in Jürgen's *Porsche Book*, its chassis number is also identified in Patrick Paternie's *Red Book* pocket guide as an ST.

These 1972 STs were fitted with bigger bore (86.7mm x 70.4mm) 2492cc competition flat-six engines (Type 911/70) that were assigned a special serial number group – this one being 662 2035 – mated to uprated gearboxes with improved cooling and full pressure lubrication. Suspension modifications included new anti-roll bars and harder Bilstein shocks. It was lowered and 7in and 9in wheels were fitted, traditional Fuchs on the front and Minilites on the back, enclosed by the familiar swollen wheel arches, flared by 5cm according to the regs, fabricated in steel, and of a curvature peculiar to the ST.

There were significant differences in composition to the earlier STs, and Johan's '72 car duly corresponds with the later spec. Except for the front spoiler, the rest of the body panels were also in steel or aluminium, including steel front wings and an aluminium valance between the deleted overriders,

adding up to a given weight of 1025kg.

Stylistically, what's intriguing about the ST is the flaring of the wheelarches and the way the front wheelarches marry up so beautifully with the front bumper and front valance, and the rather heroic swell of the rear wheel arches. In fact, the flaring of front and rear arches is one of the finest and most satisfying of all car designs, and having the classic bumpers, grilles and indicators in the wings also adds to the charisma.

The interior lining of the M491 cabin was black, with simplified door panelling, Recaro bucket seats – in this case with leather sides and cloth centre sections – webbed by OMP four-point harnesses anchored from the rear bulkhead, and a roll hoop rather than a comprehensive cage. A smaller four-spoke steering wheel (380mm) was fitted, and lightweight door linings featured thong openers and wind-up windows.

It's fully instrumented apart from not having a clock; the rev counter is in the conventional position rather than being upside-down. There's a fully plumbed-in Sparco fire extinguisher system, and an engine cut out where the radio would go. Normally, a racecar is stripped out like a hog roast carcass, but not so our beauty of the banking. It's got RS style door pulls, lightweight carpet and mats, so it's very civilised considering the ST spec.

From the outside it looks more aggressive than it does

*Above: Rubber mats in place of carpets, simple door cards and pull straps, no glovebox lid or clock – weight-saving measures abound on the ST*

*Below left: 10,000rpm tachometer hints at free-revving nature of ST's 'six'*

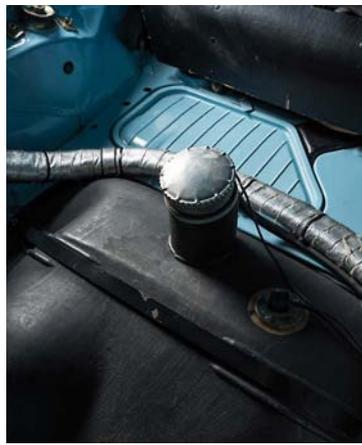
*Below middle: Recaro seats are trimmed in a mix of leather and cloth*

*Below right: 915-series transmission features pump to aid lubrication and cooling*





Above left: 9Jx15 Minilite wheels are used at the rear as Fuchs couldn't supply a wheel of sufficient width at that time



Above centre: Centre-fill fuel filler is located under bonnet

Above right: Being a '72 model, the ST features the trademark external oil filler. Great care was taken to accurately reproduce decals car wore at Daytona



Below: An inspired drive saw the ST finish ninth overall at Daytona in 1973, having started from 39th on the grid

from the driving position. As well as its rather large Volkswagen identification light (for night racing) on the left-hand wheel arch it's also got a pair of Cibie driving lamps mounted on the front lid. Both front and rear lids have rubber clamps securing them in place.

Being a '72 car it has the external oil filler flap, and a 110-litre racing fuel tank is located in the front compartment with central filler nozzle – accessed in this case under the front lid while a decal replicates the original external cap.

They were delivered with Weber carburettors but could be specified with Bosch mechanical fuel injection, like our Daytona car with its smart red intake trumpets. Racing camshafts and pistons were incorporated, and the engines were blueprinted with polished intake and exhaust ports, plus a dual ignition system. In this spec the 2.5-litre engine developed an impressive 270bhp at 8000rpm with 191lb ft torque at 6300rpm. The 911 ST was priced at DM 49,680 ex-factory, which was getting on for a heady £30,000 in '72.

At Le Mans in 1972, six out of seven 911s entered were STs, mostly still running the rear Minilites, with Louis Mezmarie's 2466cc car driven by Jürgen Barth/Michael Keyser/Sylvain Garant the only 911 to finish, coming home 13th overall. And that was it for the ST. At Le Mans 1973, the 2.8 RSR was the 911 of choice, ushering in ducktail spoilers and wide Fuchs rear

rims, and a whole new chapter in the 911 hagiography.

As Johan reflects, 'The ST is fundamental to Porsche racing history; it's right there, buried deep in the legend of Porsche racing cars.' He believes that STs number between 20 and 25 cars. 'The factory didn't want them referred to as STs,' he says. 'It was what the engineers called them; the 2.3s were an evolution of 2.2s, and the 2.5 was obviously an evolution of the 2.4.'

Johan considers the 2.5 to be the more interesting because it's more of a race car than the 2.3, though at the time that was the more radical transformation: 'The 2.5 ST is very close to a '73 Carrera 2.8 RSR; it's not as wide, but it is very close in philosophy and construction. The 2.5 ST had 270bhp, which was enormous at that

time, considering that a standard 2.4 'S' only had 190bhp, so it was a very fast car. The larger wheel arches are completely different from the later ones of the RSR: the curvature is flatter at the top of the arch and more concave than the RSR's; they are all a little bit different – and this was the first time that Porsche made bodies that were wider front and back to accommodate wider wheels.'

The paperwork tells us that this ST was sold new to Wilhelm 'Willi' Bartels (father of WTCC and DTM racer Michael Bartels), early in 1972, and he took it hill climbing that year, resplendent in blue with horizontal white stripes. In 1973 it was handed to

## “IT'S FUNDAMENTAL TO PORSCHE RACING HISTORY...”





Reinhold Jöst's team who prepped it for Daytona, and after its successful US stint, Bartels sold it to the Tebernum Team's drivers, Josef Weisskopf and Heinz-Jürgen Dahmen.

'It seems that it went to America for just one race, probably because Reinhold Jöst was driving his 908 at Daytona as well, and then after the 24-hours it came back to Germany.' It was campaigned in Group 4 races until 1976, including an engine blow-up in 1975. It then passed on to Klaus Uwe Brem, though its racing days were over; he had the car until 1989, converting it into a wide body car for street use, though the project was never finished. It passed on to a succession of owners, one of whom restored it in 2001 and another who ran it in a few historic events in 2003.

Here at Abbeville it's debuting its Daytona guise, and Johan is vigorous with it, hell-bent on exploring its dynamics to the full. 'They're pretty close in the driving experience, the 2.5 ST and the 2.8 RSR,' he declares, 'but I have to admit I like the RSR better, because with the ST you have way too much flex.'

My take is slightly different. It's like an enthusiastic, but more raw 2.7RS, and it slingshots me down the main straight, writhing under hard braking and twitching at the slightest hump, its nose exploring every nuance of the track surface, smooth as it is. It could be a hectic ride, but I find that optimum control comes by relaxing and simply being the guide rather than the hustler,

because the steering is light, requiring a deft touch rather than brute force, and lock is not bad, considering tyre width.

It's beautifully set-up and easily controllable, with pinpoint turn-in on these tight Abbeville turns, so I can place it exactly where I want, and it responds instantly as I ease on the gas pedal, surging from corner to corner in a glorious six-pot shriek. It's a sheer oral delight up around 5–6000rpm, using third and fourth gears, down to second for the corners.

It's relatively softly sprung for a racecar. It's easy to forget how wide the rear track is, and I ride the kerbs in a few corners as I come to terms with its foibles. The gearshift has a metallic sensation, and it's precise as I move it from notch to notch, but each selection demands care so as not to graunch the cogs.

Acceleration is phenomenally vigorous from 2000rpm right round the rev counter to 8000rpm – the gauge goes all the way to 10,000rpm – though that's about it along Abbeville's short main straight. This is where heaviest braking application comes into play, and the unservo'd pedal needs early and firm application of pressure.

I back off around the far side of the circuit and cruise back to the paddock. This is a thrilling car, and though we're way off the grandeur and magnitude of Daytona here, it's not difficult to see why the ST earned a crucial place in the evolution of 911 racers, aptly demonstrated by that top ten placing at Daytona. **CP**

*Above: Despite giving away several litres to the big banger Camaros, the little ST shone in the hands of Greger, Hild and Schmid*

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Thanks to:  
[www.eurotunnel.com](http://www.eurotunnel.com)

*Below left: Uniquely-flared arches gave the ST an aggressive look. Note the identification light in use on the front wing*

*Below: Our man Tipler dreams of Daytona...*



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## IT'S PICNIC TIME!

Here's another date to put in your diary – and this time it's your own Porsche Picnic. Set in acres of beautiful grounds, Mapledurham House, near Reading, is the venue for our low-key gathering on Sunday 1st October. The house is a Tourism South East award winner, often seen in TV's 'Midsomer Murders'. Not only that, but Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album! It's a great venue for a Porsche show.

The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4 discount on the usual £9 admission. For directions, go on-line to: [www.mapledurham.co.uk](http://www.mapledurham.co.uk)

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche show run in conjunction with our sister magazine, *911 & Porsche World*. Informality is the key-word, so bring your picnics (or indulge in a cream tea in the house) and head to Mapledurham. The venue opens at 10am. Entry is £5 per person, with under-11s free. **For all enquiries, including trade spaces, contact Wildside on 0118 947 5200, or e-mail: [wildside@adren-a-line.com](mailto:wildside@adren-a-line.com)**

## MILLIONTH 911

As everyone surely knows by now, Porsche recently celebrated building the 1,000,000th 911 with a one-off model that now resides in the Porsche Museum. With its period green hue, Pepita upholstery and wooden trim, it captures the spirit of the early 911. But, as you can't buy that one-off special, how about turning to Selection RS and treating yourself to one of the new Spark models celebrating the milestone in Porsche production? It's a great collector's piece and costs just 159.95€.



For more details simply log onto [www.selectionrs.com](http://www.selectionrs.com)



## CLASSICS AT THE CASTLE UPDATE

We were delighted to hear of the return to the calendar of Classics at the Castle, the UK's premier event for lovers of all classic Porsches. After a one year 'gap', it's back on Sunday 3rd September 2017.

Organisers Porsche Club GB tell us: 'Having listened to participants who have supported every event from the start, and others whose respected views mirror our own, 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. Tickets are available to buy from Porsche Club GB and the event will run from 10.00am to 4.00pm. Please note that this year admission is by pre-purchase only and there won't be sales on the gate. [www.porscheclubgb.com](http://www.porscheclubgb.com)



## NEWS FROM KK...

Karmann Konnection has in stock these perfect reproductions of the very hard to find early horn grilles for short wheelbase 911s and 912s from 1965 to '68. They're sold as a pair for £195.00 and are cast in zinc alloy, just like the originals, and quad chromed. Grilles for later models are also available.

Also at KK is this best-quality Durant mirror, which will fit the 356C and 911s and 912s up to 1967. They come with the base gasket and are also available with convex glass for magnified rear vision. The cost is just £72.00 (+VAT and postage).

Finally, don't forget the Kings Head Klassik Porsche show, which will take place on the August 6th, in the picturesque village of Bradwell in Essex. All Porsches welcome, old and new. [www.karmannkonnection.com](http://www.karmannkonnection.com)



## GET EXPERIENCED WITH HERITAGE

Keen to celebrate the launch of their new Porsche product range, Heritage Parts Centre is running a competition, giving away 90 minutes behind the wheel of three iconic 911 models at the home of the British Grand Prix, Silverstone.

In exchange for answering their quick on-line survey (see the website address below), you could be strapping yourself into the hot seat and lapping the test track at the Porsche Experience Centre. Experience first-hand the evolution of the 911 model as you jump between a 1980s G-series Carrera, a nineties 993 and a forecourt-fresh 991.

The Heritage competition runs until the 31st August 2017, and the lucky winner will be notified by e-mail, and announced through the company's social media channels. So, what's keeping you? Get on line now for the experience of a lifetime!

OK, back to parts... When it comes to slowing your Porsche down you need to feel in control and comfortable with the hardware you have chosen, right? Heritage Parts Centre has enlisted the help of German braking gurus Zimmermann to offer a range of brake discs to empower the driver with confidence both on the road and out on track.

As an example of what's on offer, take a look at the front discs for a pre-'89 911 Turbo. Sold individually, and handed due to the directionally-drilled pattern, all Zimmermann brake discs are manufactured in Germany to meet strict OEM guidelines.

You can run them in conjunction with upgraded pads or, if you prefer, keep things stock with Heritage's choice of original-spec TRW brake pads. Prices on the 930 Turbo discs come in at £154.95 per side.

**Want to know more? Check out their website at [www.heritagepartscentre.com](http://www.heritagepartscentre.com)**



## CANFORD'S CLASSIC PORSCHE PULL-IN



Grab your diary and open it at the page for August 26th – that's a Saturday this year, by the way. Now write in '4th Classic Porsche Pull-In' alongside this address: Canford Classics, The Old Hay Barn, North West Farm, Winterborne Kingston, DT11 9AT. As you might have gathered, this is the latest gathering of classic Porsches for customers, friends and interested parties organised by the Dorset-based restoration company.

Everybody is welcome, whether you own or simply dream of owning a classic Porsche. All the restoration and parts team will be there to answer your questions about buying, restoring and maintaining your Porsche – oh, and don't forget the great food and coffee on offer, too! See you there.

**For more details, log on to [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk), or give them a call on 01929 472221**

## 1964-BUILD 911 AT LADENBURG

It isn't often that a 911 with a 1964 build date comes up for sale, so if you're in the market for just such a gem, then make a beeline for Automobilia Auktion Ladenburg, who are offering this December 1964 car for the sum of 580,000€.

The car, chassis number 300138, is one of the first 232 built and is a full 'matching numbers' example with just 12,450 miles under its belt. It was delivered new to Porsche Schultz Düsseldorf in Germany and then exported to California in 1965. The Signal Red coupé was then driven by its lady owner until the 1990s, when it underwent a restoration. A Porsche factory Certificate of Authenticity confirms the build and delivery dates.

**For more details, visit [www.autotechnikauktion.de](http://www.autotechnikauktion.de)**



## RSR FLARES FROM EB...



Widebody flares for air-cooled 911s are not born equal. To begin with, the difference between the shape of, for example, a 2.8RSR flare and a 930 Turbo arch is much greater than many appreciate. Then there's the widely varying quality of construction. It's an appreciation of those finer points that has driven EB Motorsport to add what it describes as a set of 'perfect' 911 RSR steel arch flares to its expanding catalogue of reproduction Porsche racing parts. 'Having spent years in search of the perfect RSR arch flare, everything we found involved making compromises,' says joint MD James Bates. 'However, we finally found a supplier capable of producing high quality steel panels and we are delighted to add these wonderful RSR steel arch flares to our catalogue.' Prices are £1340 for the front pair and £2370 for the rears, plus VAT. **Find out more from [eb-motorsport.com](http://eb-motorsport.com)**

## BECOME A CLASSIC PORSCHE AGENT?

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

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# 356 INTERNATIONAL 2017

The 356 International is an annual event open to all owners of the 356 who are affiliated with a Porsche club, writes *Marcus Carlton*. It's a terrific opportunity to meet with fellow enthusiasts from all over the world and to enjoy our cars in fine surroundings, exploring a different location each year and with drives curated by locals. Every year new friendships are made and acquaintances renewed.

The long weekend from Thursday 25th to Sunday morning 28th May saw the Hotel Coral Platja in Roses, Spain a hive of activity for all things 356 related. In total there were 127 cars in attendance from as far away as Moscow.

Naturally, being Catalunya the weather was superb, and the drives around the Cap de Creus national park offered some arresting views and locations. Yes, there were elegant lunches, sumptuous buffet dinners and a spectacular gala evening at a local casino housed in a castle, but the star attraction was the Spanish scenery and the amazingly traffic-free roads once you travelled a short way inland from the bustle of Roses.

From the heights of the Sant Pere de Rodes Monastery nearly 2000 metres up the Verdure Mountain overlooking the bay of Larnaca, our spectacular drive on the Friday had us sweeping down perfectly manicured Tarmac to the shores of Cadaques and Salvador Dali's beachside home.

The cars included a 1951 split-screen from Germany, a Carrera-engined convertible and an even mix of other convertibles and coupés. A particularly nice 1958 A coupé caught my eye as it was sporting original, slightly pock-marked paint and interior. A rare find indeed.

**Photos by Steven Harker**





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# NEWS & PRODUCTS



## CLASSIC PORSCHE BACK ISSUES AND BINDERS

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Every issue of *Classic Porsche* is available digitally ([pocketmags.com](http://pocketmags.com)), but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 10, 13, 14 and 16–45. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: [chp@chpltd.com](mailto:chp@chpltd.com)



## COMING IN THE NEXT ISSUE...

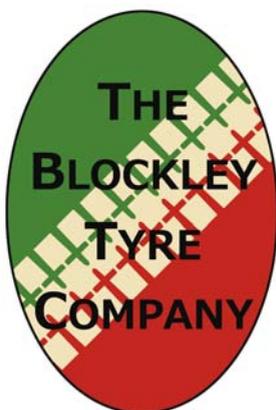
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*Contents subject to change*

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Overseas (approximately): Europe August 31st; N. America September 28th; Australia/NZ October 26th. For your nearest stockist worldwide see page 3



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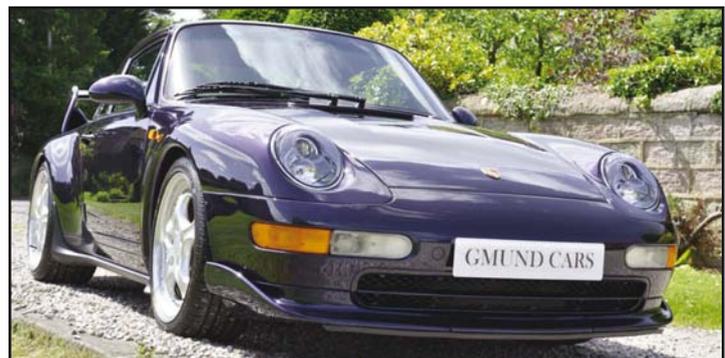
1975 Porsche 911 3.0 Turbo, silver w/black, 73k miles, very early UK rhd car, perfect condition, £POA



1998 Porsche 993 Turbo X50, S spec, factory standard car, 450bhp, Silver w/black, 41k miles, as new, £POA



1992 Porsche 944 S2 Cabriolet, 1 of 5 in Rubystone Red, black leather, new Cup alloys, low miles, £21,995



1995 Porsche 993 RS, 51k miles, Midnight Blue, 3 owners, a/c, UK rhd car, full history, perfect order, £295,000



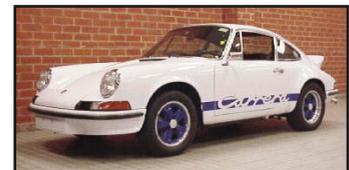
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1996 Porsche 993 Turbo 4, Black/Black, good history, standard car, high spec, Uk rhd, £149,995

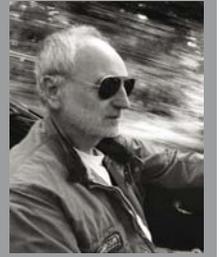


1987 Porsche 924 S Le Mans, 1 of 37 made in white, UK car, 71k miles, full history, £9,995

# DELWYN MALLETT

OUR MAN MALLETT GOT ALL EXCITED WATCHING THIS YEAR'S LE MANS 24 HOURS, THE FINAL LAPS REMINDING HIM OF THE DAY WHEN A HOLLYWOOD LEGEND ALMOST WON...

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 still often billed as 'The Most Famous Race in the World', but if I had relied on my daily newspaper, itself arguably the 'Most Famous Newspaper in the World', for coverage it would have come and gone without me noticing as it carried not a single word on the 24 Hours of Le Mans, before or after. (Likewise it never mentions MotoGP, which currently provides the most exciting wheeled racing on the planet.)

Once a keen follower and attendee I began to lose interest before the Millennium turned. I guess this lack of interest coincided with the decline of the World Sports Car Championship in the 1990s and the subsequent profusion of rules and categories – probably why I write for *Classic Porsche* rather than a 'modern' mag.

Le Mans started in the 1920s as an endurance test for more-or-less standard sporting cars but gradually and inevitably the road cars turned increasingly into specialised race cars.

However, right up until the era of the 917 it was still just possible that if you could put up with some discomfort you could use a pensioned-off racer on the road as an occasional sports car – even a couple of 917s were eventually converted to road-legal spec.

The further that modern 'sports cars' have evolved from road cars the less engaged I find myself, nevertheless I continue to dip into the Le Mans coverage. I turned on the live stream twice during the 24 hours and each time coincided with a drama. The first tune-in saw the pole-sitter and hot favourite Toyota depart the race. The following morning I took another peek just in time to watch the stricken leading Porsche painfully attempting to limp back to base on battery power – and ultimately failing. Obviously not using Duracells...

As the stricken Porsche staggered onwards, the commentator was getting very overheated at the prospect that, 'for the first time', an LMP 2 car looked like winning Le Mans. This bout of hysteria gave the impression that it could be the first ever time that a car from the lesser categories might win.

His unrestrained excitement led me to ponder what he might have made of the finish to the 1979 race. 'Oldies' will recall this is the event that was almost won by Paul Newman – that's the way the media hyped it, although 'gun for hire' Rolf Stommelen put in the really quick laps. The 1979 result was even more remarkable than an LMP2 victory would have been.

The top four placings were all from the Group 5 or GT category, three Porsche 935s and a 934 in that order – in other words, racers based on road cars. The Sports Prototype pack, the equivalent of the current LMP 1 category but without the mechanical complexity, consisted of a brace of

Essex-liveried Porsche 936s, a pair of Ford-powered Mirages entered by Ford France, a trio of Rondeaus and the intriguing and almost forgotten Dome Zeros from Japan with their partial 'cockpit covers' which made them virtually coupes.

As always at Le Mans attrition whittled away at the favourites and, remarkably, by nightfall the race was being led by the Kremer 935K of Klaus Ludwig and the unknown in Europe drug-running Whittington brothers, followed closely by a Gelo 934. During the night light rain turned torrential and more cars retired, many with swamped electrics.



The Barbour/Stommelen/Newman 935 limps home in second place, with a holed piston...

## “THE MEDIA FRENZY WAS UNPRECEDENTED...”

However, much like this year's event, the Porsche 936 of Bob Wollek and Hurley Haywood had rejoined the fray 13 laps down after a long spell in the pits, and was steadily working its way back into contention. With five hours to go it looked like it could get into the lead but then it went 'pop'.

The Kremer 935K sailed majestically on, almost literally as it was still raining, when it stopped on the Mulsanne straight. A belt driving the fuel-injection pump had broken and while Don Whittington struggled to fit a spare the second place car of Barbour, Stommelen and Newman was catching up. By the time the K3 had limped to the pits and rejoined the race its 15-lap lead was down to just three.

The media frenzy surrounding Hollywood legend Paul Newman's participation was totally unprecedented in the history of the race and, with the

distinct possibility of a win for the star, the crowd was at fever pitch and the track commentators were working themselves into a typically Gallic lather.

And then problems struck the Barbour car when it lost 23 minutes in the pits when a wheel nut jammed on during its final and purely precautionary pitstop to change brake pads. Once back in the race 200,000 spectators were holding their breath hoping for a fairy-tale finish, but it was the Newman car that fate was once again unkind to when, with Stommelen at the wheel and with only four laps to go, it holed a piston.

The quick thinking pro limped on and parked just short of the finishing line where, with an official standing by to ensure that he kept the engine running, Stommelen waited until the Le Mans clock ticked over to 24 hours and then edged over the finishing line to finish second. In future years this tactic would be banned, a new rule requiring the last lap to be completed in a prescribed time.

Now, what would have been really exciting in this year's race would have been seeing a modern 911 RSR dicing for the lead. It would have been worth shouting yourself hoarse to witness a result like that. **CP**

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# ROBERT BARRIE

FOR ROBERT, CLASSIC PORSCHEs – AND OTHERS – ARE NOT IN THEIR NATURAL ENVIRONMENT ON THE MANICURED LAWNS OF A CONCOURS EVENT. MAYBE IT'S TIME FOR A NEW-LOOK SHOW...

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



I am not a natural concours fan. I'm not sure old cars are at their best on posh lawns with well-dressed people tottering about with silly drinks. However, I did attend a couple of events in London recently. The first was the City concours at the Honourable Artillery Company's open space at the southern end of City Road. It's an impressive backdrop and a rather bright idea – where better to showcase some seriously spendy cars than the Square Mile?

Even so, the format felt a little tired and some of the cars weren't quite right. An early 911S had wide wheels and tyres and a Lotus Elan had an after-market steering wheel.

I'm not sure any of that matters outside the concours arena, but I thought it did inside? Maybe not. Two similar 2.7 RSs were displayed near each other. Not that close, but not that far away. It looked as if no-one else had noticed their similarity.

The ring of traders' tents around the perimeter was too obvious and a little off-putting. A promising start with room for improvement. I'll be back – if invited!

The St Johns Wood Pageant was more to my taste. The normally-busy High Street was closed and the cars were displayed down both sides, with not a blade of grass to be seen. There was some impressive machinery on show, too, including one or two cars I recognised from the City concours the week before.

I found a few familiar old car people to chat to while the assorted family members with me amused themselves by popping in and out of clothes shops. A win-win! The star of the show, in my totally biased opinion, was my old 356 Pre-A (see photo).

The car was parked outside its new owner's premises and carrying flyers for this year's Classics at the Castle, and next year's 356 International. What a lovely little thing it is. It slightly hurts to admit it, but the addition of bumpers with GT-type trims has made it even prettier than when I owned it. Hedingham, incidentally, is exempt from my dislike of posh lawns.

Not long after the two London events, the hefty but excellent Luftgekühlt picture book arrived with a thud. A great flick-through for all classic Porsche fans. I haven't been to the Californian event – though I do have the Deus ex Machina T-shirts – but it looks stunning. That's partly because the

photographs in the book are so good, but only partly.

In the spirit of my views on concours, there are no lawns, the people are dressed in T-shirts and jeans and I don't see any silly drinks. If anything, it looks like an espresso and Diet Coke crowd. I'll have one of each, please. The cars are a mix of the original and the modified, as well as the significant and the unimportant. It all seems to rub along together and it would be great to see something similar in a suitably car-friendly site in Europe.

Maybe London is not the right venue – we tend to take our cars and ourselves too seriously. I wonder if it's more something for Berlin, Milan or Glasgow. I'll certainly make the journey if it happens.



Robert's former Pre-A 356 caught his eye at the St John's Wood Pageant, where cars were displayed down both sides of the normally crowded High Street...

**“THE CARS WERE DISPLAYED WITH NOT A BLADE OF GRASS TO BE SEEN...”**

A friend kindly invited me to join him in trying Porsche's current range at the Silverstone Experience centre. We started with the Panamera and the Macan. The first was too big and the second not big enough. I get the commercial case for both, but these complicated and competent cars seem more or less unconnected – other than by the badge on the bonnet – with the older models we know and love. I like the look of the Panamera estate but I am not sure what it has to do with anything from the past either.

Next, a driver drifted a Cayman GT4 around while I sat in the passenger seat. It was like a big animal in a small cage. The circuit next door would have suited it more. At this point, I noticed that some of the staff had taken to calling me Mr Grumpy! Never mind, my mood was about to change.

I got into a manual 911 GTS and it all started to make sense again. I was dismissive of the latest 911 model initially, thinking that,

much like myself, it had bulked up a bit over the years. I must say it carries it well. The new car can still be driven hard and, when pushed, it is recognisable to anyone familiar with older 911s.

Into the Cayenne and proof, if it were needed, that as well as building large saloons, Porsche also builds large on/off-roaders. Great. We ended with the new Boxster and Cayman. The cars have taken some flak over the noise of the new flat four engines. They sounded fine to me. The irregular off-beat rhythm was another echo of cars gone by – in this case the 356. There are still some classic Porsche themes and values in the current range, but you have to look, and listen, quite carefully to find them. **CP**

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The screenshot shows the ROSE PASSION website interface. At the top, there's a search bar with options for 'Search by keyword' and 'Entry by reference'. Below that, it says 'All the parts for all the vehicles!' and lists various Porsche models. There are three images showing car parts: a blue wheel, a steering wheel, and a yellow headlight. Below the images, there's a 'SELECT YOUR VEHICLE' section with a row of car icons for models like 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. There are also dropdown menus for year (2005), model (997 C2S), body style (COUPE), and transmission (MANUAL GEARBOX, 6). At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'.

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# LETTERS

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## PORSCHE MEMORIES

Recently reading the article on page 24 of *Classic Porsche* issue #35 (May/June 2016) about the blue 1966 2.0-litre 911, I started thinking about my Porsche past. Now that this year the one millionth 911 has been built and celebrated, with a tip of the hat to the early 911s from the days of Ferry Porsche with the wood insert in the dashboard, a wood-rimmed steering wheel and black and white seat upholstery, I thought you might be interested in my 1965 911L. The car is from the first 3000 built starting in August 1964, I believe.

I bought it in August 1970 for a price of 8000 Guilders – that's around 4000€ now – when it had already covered 60,000km. It came with the 130bhp 2.0-litre engine fitted with Solex carburettors and the standard five-speed gearbox.

Inside it had the wood panel across the dashboard, the original wood-rimmed steering wheel, the instruments were green, the seat upholstery design was known in those days as 'Pepita' – and the sound was pure Porsche.

I did not know too much about the history of the car, only that it was special in as much as the rear fenders were modified and the track widened using wheel spacers. It definitely looked good.

The bright blue metallic was beautiful but although I don't think it was the original paint it was very well done. Furthermore the designation L(uxe) was not

original from 1965 I thought – it was only in 1967 that there was the 110bhp 'T', 130bhp 'L' and the 160bhp 'S' from what I recently learned.

The (Dutch) 'FN' licence plate was issued in October 1965, but the car could have been built months earlier. In due time I had the camshafts renewed, along with the cam chain tensioners, and had a new steering rack installed. That added up to another 2500 Guilders cash!

When idling you could hear the fuel pump, and if you placed your hand on the right-hand rear wing, you could feel the heat from the oil tank. I sold the car three years later, and sadly the licence number does not exist any more, but who knows, maybe the car was sold to the USA?

Like my classic 1961 Porsche 356 1600 Super. I think it was the 75bhp model, with the Karmann body and twin-grille engine lid. It was an import from Germany which I bought in 1968 for just 2500 Guilders. I always opened the back vent windows so I could enjoy the sound of the engine even more. I sold it early in 1970 to an American soldier who shipped it overseas.

The pictures were taken in Amsterdam, not far from the (old) Ajax stadium. Our football icon Johan Cruyff also owned a Porsche by the way: a red 911T. ...

**Wim Grund  
Amsterdam**

*Keith Seume replies: Many thanks for sharing your memories. The rear wings (fenders) on your 911 look interesting, as do the wheel covers on the 356!*



Wim Grund paid the equivalent of 4000€ for his 1965 911, and less than third of that for his 356!

## “OUR FOOTBALL ICON JOHAN CRUYFF ALSO OWNED A RED 911T...”



## CRAWFORD CLUBSPORT

It was a great pleasure to read the article about Esler Crawford in issue #45 of *Classic Porsche*. Amongst his chronology of cars there was mention of a 3.2 Carrera Clubsport, which he described by saying: 'I did like that car'. Esler will be pleased to know that the car is still running sweetly on the superb driving roads we have here in the North West Scottish Highlands – we live on the route of the increasingly popular NC500!

Esler Crawford was the first registered keeper of this particular Clubsport; another well known owner was, coincidentally, Gordon Wingrove, who was part of the John Wyer racing team and author of *The Ultimate Owner's Guide to the 3.2 Carrera*.

**Huw Banister  
Achnasheen  
Scotland**

*Keith Seume replies: I'm sure Esler will be delighted to know his car is alive and well, living amongst such beautiful scenery.*



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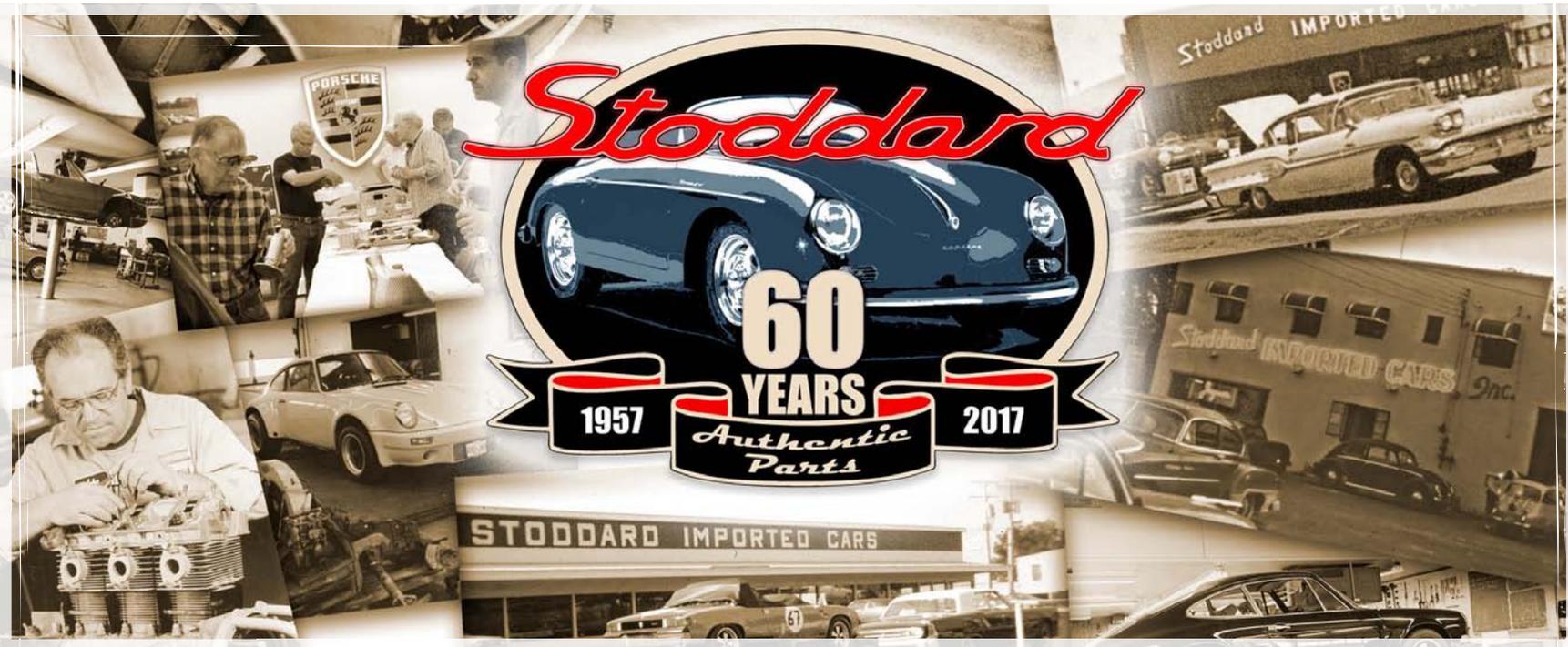
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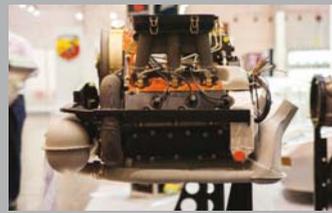
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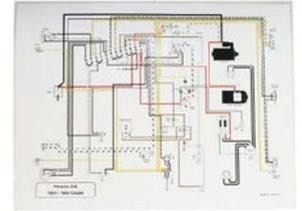
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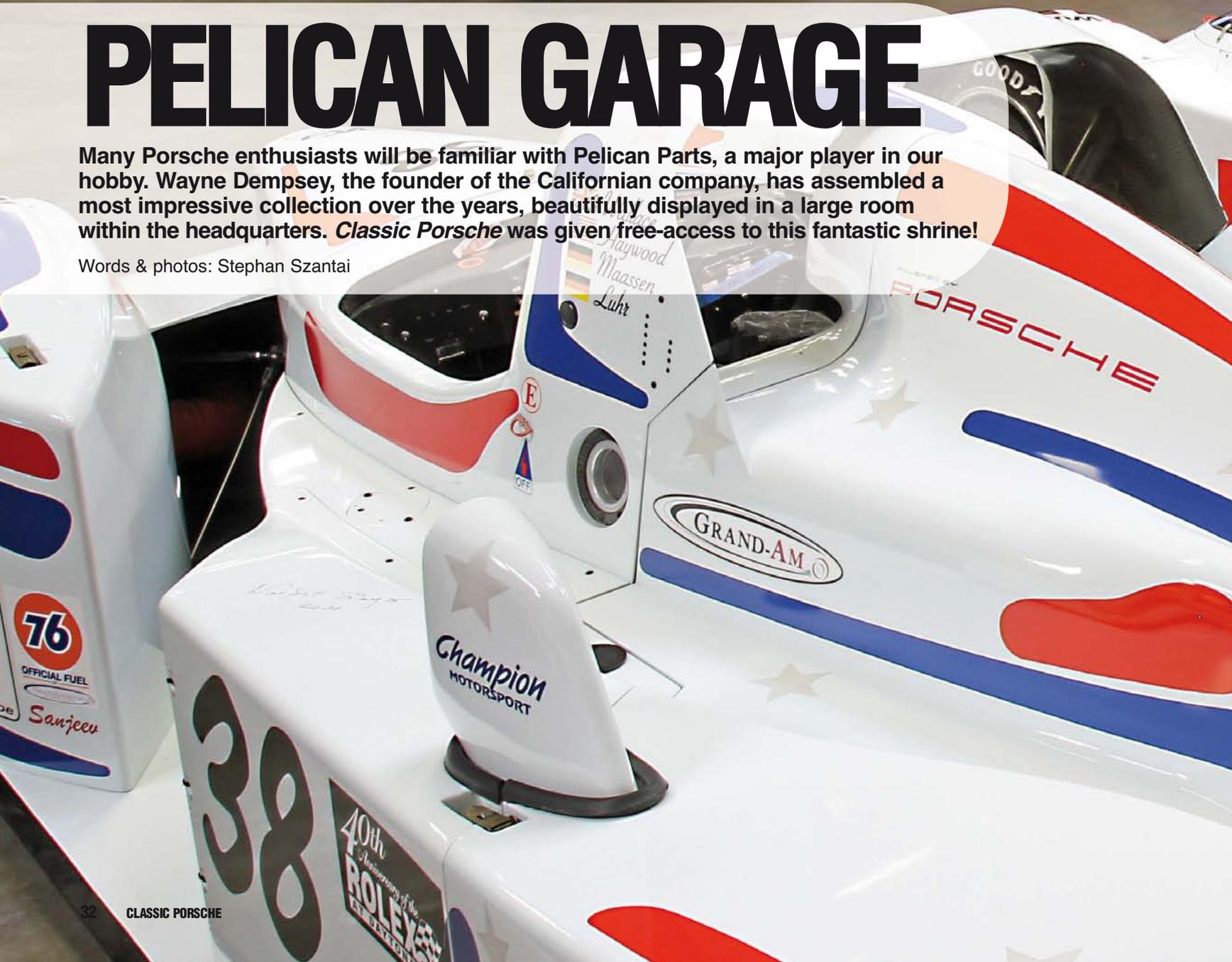




# PELICAN GARAGE

Many Porsche enthusiasts will be familiar with Pelican Parts, a major player in our hobby. Wayne Dempsey, the founder of the Californian company, has assembled a most impressive collection over the years, beautifully displayed in a large room within the headquarters. *Classic Porsche* was given free-access to this fantastic shrine!

Words & photos: Stephan Szantai





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EAGLE



**W**ayne Dempsey has a nice view from his office. The scenery isn't made of hills or a spectacular outlook on downtown LA; but a large window allows him to admire the 'Pelican Garage'. It serves different duties, being a shop area where he

comes to wrench on his cars whenever he has a minute, and a place for other Pelican techs to do the DIY work for the vast library of 'how to' articles they provide, a fact confirmed by the tools and parts spread over the benches. The same space also houses an amazing collection of Porsches. It's a cosy place, thanks to brick walls (the remodelled building dates to back 1962) and automobile-related decoration. Many will consider it the perfect man-cave.

Before visiting these grounds, it would seem appropriate to present our good-natured host. Nothing predestined Wayne to become a genuine gearhead, as his dad had little interest in them, but he was always attracted to 'mechanical things' as

he points out. 'I went to Massachusetts Institute of Technology and got a degree in Mechanical Engineering. I started working on cars in college on the MIT solar car, which I still own.'

In 1997, Wayne saw the opportunity to develop an internet-based company ([www.pelicanparts.com](http://www.pelicanparts.com)), specialising in the online sale of auto parts and accessories. His website

would also prove an invaluable tool to spread technical advice to enthusiasts; in fact, we're certain many *Classic Porsche* readers will be familiar with the DIY articles and Pelican Forums. He teamed up with friend Tom

Gould, the latter using his garage to inventory their first batch of Porsche products.

Dempsey had learned to appreciate the German brand years ago thanks to a Porsche 914, owned by the dad of an ex-girlfriend in upstate New York. 'I decided to have one, when moving to California. I ended up buying a 1.8-litre '74 914, although I knew little about Porsches at the time.'

*The building serves both as storage and shop. Who wouldn't want such a place?*

## “NOTHING PREDESTINED WAYNE TO BECOME A GEARHEAD...”

*Below left: Wayne Dempsey is a hard-core Porsche enthusiast and collector who knows how to have fun! He's the man behind Pelican Parts, the hugely successful on-line parts operation and information resource*

*Below right: Neon signs, gas pumps, memorabilia (and Porsches, of course): this collection has it all*





Above left: From a seemingly humble 914 to powerful 962s, Carrera RS to 356 Speedster, Wayne Dempsey shows eclectic tastes

Above right: While not very successful in competition, Porsche Lola B2K/10 ran with Porsche's backing



He later installed a 3.2-litre flat-six and had the idea of keeping it, well, forever. Unfortunately, the vehicle was stolen in 2016... The police eventually caught up with the thief, who's now calling jail home; but he has flatly refused to divulge the 914's whereabouts.

Many other Porsches have followed since, including a 1960 356B (now sold) and the numerous other models seen in the pictures. As Wayne's understanding of vintage Porsches grew, he went on to publish several *101 Projects* books, highly-regarded by enthusiasts, from *How to Rebuild and Modify Porsche 911 Engines* to *101 Projects for your Porsche 911*.

The company developed rapidly and he ended up expanding the business on his own. He also moved to the above-mentioned 40,000 square-foot brick building (housing a warehouse, an office, and his collection/shop) located in Harbor City, about 20 miles south of Los Angeles. Wayne and his team of about 50 pride themselves in sourcing high-quality stock and performance parts/accessories.

And their commitment paid off, with Pelican successfully venturing into other automotive markets: BMW, Mercedes Benz, Audi, Volkswagen, Mini, Saab, and Volvo – though Porsche remains one of the key brands, and dominant in the hearts and minds of the equally Porsche enthusiast Pelican employees. Always eager to try new parts and technical solutions, Wayne continues experimenting with project cars, Porsche and not. Among them, we noticed a

uniquely-modified 1957 Mercedes 190SL roadster and a hopped-up BMW 700 from the '60s.

Let's move to our host's shop/collection room, typically closed to the public, except for a few occasions including the company's Open House (see *Classic Porsche's* article about the All Porsche Weekend in issue #44). Dempsey concedes that he never planned on having such an extensive collection, as he explains: "Whatever falls in my lap is what I pick up – there is no real rhyme or reason to the cars I've collected over the years. I tend to look for good cars that are priced well and are undervalued. I also like the unusual stuff – and I like when visitors say "Oh, I've never seen that before"."

*Classic Porsche* magazine has visited its share of collections over the years; however, this one stands out as it isn't solely a place where cars 'sit pretty'. In other words, the space sees plenty of action, since Wayne does a lot of the work on the vehicles himself, and Pelican's tech team also utilises this space. He even wrenches on his own black Porsche 959 – a supercar stored, incidentally, in another part of the building.

Yes, this room is truly alive, but he also wanted it to be aesthetically pleasing, hence the numerous neon-signs, mostly originals, dressing the walls. More colourful lights come courtesy of gas pumps and car-centric pinball machines, plus the nose of a genuine 962 with working headlights. It took Wayne 25 hours to install it above a window.

Then, check out the section of a prototype 959 cockpit,

Below: Best known in its Liqui Moly livery, 962-106b occasionally ran with rear fender skirts. Oh, and who doesn't love a race Porsche in Jägermeister livery?





which includes a seat and a dash featuring details never used on production cars, such as some prototype hand-controlled knobs. It was very likely made by the factory, though its intent remains a mystery.

Of course, you can't miss the large electric slot car track, built by a UCLA professor over an 18-month period and loosely inspired by the town of Portofino, used in Disney's 'Cars' movie. All buildings are handmade, brick-by-brick!

A trio of flat-six engines is certain to impress the visitors as well, representing the evolution of the 962: air-cooled heads/air-cooled cylinders (with a horizontal fan shroud), water-cooled heads/air-cooled cylinders (upright shroud), and the last of the breed, entirely water-cooled, which appeared in 1987. Plenty of glass cases welcome scale models and memorabilia, too. Being an engineer by trade, Wayne loves working models, some fully-assembled and quite noisy, others cut down to show their internals – fascinating stuff.

Time to move to the cars, starting with the oldest of the bunch, a black 1958 Speedster. He got this true survivor from the second owner, a lady who bought it in '61! Under her ownership, it has never been collision-damaged and shows no rust. The little tub saw very little use after being restored in

'77, residing in the Palm Springs, California desert area, where it remained nice and dry until Wayne purchased it. In a strange turn of events, the original engine blew two days after he took possession of the car – it has since been replaced with a highly-potent 912 motor.

When Wayne had his black 914 stolen, he decided to look for a replacement and ended up buying the beige 914 fitted with a 2.8L twin-plug engine. It was built by the previous owner as a tribute to a couple of rally cars, which were supposed to race in the Caribbean in the '80s – they never did due to some sketchy characters!

The black 911 is not a genuine Carrera, but a well-balanced '72 coupé equipped with a 3.0L engine based around a bulletproof aluminium case. Dempsey considers it as one of the most-fun cars he has had in recent times, along with the beige 914. Besides not being a real RS, it happens to be better than a real RS, with additional power and a few tricks to make it more drivable.

And then, there's the even wilder green 911, a tribute to the 2.8 RSR very much in the spirit of the R-Gruppe, which Wayne joined some years ago. He purposely got the vehicle without engine, as he needed a hot-rod to install the prototype

*Above: Fun and easy to use, the 914 is one of Dempsey's favourite vehicles to drive. It's powered by a 2.7-litre*

*Below left: Wayne kept busy in the shop while we took pictures. That's the stock engine from the Speedster*

*Below right: A few Porsches and...well, a 1958 Daimler tank, the latest Dempsey family project! Green RSR-style hot-rod runs a 3.4-litre prototype RS motor*





*Above left: Being trained as an engineer, Wayne owns a range of old and fascinating tech-oriented scale models*

*Above right: Several (large) scale models celebrate Porsche's racing heritage, such as the 906 body*



3.4L RS flat-six he had in his shop, a rare piece that involved the mystery of the stolen Porsche 917 engines from Vasek Polak (a future story).

The 935, chassis number 000 00028, is a Dempsey favourite, too, as you might expect. Brumos owner Peter Holden Gregg had already won the IMSA GTO championships on four occasions in the '70s, when he was to enter a 924 Carrera GTS in the 1980 Le Mans race. On route to a practice run, he got involved in an accident, hence Derek Bell took his place during the event. In November 1980, Gregg was supposed to debut his freshly-completed 935 – the vehicle seen here – at the 250-mile Daytona Finale; but he failed to qualify, suffering from double-vision following his accident at Le Mans. Sadly, he committed suicide shortly thereafter. This Brumos Porsche was later sold and had a successful career with pilots such as Al Holbert, Bruce Leven and Hurley Haywood. Wayne has never driven the car, likely the last 935 ever built, conceding that his driving ability is far

less capable than this machine demands.

From the pictures, you probably gathered that Wayne has a 'thing' for 962s. And why not, considering the 956/962 success in competition, having won Le Mans' 24-hour race on seven occasions. He bought his first 962 in 2010, the Yokohama-sponsored 962-110 – the seller was an enthusiast who got it directly from Kremer. The team built two 962-110s from remains of a 956 that had crashed in 1985 and Wayne's seemingly won the European Porsche Cup series in 1987.

## “YOU PROBABLY GATHERED, WAYNE HAS A THING FOR 962s...”

Next, the Liqui Moly 962C, bearing chassis number 962-106b and purchased via an auction... The white Prototype raced 11 times in 1987 (including Le Mans), winning twice at Norisring and Kyalami. It continued its career in Japan from 1988 until '91, finishing second and third on several outings, later being the subject of a four-year restoration. Parked on a lift above the Yokohama 962, you can't miss the 1986 Havoline car, chassis 962-121, a US winner on seven occasions in 1987-88, including two victories at Sebring's 12-hour race.

The orange Jägermeister Prototype turned out to be a

*Below: Think about the incredible 30-year evolution between the '58 Speedster and the 962 behind... The 'RS' is a replica running a*





great find, as Wayne recently discovered it was the first carbon-fibre Porsche 962. It had a rough beginning in 1987, heavily crashing on its inaugural race, though it survived well thanks to its strong carbon underpinning. After replacing several components, the car was back on track just a week later. The fully-restored Group C entry, chassis number 962-138, has been equipped with a 3.0-litre twin-turbo motor. Let's add a fifth survivor to Wayne's list of 962s, a 1985 model wearing the Victor computer livery, currently undergoing a restoration in the UK!

Completing the Porsche line-up is a 2000 Porsche Lola B2K/10, which may not be the most famous Le Mans Prototype ever, but still has a place in Wayne's heart. Lola Cars International developed only a handful of cars, though his example is the only one featuring a Porsche-powered chassis. Running a 1000bhp GT1 Evo engine, the racer came to be as Porsche decided to withdraw from Le Mans, following their victory in 1998. With their

motorsport department dedicated to the development of the future RS Spyder, the manufacturer agreed to supply one of their powerplants to Champion Motorsports for use in the Lola. The drivers reached the podium during a few minor races, though it never won any major events until it became uncompetitive at the end of the 2002 season. It retains its original Champion livery, at a time when track duties were

shared between Wallace, Haywood, Maasen and Luhr.

Yes, there's indeed a lot to see in the Pelican collection... Oh, we haven't mentioned the road-legal 1958 Daimler tank, purchased for the simple reason that our man wanted his

two sons (age 10 and 12) to be involved in the rebuild of a fun toy. It's an interesting piece, motivated by a six-cylinder motor and capable of being entirely submerged in water. Once the restoration is completed, he plans to use it to pick up his kids from school. Looks like Wayne is having fun in life. And looking at this collection, we understand why! **CP**

*Above: Wayne's always happy to demonstrate his collection at the annual All-Porsche Weekend open house day...*

## “THERE'S A LOT TO SEE IN THE PELICAN COLLECTION...”

*Below left: These three flat-sixes showcase the development of the 962 engine over the years*

*Below right: 'Wall art' 962 nose nicely complements the 1987-88 Sebring winner, chassis number 962-121*





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# FIELD OF DREAMS

**From a rolling chassis found in a field, James Shira turned this once-abandoned classic into a big-power sleeper capable of rubbing shoulders with the best of the R-Gruppe. And it's driven every day...**

Words: Alex Grant  
Photos: Andy Tipping



**W**ith early 911s attracting near-supercar price tags, cars like James Shira's are becoming a rare breed. Chances are, if you spot the Tangerine paintwork of this narrow-bodied 911T on the roads around California, it's not some fair-weather outing for a hardly-used classic. Having survived the harshest abandonment the United States could throw at it, this one gets used almost every day.

'It turned up in a field in Ohio about ten years ago,' says James, pulling up in a sidestreet of his Hermosa Beach hometown. 'I was looking for a project for my friend, Tyson Schmidt, at the time. I believe he paid about \$3500 for it – I had no idea that I'd end up owning it.'

What would've been a good find back then has become the stuff of myth since. Originally a California car, it had endured years of all-season use on Ohio's often-salted roads before being exposed to at least a decade of rain, snow and underbody dampness before it was discovered. But, while

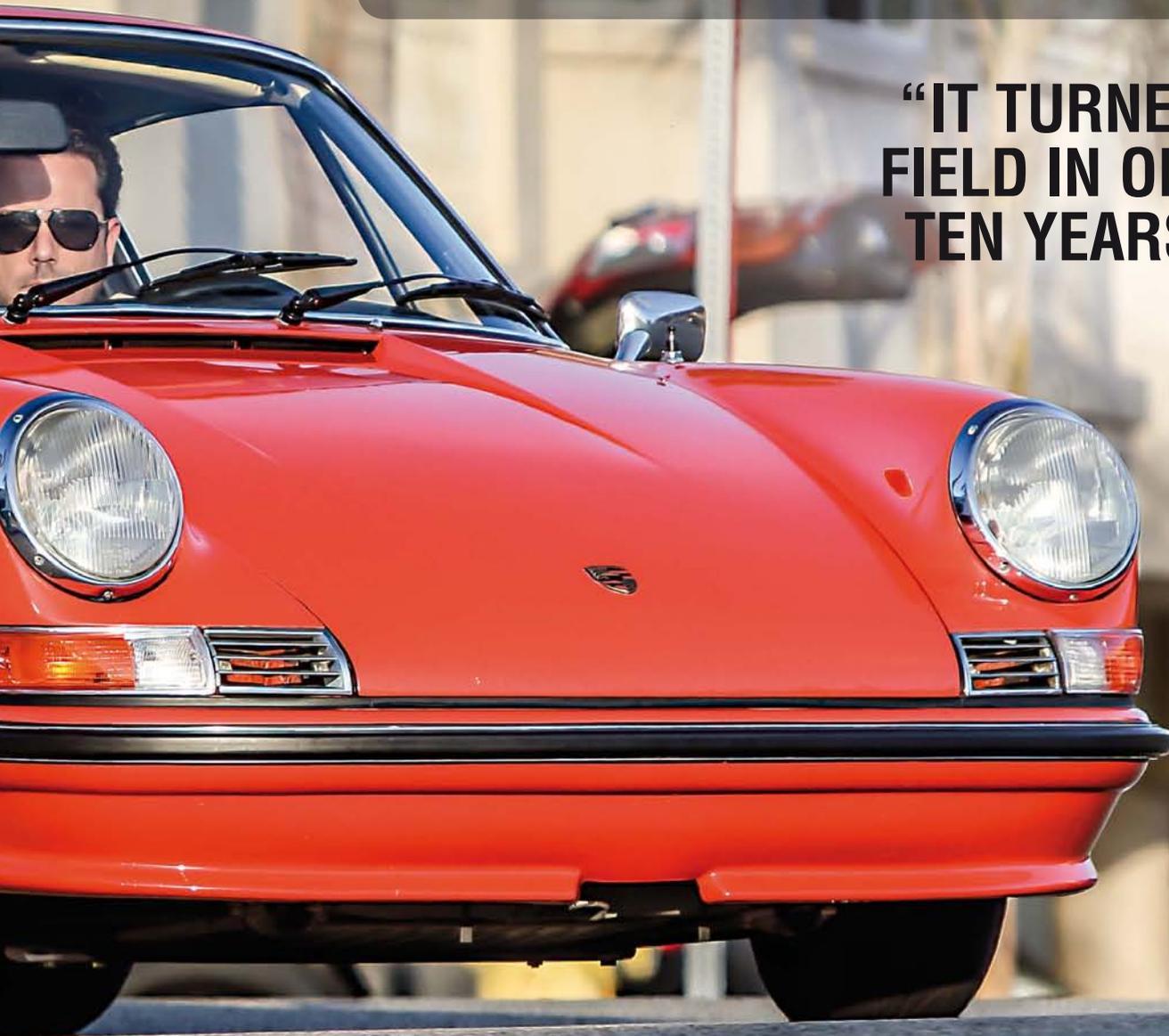
the car – now nicknamed *Tangerina Jolie* – may have been deprived of its running gear, it was undamaged, had hardly any rust and survived unscathed through the Frankenstein era of flared arches and slant-nose conversions.

Cybersecurity expert James wouldn't get his hands on it until several years later, but the influences on the way it looks today go back decades. Growing up in Los Angeles as the son of a hot-rodder, he'd spent most weekends helping in the garage or out at car shows. Now the owner of four Porsches – three of them modified – and a member of the R-Gruppe since 2002, modifying and 911s didn't come together until he traded a truck for his first 911T in 1998. It wasn't an easy start.

'That car ended up being a ton of work. I didn't know how to look for rust on an early 911, and it had lots of it. The previous owner had covered it with roofing tar. So, needless to say, I learned a lot about early 911s the hard way.'

That meant this car's past was never going to put him off. James and Tyson traded cars in 2009, and the 911T moved to California with a 2.7-litre engine and 915 transmission

**“IT TURNED UP IN A  
FIELD IN OHIO ABOUT  
TEN YEARS AGO...”**





already under its decklid. But it arrived just before James and his wife were due to move to Switzerland for two years. Instead of mothballing his latest addition, he enlisted the help of close friend Marco Gerace to get it through Swiss technical inspection, then loaded it into a container and shipped it to Europe as the couple's only car.

'The Swiss vehicle inspection process is well-known for being difficult,' he says. 'We had to fit the standard exhaust, and took a separate set of wheels for winter weather. But the car never let us down, and I drove it to work nearly every day. Because the Swiss allow you to use your home country license plate for any remaining registration, I spent the first year driving around with California plates.'

This was only ever going to be a temporary spec, and, when Marco flew over to visit in 2011, the two drew up a wish list for the 911 which could be put into action once it returned to California. Tangerina Jolie transported the duo all over Europe for a week, visiting factories, dropping in on RUF and a rain-soaked Nürburgring and seeing a GPS-verified 155mph on a derestricted section of Autobahn. The coupé had plenty more to give.

'Because of my dad, modifying a car to make it better, or make it how I wanted it, is in my blood,' says James. 'I wanted a car that was true to the R-Gruppe ethos, something you might have come across but overlooked, almost a sleeper. I also only wanted to use the best parts, and being

*Above left: Owner James Shira gets a kick out of driving Tangerina Jolie on a daily basis. Who wouldn't?*

*Above centre: Factory-style roll-bar adds period touch*

*Above right: Recaro Ideal-S seats are stylish, comfortable and supportive. Perfect!*



**“MODIFYING A CAR TO MAKE IT BETTER IS IN MY BLOOD...”**



*Above left: Interior features retrim in leather, with OE Hargaam carpets adding the finishing touch*

*Above centre: That looks like one happy man!*

*Above right: James calls Hermosa Beach home. Sign on wall gives good advice...*

better off than I was when I got my first 911T meant I could execute the vision I had for that one.'

So, when it landed back in the US, it was trailered straight to Marco's garage (TLG Auto) for a full rebuild – a mechanical overhaul using almost nothing but OEM parts, rather than a concours restoration. The 2.7-litre engine was already making 220bhp, using modified 911S cams and with some mild head work to help it breathe better. Plenty of power, but a first step rather than a finished product.

Marco paired this with a custom 915 transmission to suit the coupé's fast-road use. It's a close-ratio setup with a tall fifth gear for high-speed cruising, using a full package of WEVO upgrades to match the short-shifter James had

already fitted. A ZF limited-slip differential means none of the power is wasted, and the electrical speedometer drive was switched to a mechanical one, which meant the original instruments could be kept.

Behind the deep six- and original 7R seven-inch Fuchs, there's a set of 930 brakes and lighter aluminium control arms from a later 911, and, one of the few non-OEM upgrades on the car, this was the first early 911 in the United States to run Ohlins coil-overs. It's using brand new RSR-spec Bilstein struts at the front, with spaced spring platforms at the rear to give more height adjustment. Marco then set the corner weights, and dialed in plenty of stiffness to suit winding Californian roads and tracks.





Visually, it's straight out of the Sports Purpose mindset. James sourced a reproduction 100-litre fuel tank and wrapped a period-correct rollover bar around a set of reconditioned 1970s Recaro Ideal-S seats, before getting the interior restored in leather and OE-style Hargaarn carpets by George Baloian at Levon's Mobile Upholstery. Upgrades which suit aggressive driving without taking away the character of the original car.

The decklid is aluminium so that's been painted, but otherwise I left the paintwork untreated. I didn't want the car to be too nice to drive. The only area that had rust had a specific style which meant we had to use the right replacement to make it correct for 1972. But we managed to

find the right part, and that came out great.

Combining period parts and modern upgrades with classic narrow-bodied 911 style, the end result might just be the perfect Porsche street rod. But it looks like James might have to shelve his addiction for a while. Not because it's being retired from daily duty, but because Marco has built a 3.4-litre twin-plug motor with high-butterfly injection, OEM SCRS stacks and troughs with a modified plastic airbox (with integral cold start squirter), RSR camshafts, Pauter rods, Pauter crankshaft, Pauter rockers, GT3 oil pump, Aasco springs and Ti retainers, and Rarly L8 headers.

With 300bhp on tap, it's guaranteed to make the commute to work an enviable one for the foreseeable future. **CP**

*Above left: Brakes are from 930 Turbo, and sit behind six- and seven-inch Fuchs*

*Above right: 220bhp 2.7 to be swapped for RSR-spec 3.4-litre motor built by Marco Gerace at TLG*

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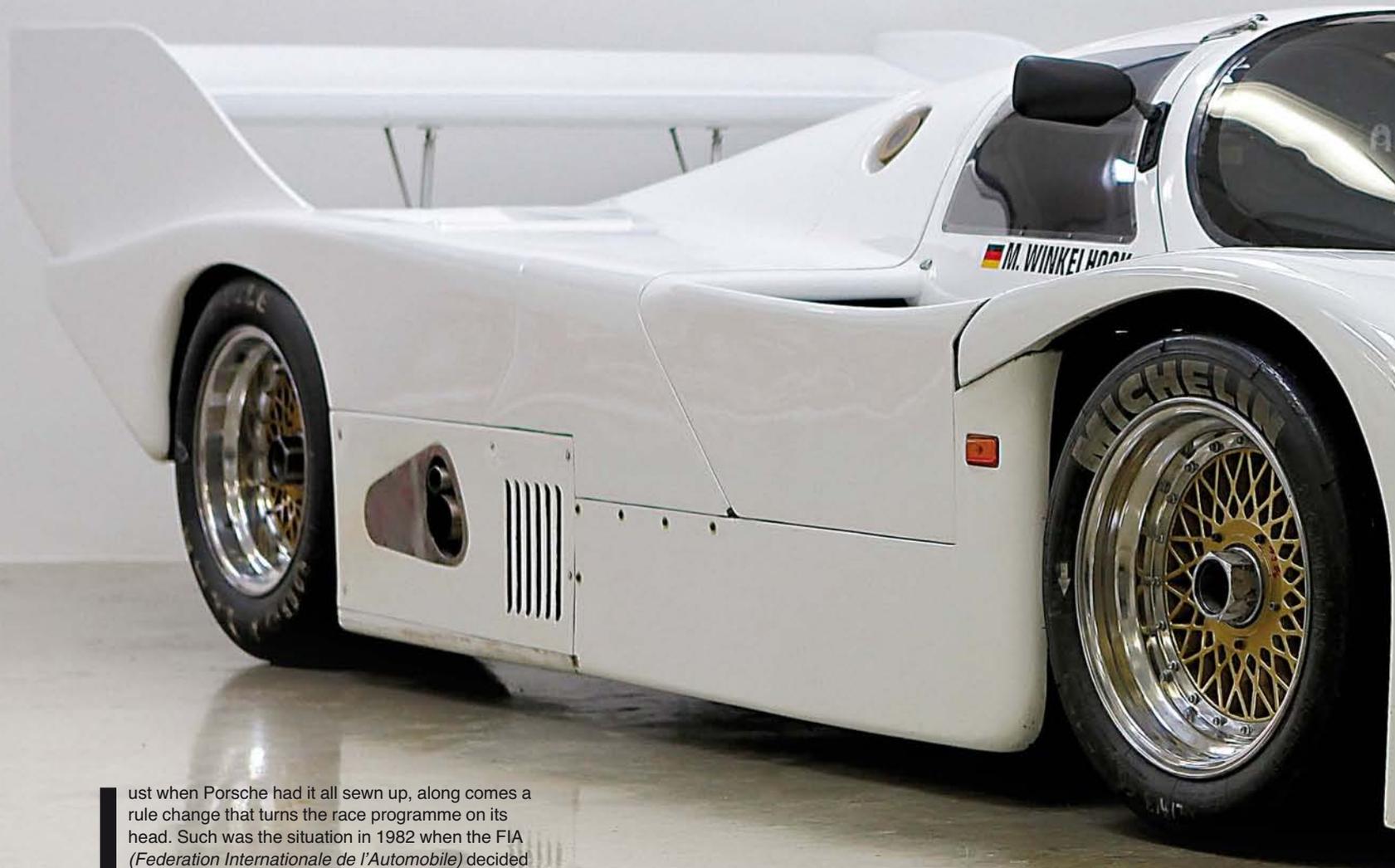
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# EFFICIENCY DRIVE

When the FIA came up with new regulations dispensing with the old Group 5 and 6 classes, Porsche had to rise to a new challenge – one that involved building a fuel-efficient endurance racer. The result was the mighty 956...

Words: Keith Seume

Photos: Porsche Archiv and Maxted-Page



Just when Porsche had it all sewn up, along comes a rule change that turns the race programme on its head. Such was the situation in 1982 when the FIA (*Federation Internationale de l'Automobile*) decided that the old Group 5 and Group 6 championships were due for an overhaul. Fair enough, you might say, as you need rule changes every now and then to keep things fresh. But for Porsche this was a real blow.

For several years, Porsche had dominated international endurance racing, first with the incredibly successful 935 and then with the equally amazing 936. Between them, they crushed the opposition in Groups 5 and 6, and people (rival teams, that is...) began to mutter behind Stuttgart's back. These mutterings led to rumblings, the rumblings to a major overhaul of the regulations in order to keep endurance racing alive. Nobody likes one-horse races – except, of course, the jockey on that winning horse...

In the 1970s, endurance racing had been dominated by Porsche and Ferrari. The battles between Stuttgart and Maranello were legendary, but the tide gradually turned in favour of the German race team, first with the mighty 917 and

then with the equally dominant 935.

The 911-derived sports car had shaken the racing world by its foundations. Here was a car that was instantly recognisable as a production model yet wiped the floor with anything the opposition could park next to it on the grid.

In 1978, Renault announced its intentions to build an endurance racer, concentrating all its efforts on winning the Le Mans 24-hour event. Which it did, convincingly. After that, Renault swiftly waved bye-bye to the world of sports car racing and turned all its attention on Formula One. The Group 6 Sports Car World Championship ultimately died on its feet, leaving the way open for Group 5 'silhouette' racers to take centre stage. BMW entered the fray with its CSL-based racers, but didn't really stand a chance against the might of Porsche and its 935.

So successful was the turbocharged rear-engined coupé that Porsche was happy to step aside in 1978, to leave the way clear

**“JUST WHEN PORSCHE HAD  
IT ALL SEWN UP, ALONG  
COMES A RULE CHANGE...”**

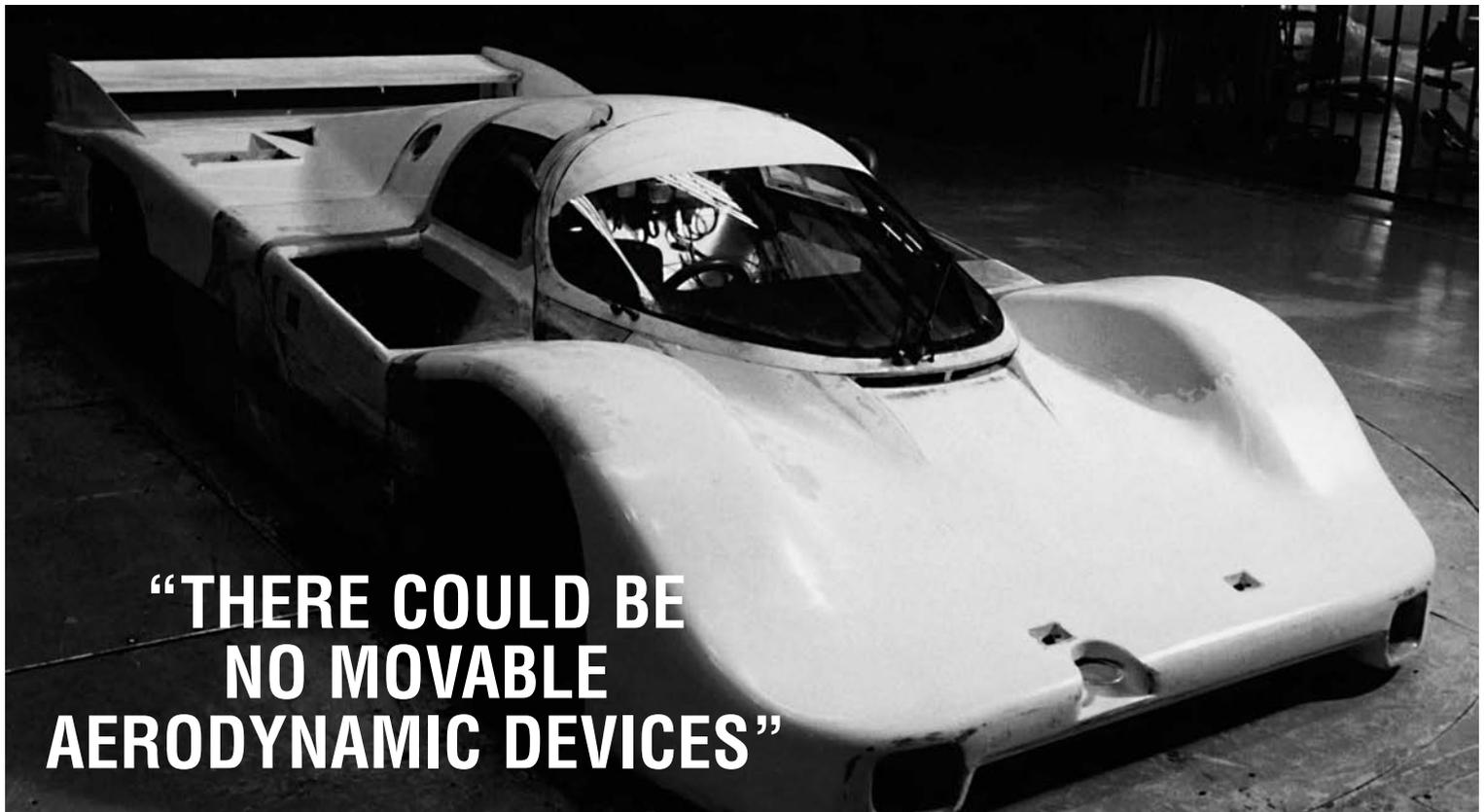


for privateers to carry the Stuttgart torch. Great for Porsche but not for the future of the race series or, if the truth be known, for spectators, as virtually every race ended up as a battle between privately-run 935s. The governing body's response was to dump the old numerically-titled race classes in favour of three new 'Groups': A, B and – guess what? – C.

The first two required cars to be built in certain minimum quantities to suggest some form of production, effectively filling the void left by the demise of Group 5, while the third – the flagship class – was for prototype racers, governed only by limits on dimensions and, controversially, the quantity of fuel that could be consumed throughout a race. This was seen as an

effective way to limit the potential power output of an engine without resorting to restrictive rulings on engine capacity, valve sizes or intake systems.

There was another reason behind the rule change, and that was to try to relaunch endurance racing as a trans-Atlantic sport. In the USA, IMSA (International Motor Sports Association) had gone its own way, with a rule book which was somewhat at odds with the FIA equivalent in Europe. IMSA ignored the European rules by placing greater emphasis on engine capacity, type and manufacturer with little regard to technological advancement, although the ACO (Auto Club de l'Ouest), organisers of Le Mans, had worked with the American organisation to promote the GTP class, which was similar to Group 6 but more restrictive. It would be some considerable time before there was any unity.



**“THERE COULD BE NO MOVABLE AERODYNAMIC DEVICES”**

The decision to restrict overall fuel consumption in Group C was made to allow individual manufacturers to develop their own engines in their own way. It didn't matter if you wanted to build a flat-six or a V10, fuel-injected or twin-turbocharged – what did matter was that you only consumed fuel at a given rate. To this end, there were deemed to be three different ways of policing this.

First was to reduce the capacity of the fuel tank, at the same time limiting the flow rate of the refuelling rigs. That way, if you consumed fuel at too high a rate, you'd lose more time sat in the pits as the tanks were filled.

Second was to place some form of flow restrictor between the fuel tank and the engine – much like the controversial device installed on recent F1 cars. Well guess what? The idea proved to be equally controversial back then, too.

The third suggestion was to impose a maximum fuel consumption figure by one of three ways: either by allocating a given volume of fuel for each specific race, by limiting fuel tank capacity or by restricting the total number of refuelling stops at each event.

Each idea had its merits and faults. The first proposal was rejected on the grounds that teams would likely develop ever-more powerful, less fuel-efficient engines which would allow drivers to drive like hell to make up for time lost in longer pit stops. Not exactly the most fuel-efficient racing, then. There was

also the concern that the pits would become congested as cars would need to be refuelled more often.

The second idea – that of having a restrictor fitted in the fuel line – would mean that drivers wouldn't have to worry about conserving fuel while they were racing, and that there would be less chance of cars running out of fuel on the dying laps of a race. However, the idea was unanimously vetoed by teams on the grounds that any such device (which would presumably be supplied by the race organisers, or at least built to their exact specifications) could prove unreliable in a race situation where vibration, heat and g-forces could affect its accuracy.

So, because it was the easiest to police, the third alternative – that of limiting fuel stops and restricting fuel tank capacity – won the day. It was simple to enforce and relatively easy for fans to understand.

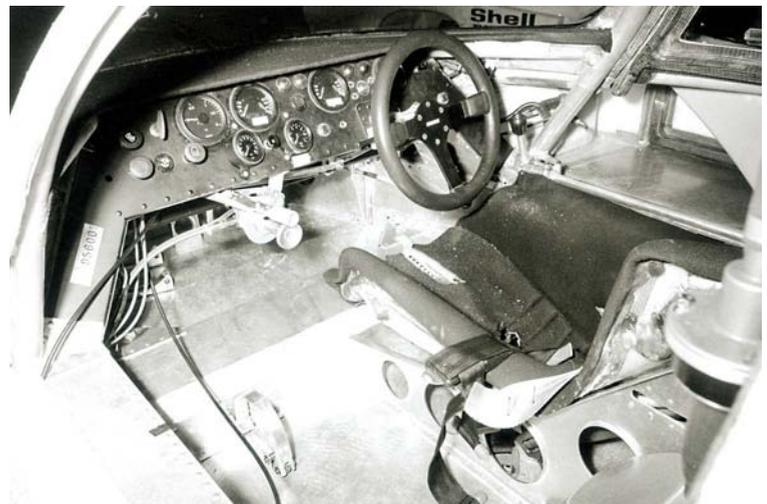
The only problem now was to determine what was an acceptable fuel consumption figure. Paul Frère, best known in later years as a journalist and racing driver but then acting in his role as Vice President of FIA's Technical Committee, suggested that the Cosworth DFV engine be used as the benchmark.

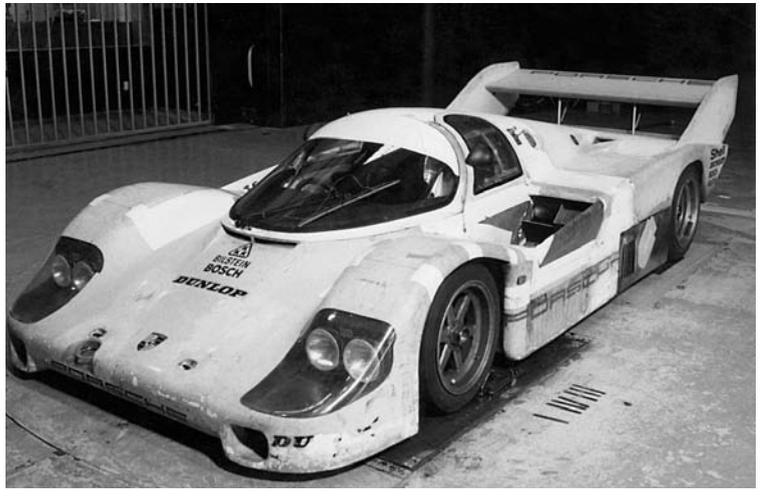
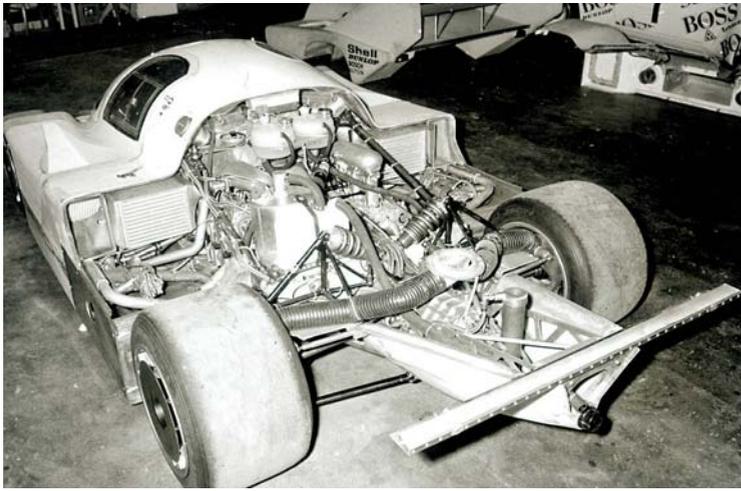
Producing around 430bhp in Le Mans spec, the venerable British-built V8 consumed fuel at around 30–35 litres/100km (that's roughly 8 or 9mpg). 'No way!', said the manufacturers, who pushed for a minimum figure of 60 litres/100km – that's just 4.7mpg...

*Above: An early photo of #001 being readied for wind tunnel testing at Weissach. Bare glassfibre mouldings lacked details such as headlights at this stage*

*Below left: Taped up ready for further wind-tunnel tests, #001 would never have won any beauty contests!*

*Below right: Like most endurance racers, the Porsche 956 was built with right-hand drive – but few creature comforts...*





Thanks no doubt to the (for once) united front shown by the race teams, they got their way and the first 'fuel-efficient' endurance race series saw competing cars consuming fuel at a rate that would make an oil sheik smile.

But the requirement to abide by a minimum fuel consumption ruling wasn't the only fly in the ointment. Just about every aspect of the Group C regulations differed from those of the outgoing Group 5 and 6 classes. Let's take a look at what Porsche (and its rivals, of course) had to contend with.

Firstly, as far as the bodywork was concerned, there were strict limitations on what we refer to today as the aero package. There could be no F1-style side-skirts (remember them?), and wheels had to not only be covered for at least a third of their circumference, but across their whole width. There could be no movable aerodynamic devices.

The regulations in respect of the aerodynamics extended as far as the underside of the car, too. There had to be a flat surface, measuring 1000mm x 800mm between the rear of the front wheels and the front of the rear wheels. Oh, and no other part of the bodywork could extend below the level of this flat belly-plate, meaning there could be no 100 per cent dependence on ground-effects tunnels to keep cars firmly glued to the road.

There were also limits on the overall size – no car could be

greater than 4.8 metres in length, and 2.0 metres wide, while the total front and rear overhangs could not measure more than 80 per cent of the wheelbase. There was also a minimum weight. This was set at 800kg for the first two seasons (1982–83), increasing to 850kg in 1984 when IMSA-specification cars were allowed to compete.

As for the engine, that was to all intents and purposes 'free' – the only restriction was that it had to be manufactured by a company which had cars homologated in Groups A (production cars) or B (grand touring cars). The former required the manufacturer to build a minimum of 5000 examples in a 12 month period, the latter just 200.

But it was the fuel system that came in for some of the most detailed regulation, as one might expect. The fuel tank – a flexible 'bag' tank for safety reasons – could have a capacity of no more than 99 litres, while fuel lines (which should have an outside diameter of no more than 20mm) were deemed to hold just one litre of fuel, making a total of 100 litres of fuel on board at any one time.

As far as refuelling was concerned, each car could only be filled using a gravity-fed rig with a maximum flow of 50 litres/minute, meaning each refill at a pit stop would take less than two minutes – assuming the car hadn't run out of fuel in the meantime, of course.

*Above left: Everything about the 956 was new, except for the engine, which was the tried and tested 935/76 unit as used in the outgoing 936 race cars. Inboard suspension aided airflow under the rear of the chassis*

*Above right: Prototypes led a hard life – 'racer tape' was very much in evidence...*

*Below: Even at prototype stage, sponsors' logos still featured – but then, without their financial support, the race programme probably wouldn't have gone ahead. Battle scars on the bodywork of 956.001 were testimony to a hard life on the Weissach test track*





The number of refuelling stops per event was limited according to the length or duration of the race. For an 800km race, teams could stop four times, for 100km and six hour races, this rose to five stops, while 12 hour endurance events allowed the cars to make 12 stops, and 24 hour races 25 stops.

When Peter Schutz was appointed CEO of Porsche in 1981, he took an active interest in Porsche's motorsport involvement. The company had an illustrious history in endurance racing, starting with class wins at Le Mans as far back as the early 1950s, reaching a high in 1970 with its first outright win with Attwood and Herrmann in the 917. From there, the torch was carried by the 935, followed by the 936. There was, of course, the 924GTR programme, but at best that would only offer Porsche the chance to gain a class win. Schutz wanted more than that: he wanted overall victory.

With that in mind, he gave his blessing to the development of a new car designed to meet the forthcoming Group C regulations. He also made what was to prove one of the most far-reaching decisions of his tenure, and that was to separate the race and production facilities, moving the former to Weissach, while the latter remained at Zuffenhausen. In charge of the new race department was Peter Falk, who had been with Porsche for over 20 years.

The 956 may have come under Falk's jurisdiction but it was Norbert Singer who masterminded the project. Singer had been with Porsche since 1970, joining at a time when the 917 was king, and relished the opportunity to oversee the design of a new car from scratch.

The task of designing a chassis to fit the new regulations was handed to Horst Reiter, while the bodywork and

aerodynamic package was looked after by Singer, along with Eugen Kolb. As for the engine, that was the charge of Valentin Schaeffer, with Klaus Bischoff and Walter Naher appointed race engineers.

The programme officially came into being on 20 July 1981, even though the regulations for Group C had still to be finalised. This left barely 10 months to design, build and test the 956 ahead of the Le Mans test day, followed by the race itself in June 1982.

It was an ambitious project with a desperately tight schedule, but when Ferry Porsche was presented with a 1/5th-scale model, there was no turning back...

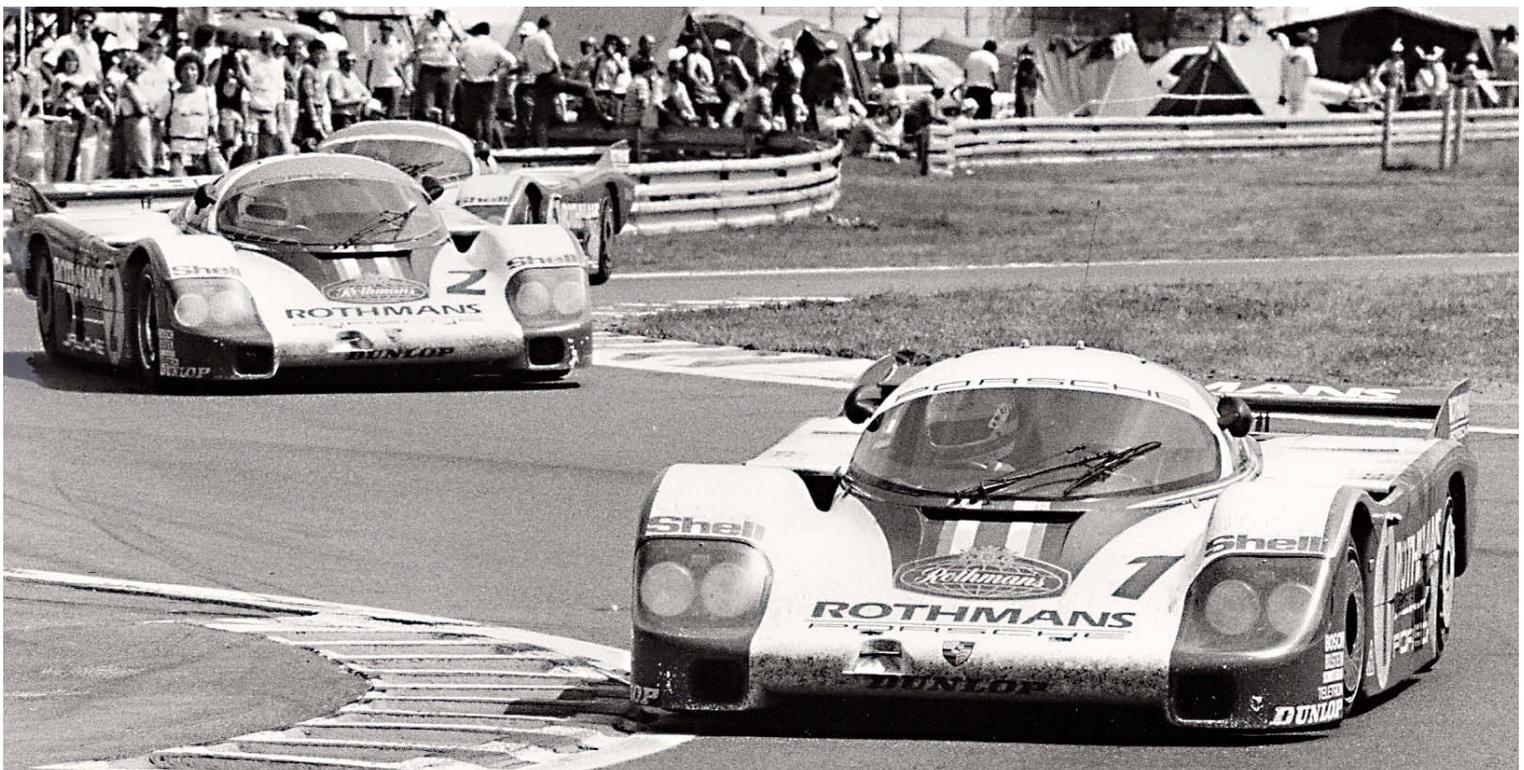
The 956 was a complete departure from normal Porsche practice, with Horst Reiter turning his back on the previously-favoured tubular chassis construction in favour of an all-new monocoque design – a first for Porsche. This method of construction gave engineers a far greater opportunity to exploit ground-effects, with tunnels channelling air under the car. With a tubular chassis, this was virtually impossible. Another benefit of monocoque design was that the chassis was far stronger, offering considerably improved driver protection in the event of an accident.

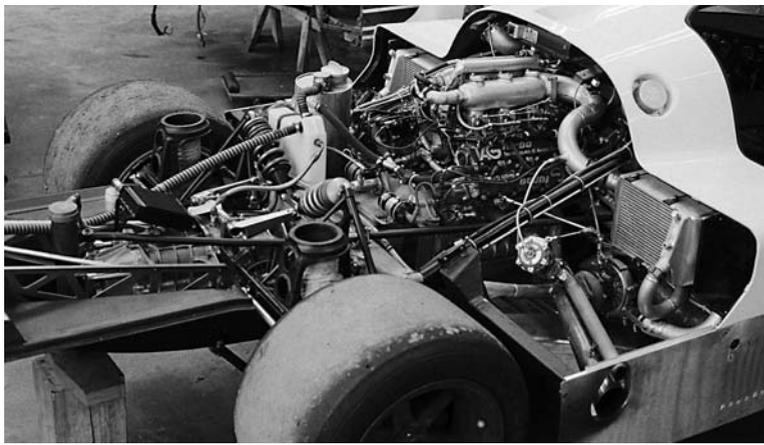
The chosen material was aluminium sheet, which was then folded, bonded and riveted together. True, that by 1981, the Formula One industry was already using carbon-fibre as the preferred material with which to construct a chassis, but Reiter was as yet unconvinced of its ability to withstand the stresses and strains of long-distance endurance racing. Porsche did not wish to take any risks that might jeopardise its chances of overall victory at La Sarthe. And of course, aluminium structures

*Above left: With Jürgen Barth at the wheel, the first 956 takes to the Weissach circuit. In the photo you can clearly see the ground-effects tunnels at the rear*

*Above right: Jürgen Barth had carried out the first exploratory drives of '001', before handing over to Ickx, Mass and Bell for final pre-race testing in March 1982*

*Below: Domination! Le Mans 1982 and Porsche 956s cross the line in first, second and third positions. The winning car (aptly carrying the number '1') was driven by Jacky Ickx and Derek Bell*





*Above left: A 956 was used to test the V6 turbo TAG engine destined for use in Porsche's Indy Car programme*

*Above right: Silverstone Six-Hour May 1982 saw Porsche 956.001 finish second overall, driven by Jacky Ickx and Derek Bell*

*Below: 956.115 is one of just four '956Bs' initially built for the 1984 WSC privateer teams. Just three of these survive, as #116 was destroyed in Stefan Bellof's fatal accident at Spa in 1985*



could also be repaired at the track, following an 'off'...

By today's standards, the understanding of aerodynamics in 1981 was at a relatively early stage. Wind-tunnels were in common use, but there were none of the sophisticated computer-controlled moving-road tunnels that are so familiar today. But that did not mean Norbert Singer and Eugen Kolb were unable to work magic with the 956.

The problem Porsche now faced was that the large flat surface beneath the cockpit dictated by the rule book meant that there could be no full-length ground-effects tunnels under the car.

Instead, the two designers came up with an ingenious solution that allowed air to enter the underside of the car from two areas: 50 per cent under the nose, 50 per cent under the side panels. The air was then channelled into two tunnels at the rear of the car, one each side of the gearbox, leaving only the driveshafts and suspension arms obstructing the flow. To further fine-tune the design, the engine and transmission were tilted up by a few degrees to allow the shape of the tunnels to be optimised.

Powering the otherwise all-new car was a tried and tested engine – the factory designation '935/76' hinted at its origins. This was essentially the same twin-turbocharged unit that had proved so successful in the 936, with its roots dating back five

years to the 935. It was economical by race engine standards, consuming fuel at less than 52 litres/100kms (or roughly 5.4mpg), so well within the limits dictated by the FIA's new Group C regulations.

With water-cooled cylinder heads yet with cylinders still cooled by air, it had proved to be incredibly reliable, and with boost set at a relatively modest 1.1 bar (just under 16psi), the 2649cc six-cylinder engine produced 620bhp. It was used in conjunction with a five-speed transmission.

The 956 was first tested at Weissach in March 1982, where chassis number 956.001, the development car, appeared in rather understated white, grey and beige bodywork. Driven by Jürgen Barth, it showed considerable promise right from the off.

More testing took place at Paul Ricard later that same month, this time at the hands of Jacky Ickx and Jochen Mass, followed by another session in May where the two were joined by Derek Bell. Together, the trio put in numerous laps, part of the aim being to get used to the handling with the ground-effects chassis. That the car 'worked' was clear for all to see – it was to prove some 10Kmh faster than the 936.

The first competitive outing was at Silverstone in May 1982, where '001', driven by Jacky Ickx and Derek Bell and sporting its new Rothmans livery, finished second overall, and first in class.

## “956s NOTCHED UP FOUR CONSECUTIVE VICTORIES...”



It might have won, too, but nobody had explained to the drivers the full implications of racing with fuel economy in mind. Going all out in qualifying, Ickx put 956.001 firmly on pole but Peter Falk had to explain if they drove like that in the race, they would run out of fuel...

Released for the 1984 season, the 956B was the ultimate development of the 956, designed and built to the 1983 works Rothmans specification, featuring Motronic fuel injection, modified suspension and a one-piece underbody. The Motronic fully electronic and integrated ignition and injection system made much closer control of the combustion process possible, providing more power, better fuel consumption and a more progressive throttle response.

Combined with Norbert Singer's aero development to the

underbody, the 956B was the ultimate specification of the 956. Just four 956Bs were originally built for the leading 1984 World Championship privateer teams – one of which is the double Le Mans winning Joest-Newman car (956.117) and today just three of these cars still survive, after Stefan Bellof's fatal accident in chassis #956.116.

While the 917 may be the most iconic Porsche Prototype design, the 956/962 Group C cars were by far the most successful Porsche Prototype racing cars built so far. Over the next four years, 956s notched up no fewer than four consecutive victories at Le Mans and proved totally dominant in all avenues of international sports car racing. It proved yet again that if Porsche sets its mind on winning, few others stand a chance. **CP**



## PLAN B: #115

Delivered new on 8th May 1984 to Porsche Kremer Racing, 956.115 was entered for its inaugural race in June at the 1984 Le Mans 24hrs. As the works Rothmans Porsche team had boycotted the 1984 race due to a disagreement with the Automobile Club de l'Ouest (ACO) over fuel regulations, the 1983 co-winning Rothmans Porsche driver, Vern Schuppan, was eagerly snapped up by the Kremer Team.

Driving 956.115, he was paired with fellow Australian, 1980 Formula One World Champion Alan Jones, and the equally experienced Jean-Pierre Jarrier who had completed an eleven-season career in Formula One. Schuppan led the race by lap four and held first place until the end of the first hour. Alan Jones took over from Schuppan and topped the timing sheets for an extraordinary three hours.

Later, with Schuppan back in the car, Roger Dorchy's WM P83B spun and collected the Kenwood liveried #115 with it. The initial cosmetic repairs cost almost 10 minutes, with further tidying during pit stops contributing to the car now running in 8th place. By Sunday morning #115 was fighting for a podium position again, but in the early afternoon lost a cylinder and Alan Jones came into the pits. The team managed to get the car back on track in the final hour, with Schuppan then able to take the chequered flag in sixth place.

For the Norisring races during the following month, 956.115 had a new Liqui Moly livery and a new driver in the shape of Manfred Winkelhock, who would go on to drive #115 on numerous occasions for the rest of the season.

The German qualified the car in sixth position for the morning DRM race, finishing second. The top-10 finishers in the DRM race were automatically entered into an eight-lap qualifying race, the outcome of which would decide the first five rows of the grid for the main race of the weekend: The Norisring Trophy, or the 'Gold' or Money Race – so called for the large purse awarded to the winner.

As #115 had finished second in the DRM race it took its place on the grid for the qualifying race. Winkelhock was nursing a new first gear, which proved difficult to engage, finishing ninth, not wanting to force the 'box and cause damage before the main 200-mile trophy race in the afternoon.

Manfred therefore started the Norisring Trophy race from the fifth row of the grid but made a stunning start diving into the first corner in fourth place. By lap 26 of the 66-lap race, Winkelhock had ascended to the podium positions and was trading the lead with Bellof's Brun-entered 956. By lap 59, Winkelhock had taken the lead for good and went on to win the action-packed Norisring Trophy in front of a crowd of 80,000 – and collect the 37,350 DM awarded to the victor!

The recent amalgamation of the Peter Auto-Group C Racing series, including a new Le Mans Classic Group C grid, has brought a fresh focus to the historic importance and value of these cars in the market place, having now tremendous appeal and interest to both serious collectors and more experienced gentleman drivers (International C licence grade), who are looking for the ultimate experience in high-speed historic Porsche racing and adventure. Chassis #956.115 is currently for sale with Lee Maxted-Page.

For further details, call 01787 477749 or visit [www.maxted-page.com](http://www.maxted-page.com)

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# THE POWER WITHOUT THE GLORY

We meet up with legendary Porsche race and test driver, Willi Kauhsen, to learn the story behind 917/10-001, the testbed for the mighty turbocharged Can-Am Porsches

Words: Robb Pritchard

Photos: Mario Bok and Willi Kauhsen





Cars in today's top line racing series are designed to a bewildering list of rules and regulations detailing the minutest components, but 50 years ago it was a very different story. In the early 1970s, with the 917 having effectively been banned from Le Mans for being too fast, Porsche turned its attention to America and the unlimited Can-Am series.

Unburdened by strict safety requirements and limits regarding things such as engine size and power output, Can-Am gave Porsche's engineers a free rein. What they came up with was an absolute monster, one that put out an insane 1830bhp. The legendary twin-turbo 917/30 is to this day the most powerful car to have ever graced a race circuit.

Behind the mantle of glory the winning cars attracted, the main test mule for these beasts was 917/10-001, which was the first car Porsche ever ran with turbochargers. It had a hard life, covering a massive 10,000km in testing at different venues around Europe. It was then raced, with an international victory to its name, and saw duty at the Nürburgring with no less a driver than Emerson Fittipaldi behind the wheel.

And now, three full rebuilds later, with the 917 *Langheck* nose it once ran with for comparison purposes, it's up for sale. But before it gets whisked away into someone's collection, the author spent an evening with its former driver and long-time owner, Willi Kauhsen.

In a leafy suburb of Aachen in western Germany, the sprightly form of Willi, belying his octogenarian status, came to shake my hand in a warm greeting before leading me to the back of the house. The room he led me into, with walls covered in photos and cabinets full of trophies, is a shrine to his racing years. 'Here, look at this,' he smiled, taking an old bottle of champagne off the top of the filing cabinet. 'Do you know what this is?' I had to admit that I didn't. 'It's from second place at Le Mans in 1971!'



Arguably Willi's place in Porsche history is as the main development driver of the 917/10, but he is perhaps better known for racing two of the most iconic Le Mans Porsches: the so-called 'Hippie' 917 with its psychedelic paintwork, with which he took that second place with partner Gerard Larousse, and the arguably more famous, especially as it has pride of place in the Porsche Museum, Pink Pig. But Willi's personal 'baby' is chassis #001.

The 917 was designed with only one purpose in mind, victory at Le Mans, which it famously achieved in 1970 and 1971, but a lot of changes were needed to make the car suitable for the much tighter and twisty tracks of north America. The chassis was shortened (at first) and widened, and both the huge 4.5-litre engine and driver were moved further forwards to get as close to the ideal 50/50 weight distribution as possible.

The body also had to be completely redesigned, as not only was the roof removed but there was also the need to generate a lot more downforce. Willi tells us that they

managed to get the car into the Mercedes wind tunnel to try some different nose designs but they didn't really get too much information from the sessions. 'The tunnel was designed for road cars so they couldn't get it to blow fast enough,' says Kauhssen.

Back then the established way to discover if something worked was to bolt it to the car and get Willi to see if it was an improvement in any way – or not, as the case may be. McLaren M8s with 850bhp V8s were the cars Porsche would be competing against, so power was the key. And lots of it.

The first experiment was to lengthen the chassis to fit a huge 6.9-litre flat-16, which was essentially an extended version of the flat-12. This was rated at 760bhp but they soon found that the increased weight offset the extra power. The extended wheelbase had a detrimental effect on handling, too, so that idea was discarded. Turbocharging was the answer... But the project had to remain top secret, so no outside consultant could be brought

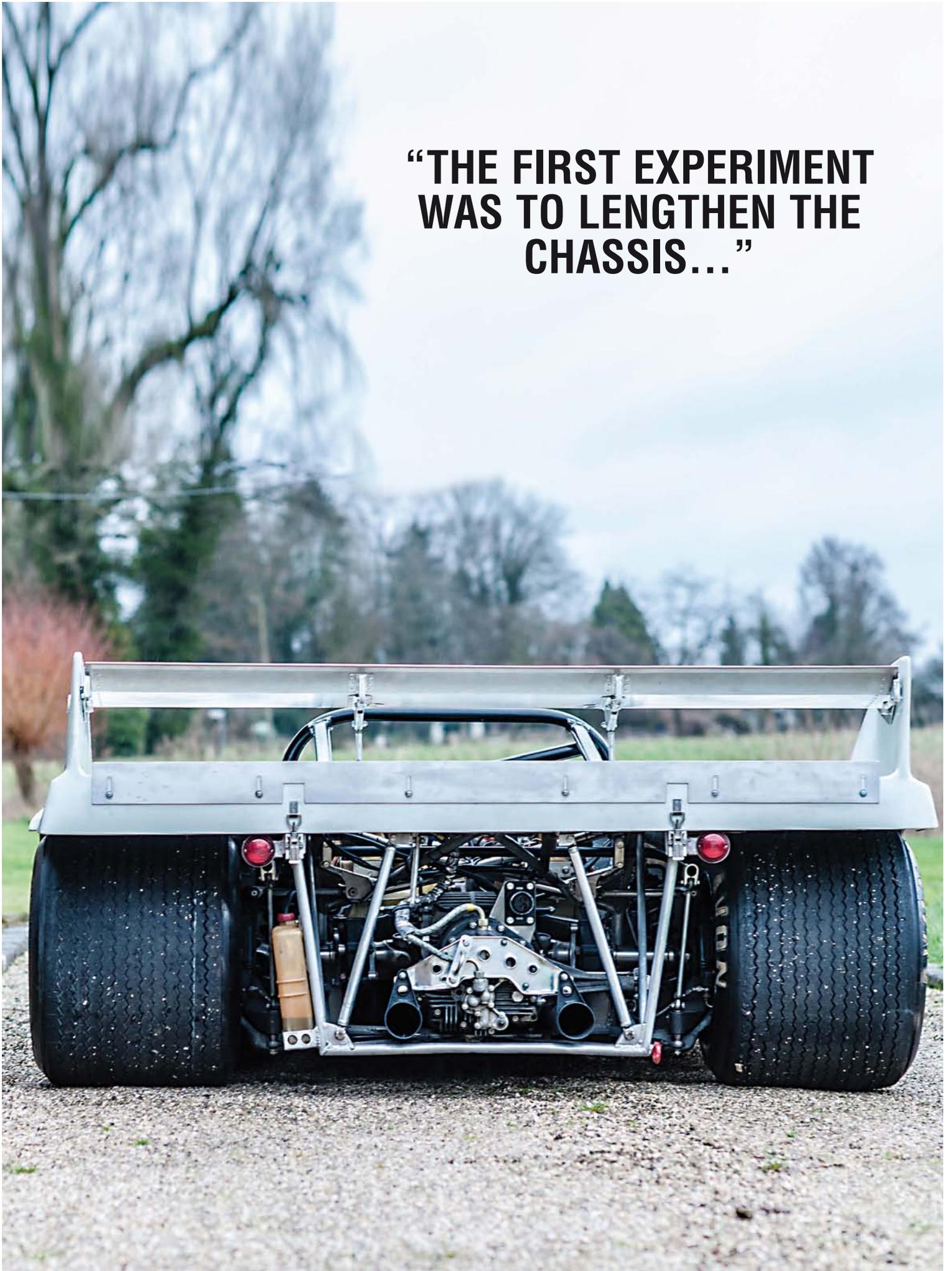
*Above: Bodywork is a mixture of generations, each section telling its own story of multiple test sessions in the wind tunnel and on the track*

## “BUT WILLI’S PERSONAL ‘BABY’ IS CHASSIS #001...”

*Below, left and right: Originally built with asymmetrical bodywork around the cockpit, as per the 908/03, #001 later sported the more commonplace symmetrical panels seen here*



**“THE FIRST EXPERIMENT  
WAS TO LENGTHEN THE  
CHASSIS...”**





in to advise the team, and that left the in-house engineers to devise their own systems from scratch.

The first pair they had to work with were from a boat engine which, of course, has very different performance parameters to a race car. After a couple of major blow-ups, the engineers duly learnt you don't need to put all the exhaust gases through the turbines all the time. They then designed a rudimentary wastegate to offer some control and, step-by-step, they got the power of a 4.5-litre engine up to 850bhp, and by the time Willi came to see what it could do they had a 5.4-litre engine with two huge turbos rated at a staggering 1200bhp.

'I knew what a privilege it was to be driving that car, that I was the first to see the future,' he said. But the radical new machine needed a completely new driving style. 'The main thing about the car wasn't the power itself, it was the terrible lag the turbos had that you had to drive around. The way to do it was to brake a lot before the corner and slide the car around on the throttle waiting for the explosion of power just

as you hit the straight. And it came in fast.'

Mark Donohue was the driver Porsche chose to spearhead the American assault, but Willi wasn't disappointed. 'I never saw anyone else in my life who could drive a 1200bhp car like he could. Every corner on a track is different, of course, and how he could drift the car around each one with perfection while anticipating the turbo boost was amazing.

'In fact the first time I saw him drive "my" car I knew I could never be as good as that and was ready to give up being a racing driver right there and then! The engineers had to stop me leaving the track and going home.'

The first time the race car saw action was at the first race of the 1972 Can-Am series at Mosport Park. Donohue finished second, which wasn't bad considering that three laps were lost while a turbo was fixed, but a bad crash that broke his leg ruled him out for the rest of the year.

Team-mate George Follmer stepped up, won on his debut and went on to take the title in emphatic style with exactly

*Above: Warming the engine on the grid at a very wet Nürburgring 1000km*

*Below left: Hockenheim, September 1973. From left to right are Willi Kauhsen, Domingos Piedade and Wilson Fittipaldi. Piedade was Fittipaldi's manager and would later carry out the same role for Ayrton Senna*

*Below right: Nürburgring June 1974, after a swap of cars, Kauhsen put Emerson Fittipaldi's 917-015 on pole...*





*Above left: Emerson Fittipaldi with manager Domingo Piedade. After his spell as Senna's manager, Piedade later went on to guide the Joest-Porsche team to three Le Mans victories*



*Above right: The first race for #001 (left, wearing Bosch logos) was in the Interseries round at Hockenheim in October 1972*

*Below: Into the gloom – Willi Kauhsen in #001 on the left follows Fittipaldi in chassis #015 – although Fittipaldi had been credited with pole, it was in fact Kauhsen who drove the car...*

double the points of the second place finisher. The following year in the even more powerful 917/30, Donohue and Follmer won every race between them. And this success was in no small part down to the many development miles put in by Willi Kauhsen.

In 1973 917/10-001's testing life was long over and, with the 10,000km on the chassis, it didn't exactly handle like a new car, but when Willi wrote-off #002 (there's a nice photo in Willi's room of him standing in its smouldering wreckage) chassis #001 was the only other available as a replacement.

With the engine and gearbox completely overhauled, the latest factory specification 'shovel' nose fitted and painted a striking bright yellow with red Bosch livery, Willi entered the European equivalent of the Can-Am, the Interseries.

In the first race, at Hockenheim, Willi finished second behind his Porsche team-mate Leo Kinnunen, who would go on to claim that year's championship – but Willi had slightly bigger ideas. Chassis #001 was shipped to America for him to race in the Can-Am round at Laguna Seca. It didn't go

quite to plan, though, as he retired with a blown turbo and could only manage eighth place at the next race at Riverside.

After that he took up an offer from the Fittipaldis to race in the Coppa Brazil at Interlagos. Willi won the first race, giving #001 its only victory, retired in the second heat, but the friendship Willi made with the Fittipaldis was the best thing he took away from that trip.

For 1974 Willi bought the brand-new #015 chassis to

race with and kept the now tired #001 to rent out to paying drivers, although none were of the calibre needed to extract the full level of performance from the car. 001's last race was the 1974 Nürburgring ADAC event.

Willi took the wheel again and let Emerson

Fittipaldi drive the new #015 car which history relates he amazingly, in such an unwieldy car on the world's most challenging circuit, managed to put on pole.

That's not quite what happened, though, and Willi knows the true story. The reigning world champion wasn't too impressed with his times in the #015 car compared to what Willi was achieving in the much older #001, and instead of

## “WILLI KEPT THE NOW TIRED #001 TO RENT OUT...”





complimenting the man who knew the car inside and out and how to handle it, he assumed that there was something wrong with his mount.

To check, he swapped cars with Willi and while the Brazilian was out in #001, Willi slipped his seat into #015 and headed out for a lap...and duly put in the fastest lap. The timekeepers were unaware of the switch so credited Fittipaldi with the pole position.

With 1200bhp, 600 of which came in after a few seconds' delay, and a locked rear differential, the 917/10s weren't exactly suited to the continuous curves of the Nordschleife, especially in the wet as they had wheelspin in fourth gear at 300Km/h. Fittipaldi managed to finish sixth but Willi lost a cooling fan at Brunchen and had to retire.

The car was then given another full rebuild and put into dry storage where it remained for 22 years until, in the late '90s, Willi decided it was perfect to show to an appreciative public at classic events such as the Goodwood Festival of Speed. For ten more years he kept it as a driving demo version until a well-known classic collector, Dr Ulrich Schumacher, made an offer for it he couldn't refuse.

Four years later it was sold on to an enthusiast from Monaco who actually wanted to drive it, so he took out the 1200bhp engine and replaced it with the much more

manageable normally-aspirated 4.9-litre flat-12, the same as it ran with at one point in the early testing phase. In 2015 Jan Juelin bought it and, as he wanted it to be eligible for FIA sanctioned classic events such as the Le Mans Classic, it needed to have lights.

With the open cockpit and Gulf-liveried *Langheck* nose it looks very strange. There is a photograph from, presumably, the Mercedes wind tunnel with the same setup and Jan pored over that with a magnifying glass to get the lengths and angles of the tape around the lights correct... 'It looks like a real hybrid,' he smiled. 'And that's perfect for a car that ran in literally dozens of different configurations.'

But is it the same car that Willi drove for months in the early '70s? Prototypes and test cars, by their very nature, can't possibly be 'matching numbers' cars. Before its first race, #001 ran with three different engines, even a different length chassis to accommodate the pre-turbo experimental flat-16, as well as multiple different turbos and their set ups – plus of course many different bodywork changes, both in testing and as a race car.

So maybe it's better to picture it, as it has been for its entire existence, as a mish-mash car cobbled together with many off the shelf parts, one that looks like no other 917 in the world and has a history unlike that of any other Porsche. **CP**

*Above: Gulf-liveried nose is of the style used on the long-tailed 917L. 'Racer' tape replicates that applied to the car for wind-tunnel testing*

*Below left: Wing joining the two tailfins was first tried in Porsche's own wind tunnel in August 1971*

*Below right: Nose is the one used on the #18 Le Mans car of Rodriguez/Oliver in 1971*



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# ALTERNATIVE VIEWS

The North American market has always been the most important as far as Porsche is concerned, with more of its production sold there than anywhere else. In the 1950s and '60s, European manufacturers had the sports car market to themselves, but that nearly changed with the arrival of Chevrolet's all-new Corvair

Words: Keith Seume/Jan-Henrik Muche  
Photos: Andreas Beyer



**B**y the end of the 1950s, Porsche's 356 had already been in production for almost a decade. Throughout that time it had undergone considerable development but mechanically, and arguably in terms of its styling, it was beginning to show its age. And although the launch of the all-new 911 was on the horizon, Porsche soon discovered it wasn't the only manufacturer with plans to build a six-cylinder rear-engined sports car. In the busy US market, the 356 was about to meet a rival with what would soon be a familiar technical specification...

Since the mid-1950s, General Motors had been developing a new compact car to slot in below the traditional full-sized sedans in its model line-up. Turning to both Volkswagen and Porsche for inspiration, what GM's designers came up with was a real departure from the accepted norm of a front-engined, rear-wheel drive car with a body mounted on a separate chassis.

The new car, which was known as the Corvaire, created quite a stir when it was launched in autumn 1959. Rumours circulated that Porsche had played a part in designing its engine, largely as a result of General Motors, whose Chevrolet division manufactured the new model, having used a 356 as a mule to test the Corvaire's new flat-six air-cooled engine. (*Classic*

*Porsche* carried a feature on this programme in issue #37, entitled *The Missing Link*). Yes, horizontally-opposed six-cylinders and cooled by air – just like a 911. The suspension was most Porsche-like, too, with swing-axles at the rear, although coil springs were used instead of torsion bars.

To the casual observer, there were few other similarities between the Corvaire and the Porsche 356. The former had modern, angular styling and, although small by American standards, it was still a fairly big car to the European eye. The 356, on the other hand, sat low to the ground, was curvaceous in profile but, to be frank, beginning to look a little out-dated. But as different as the two cars appear today, they were aimed at much the same market. Compared to other domestic sports cars, such as Chevrolet's own Corvette and Ford's Thunderbird, the Corvaire looked small, stylish and almost European in execution. And under the skin lay what many Americans regarded as 'European technology'.

In 1959, when the average American car was still a feast of fins and chrome, the Corvaire cut quite a minimalist dash, with its crisp, muted styling, lack of ostentation – and no radiator grille. The latter was a major point of conversation when chrome was king. The styling was universally praised and almost certainly influenced the design of certain forthcoming European models,



**“THE CORVAIRE LOOKED  
SMALL, STYLISH,  
ALMOST EUROPEAN...”**



including the NSU Prinz and the short-lived VW Karmann Ghia Type 34, both of which were also air-cooled, rear-engined and featured swing-axle suspension, of course.

The Corvair's engine used aluminium castings in an effort to reduce weight and to help dissipate heat. Producing just 80bhp from its 2.3-litres, it was not a powerful engine in its original form, but had plenty of torque, which was something European engines tended to lack in comparison. The driving force behind the Corvair was Edward N Cole, who had been head of the Chevrolet division of GM since 1956. In his previous role as head of Cadillac in the 1940s, Cole had put forward the concept of a rear-engined car but it was not taken up by GM at the time. That was left to Tucker with its infamous 'Torpedo' sedan.

The compact sports car (it is still a little hard to think of the Corvair as a sports car when put alongside the 356 today...) was available in a variety of body styles, including a stylish two-door coupé, a four-door sedan and, arguably most attractive of all, a two-door convertible. This was the 356's main rival in the USA and when, in 1962, the 150bhp turbocharged Corvair Monza Spyder was launched, the gloves were off. This was the second production car to feature a turbocharger, the first being GM's Oldsmobile F-85 Turbo, which had been released just weeks earlier.

Had the Corvair been launched in Europe by a European manufacturer, its reputation today might be very different. However, a spate of roll-over accidents in the USA put the first

nail in the Corvair's coffin. As any Porsche owner will know, the secret to fast driving is to brake, turn in and then power through and out of a corner. What you don't do is enter a corner fast and lift off the throttle halfway round. The resultant shift in weight causes what is known as lift-off – or roll – oversteer, meaning the tail will try to swap places with the nose.

Many Corvair owners, more used to heavy front-engined cars which had a tendency to understeer, failed to adapt to the required driving style, with disastrous consequences. The swing-axle rear suspension would 'tuck under' and potentially flip the car on its roof. GM's engineers could have helped alleviate the problem if they had fitted an anti-roll bar to the front, or impressed on owners the importance of maintaining the correct tyre pressures.

Chevrolet recommended a differential of around 10–12psi between the front and rear (today 20psi front and 30psi rear seems to be an acceptable compromise) which helped, but many owners unused to such wildly different pressures would pump the tyres up too hard, creating high-speed handling problems with disastrous results. Volkswagen and Porsche both advocated the use of lower tyre pressures in the front for the same reasons.

Unfortunately, a well-publicised spate of accidents involving GM's new compact attracted the attention of consumer attorney, Ralph Nader. His damning book *Unsafe At Any Speed* destroyed the reputation of the Corvair at a stroke and even

*Above left: Corvair's styling looked crisp and modern when released in 1959. It was regarded as a compact car by US standards*

*Above: Corvair's 102bhp flat-six engine was air-cooled and mounted in the rear. Does that sound familiar?*



**“UNSAFE AT ANY SPEED DESTROYED ITS REPUTATION...”**



*Above: By contrast, Porsche's 1600cc engine produced 90bhp, but the 356 B Cabriolet weighed over 260kg less than its rival*

*Above right: In some people's eyes, the 356's styling was beginning to look dated by the end of the '50s*

GM's efforts to improve the handling by redesigning the rear suspension in 1965 (to a semi-trailing design not dissimilar to that of the 911) did little to salvage its reputation. By 1969, the Corvair was dead, with sales of 1.8 million falling far short of General Motors' expectations.

Hans Mezger, the man behind the iconic Porsche 911 engine, admits that at that time, Porsche had a Corvair 'in the house', but he said that it was more for 'general education' than for use as a source of inspiration for Porsche's new six-cylinder motor. He was also unimpressed by the car's handling on the fast curves of the Solitude race track where testing was carried out: 'And Ralph Nader scared us!', he adds.

Nader's attack on the Corvair had, in fact, followed his initial investigations into the handling of the VW Beetle and Porsche's 356, whose chassis design was, in his opinion, responsible for many fatalities. On 9 September 1959, just three weeks before the Corvair was unveiled, Porsche presented its updated 356B, many of the upgrades over the previous 'A' model being as a result of pressure from the US market where Porsche sold some 70 per cent of its output – notable among them was the use of a compensator spring on the rear of the most powerful Super 90

model in an attempt to tackle the problem of roll-oversteer. A coupé, cabriolet and a roadster (the latter replacing the Convertible D) formed the line-up, joined in August 1960 by the Karmann hardtop.

In 1962, the 50,000th Porsche was produced, a 356B Cabriolet produced in the former Reutter plant in Zuffenhausen. An admirable statistic, but General Motors' production capabilities far exceeded those of the tiny German company, and in 1962 some 16,596 Corvair convertibles were built, followed by another 44,165 in 1963. Of these, one of the most popular models was the Corvair Monza 'Super Turbo-Air', an example of which you see here alongside a 1962 356B Cabriolet. Despite its name, it wasn't actually turbocharged but simply fitted with a pair of carburetors – a case of marketing at its best!

When the two cars are placed side by side, it would seem to be an unfair comparison to make. The Porsche is small, being strictly a two-seater with limited interior space and only modest luggage carrying ability. The Corvair, in comparison, can carry five people with ease and has a huge luggage capacity some four times greater than that of the 356. But that came at a cost: the Corvair was 260kg (over 570lbs) heavier yet was blessed with only 12bhp more than its 90bhp German rival.

Despite the Corvair's sporting pretensions, its bulk let the side down compared to the Porsche. Even when the second generation came along, with its redesigned rear suspension, it





felt ponderous compared to most European sports cars. The Corvair's drum brakes don't inspire much confidence, either. The two-speed automatic transmission favoured by the American market did the car no favours, while the all-synchromesh manual was heavy compared to that of the Porsche. The Corvair's engine was also not one that liked to rev, producing maximum power (102bhp) at 4400rpm and 134lb ft of torque at 2800rpm. The 356 produced its 90bhp at 5500rpm and 89lb ft of torque at 4300rpm, and was a joy to push to the red line.

Both cars are undeniably fun to drive, the Corvair best suited to long journeys on smooth roads – the kind you'll have found all over the western states in the early 1960s. The Porsche on the other hand begs to be shown the twists and turns of an Alpine

pass, or pushed hard along a favourite cross-country route – or even taken to the race track, somewhere that a Corvair convertible would have felt distinctly out of place.

The Corvair may still have a great deal of presence – and there's no doubt that the level of equipment far exceeds that of the 356B – but it cannot hold a candle to the German cabriolet as a driver's car. Porsche's 356 remains a gem of a sports car, but there is a price to pay.

A good 1962 356 will set you back four or five times the price of a Corvair convertible in excellent condition, if not more. But it's a small price to pay for superior German engineering, right? That's the difference between an icon and an interesting footnote in automotive history... **CP**

*Above left: The dashboard of the 356 was always a little austere, the interior rather cramped...*

*Above right: ...whereas the Corvair's interior was spacious and well-equipped. It could seat five in comfort*

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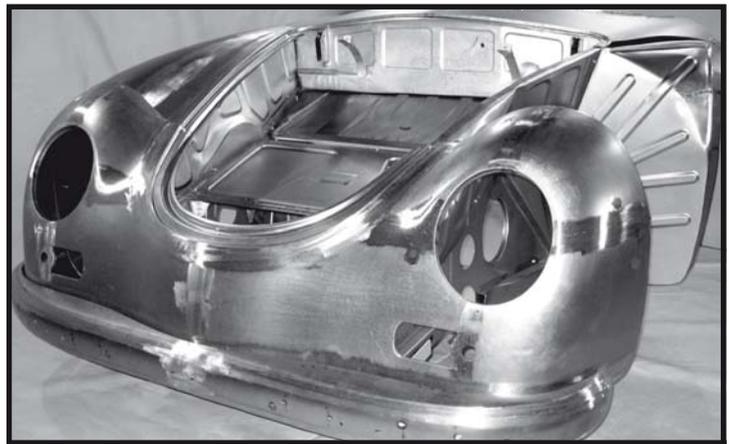
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# RAINBOW WARRIORS



We turn the clock back to the hedonistic days of the 1970s and '80s, a time when b+b's rainbow-striped Porsches were the talk of the town...

Words: Keith Seume  
Photos: b+b and archives



Founded in Frankfurt in 1973, b+b (always written in lower case) was the brainchild of brothers Rainer and Dieter Buchmann. Rapidly earning itself the reputation for being the 'go to' company among a wealthy Porsche-loving clientele, the company was responsible for producing some of the most memorable – and definitely the most colourful – personalised Porsches of the 1970s and '80s.

Working from a former BMW workshop in Frankfurt-Sachsenhausen, the then 28-year-old Rainer Buchmann began his career by rebuilding first a VW Karmann Ghia, which he restored and modified, and then sold on for a profit. This was followed by a Porsche 356 and a 912, both of which were also rebuilt for resale, raising enough funds along the way to venture into the world of Porsche 911s.

Buchmann soon discovered that there was a market for his wildly modified creations among collectors and wealthy enthusiasts who were prepared to pay a premium for a series of modifications to help their cars stand out from the crowd. Buchmann's company, b+b Auto Exclusiv Service, to give it its full name, rapidly gained a reputation for carrying out some pretty crazy conversions, all done with typically Teutonic efficiency and to a very high standard.

Melding ideas from many different sources, Buchmann became adept at incorporating the latest hi-tech equipment

**“AT ITS PEAK, B+B EMPLOYED A WORKFORCE OF UP TO 45 PEOPLE...”**

in his cars, ranging from CB radios (well, it was the 1980s), colour TVs and hi-fi systems with the *de rigueur* graphic equalisers (remember them?) to fridges. Yes, fridges. Well, doesn't every Porsche have one? Maybe not...

The b+b workforce expanded to include Manuel Melero, a car enthusiast and musician who emigrated to Germany from Spain, whose metalworking skills played a vital role in the company's success. Another key member was Eberhard Schulz, b+b's head of design and formerly of Porsche, who carried out most of the design work, notably on the interiors. It is said that Schulz also called on the talents of design students to help with his creations, a move guaranteed to help keep ideas fresh and up to date.

When it came to the matter of designing the hi-fi systems and other more complex electrical and electronic installations, much of the development work was carried out by Rainer Buchmann himself, aided by Peter Roggendorf. At its peak in the the early- to mid-1980s, b+b employed a workforce of up to 45 people, each responsible for design, bodywork and paint, and those complex electrical systems. b+b also had its own marketing department, a measure of how big and popular the enterprise was becoming.

Probably the most significant of all b+b creations as far as the Porsche market is concerned was the rainbow-striped Targa built for the Polaroid camera company for use as a promotional tool. Following an approach by a friend who happened to be the press officer for Polaroid, Buchmann learned that the company needed something special to attract customers to its stand at the Cologne Photokina photographic trade show. And he had just the car they needed...



It was based on a 1979 911SC Targa, into which Buchmann installed the drivetrain of a 930 Turbo, adding the widened wings to match, creating a unique Turbo Targa several years ahead of Porsche, who would go on to build fewer than 300 Turbo Targas between 1987 and 1989.

The car was expensive, costing approximately three times the base price of a regular 911SC, with its in-car telephone setting the owner back the equivalent of a cool £4500. But the expenditure was worth every Deutsche Mark for Polaroid when the then German President, Walter Scheel, was photographed sitting in the driver's seat. The resultant press publicity drew new customers in their droves to the doors of b+b.

The company went on to build several wildly-painted and heavily modified 911s, along with Targa-roofed 928s and electric-roofed Mercedes hardtop convertibles, all packed with electronic wizardry. Smaller cars, such as Volkswagen's Polo, became fair game for the b+b magic

touch, too. But the crowning glory for Buchmann and Eberhard Schulz was the CW311, a wild gullwing-doored Mercedes one-off built along the lines of the C111 prototype. Mercedes Benz was sufficiently impressed to allow b+b to add the three-pointed star to its creation.

Both the CW311 and the rainbow-striped Turbo Targa were the, perhaps unlikely, stars of a slightly cheesy film by the name of *Car Napping*. This was a 1980 comedy about

international car thieves, starring Bernd Stephan and Anny Duperey – well, if the truth be told, the real stars were the numerous exotic cars, most notably Porsches, which appeared throughout the film. Its plot was simple, with multiple car thefts being

carried out to order by a conman posing as an aristocrat. Think *Gone in 60 Seconds* with German accents, bushy moustaches and flared trousers...

While b+b's automotive extravagance might seem

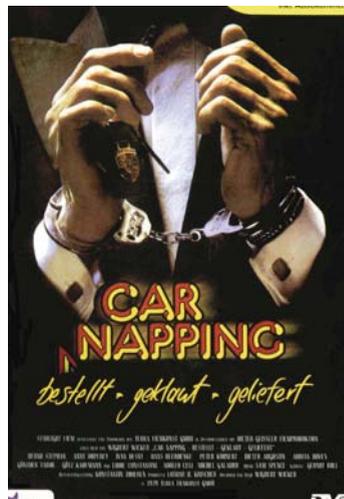
*Above: Rainbow-striped Targa was a star of the film Car Napping, where it appeared alongside b+b's CW311 Mercedes, as well as a host of glamorous women and men with bushy moustaches!*

*Below left: b+b's trademark striping certainly grabs your attention, even today*

*Below centre: Car Napping may not have been an Oscar-winner, but it was fun. It's still available on DVD...*

*Below right: While G-Model 911s were the bread and butter, b+b also worked on the water-cooled Porsches*

## “BUT THE CROWNING GLORY WAS THE CW311...”



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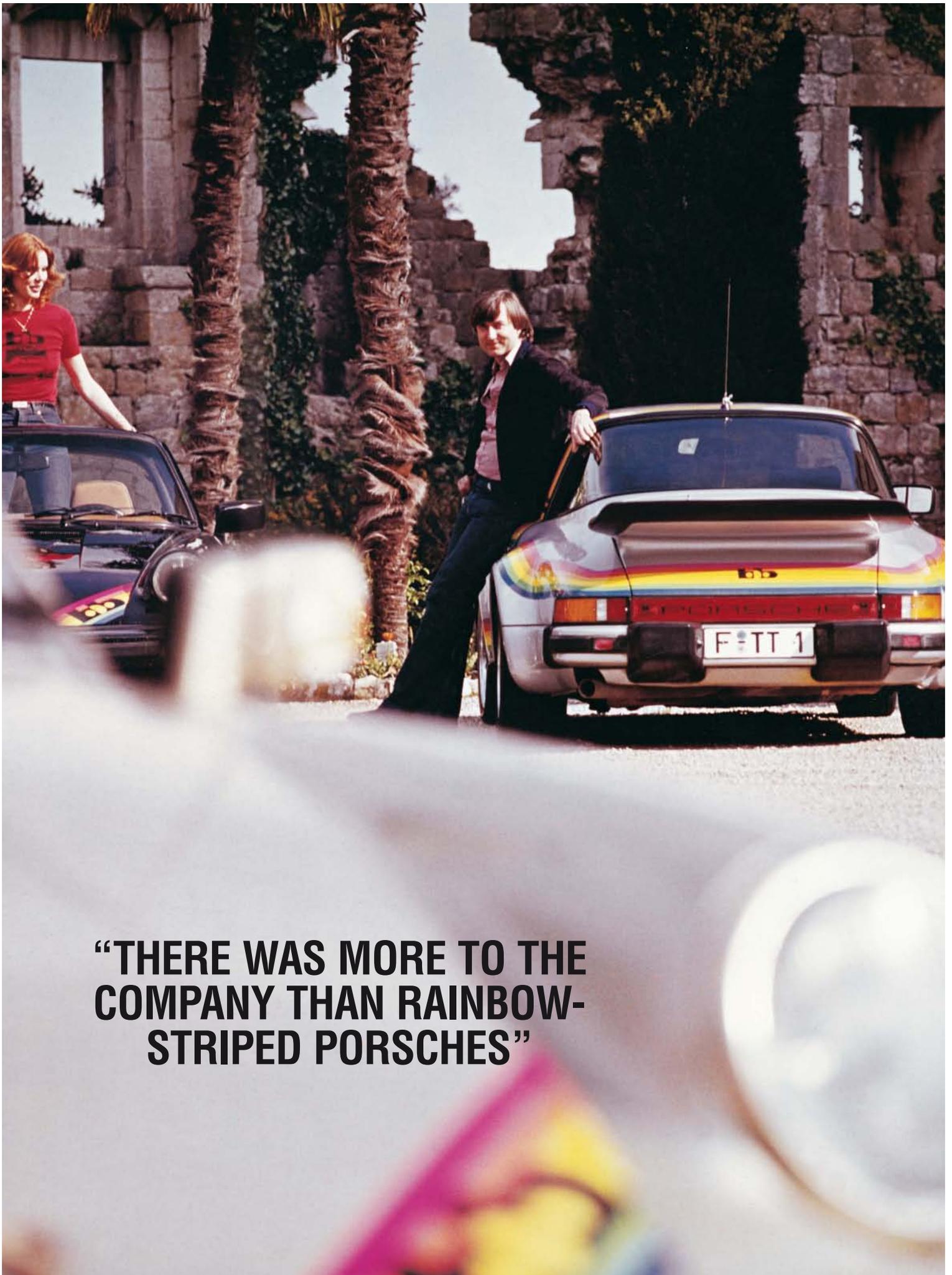


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**“THERE WAS MORE TO THE  
COMPANY THAN RAINBOW-  
STRIPED PORSCHEs”**



*Above: The original rainbow-striped Turbo Targa on display on the Polaroid stand at the 1976 Photokina photographic trade show*

slightly fanciful, there was far more to the company than building wide-arched, rainbow-striped Porsches (yes, those same stripes appeared on the 928s, too, even featuring in the interior) for a flamboyant clientele. While working on the Turbo Targa for Polaroid, Buchmann was able to benefit from the camera company's experience with rangefinder focusing technology, leading to the development of the very first parking sensors ever fitted to a car.

Other technology that was developed by b+b included the 'DINFO' system, which is short for Driver Information system, the forerunner of the onboard computerised information systems fitted to most cars today to display such things as miles per gallon, average speed, range, travelling time, and the like. It's something we take for granted today but it was a big thing back in the late 1970s.

Developed by Peter Roggendorf, the display could be

swapped between Imperial and Metric measurements at will, and could be used to monitor just about every vital function of the car at the push of a button. It could also welcome the driver to his car with a vocal message, or be activated by the driver's own voice.

Similarly, the multi-function steering wheel: b+b claims to have invented this concept in the early 1980s, with a steering wheel equipped with six buttons to control all manner of functions, including electric windows and seats, lights, radio, etc. This idea was patented in February 1983. That's

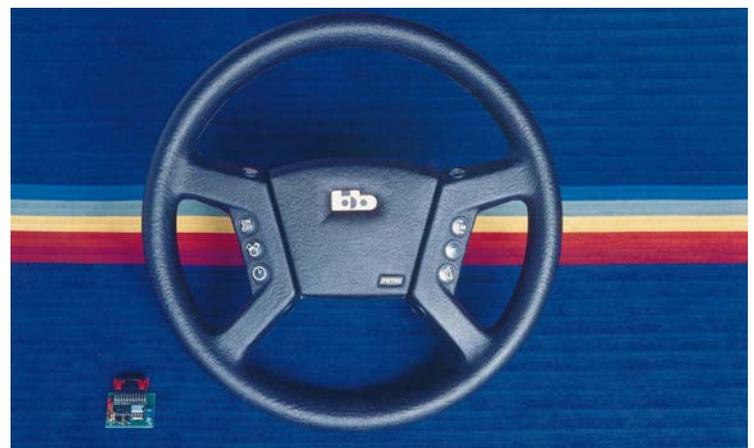
another gizmo we take for granted these days. Oh, and let's not forget remote control central-locking, activated from a key fob – yes, b+b was there at the very beginning.

Not all b+b inventions were as practical on a daily basis, though. One of the more fanciful conversions, carried out at

## “TECHNOLOGY INCLUDED THE ‘DINFO’ SYSTEM...”

*Below left: The DINFO display allowed the driver to monitor a car's vital functions at the push of a button, or by voice control*

*Below: Buchmann took out a patent in 1983 for his multi-function steering wheel – something we take for granted today but big news three decades ago*





the request of a Saudi prince, was the installation of a fog system at the rear of the car, which would enable the driver to lay down a smoke-screen, rendering the car invisible from up to 300 metres away. James Bond would have been proud of this one...

The bubble burst when manufacturers such as Volkswagen, with whom b+b had worked on projects which included an order for 40 lavishly-equipped VW Polos, christened 'Paris' and 'Carat', decided they could carry out similar work themselves in-house, rather than calling on the services of an outside contractor. A decade after b+b's big showing at Photokina, the company filed for bankruptcy in 1986.

But that's not the end of the b+b story for, in 2014,

## “B+B FILED FOR BANKRUPTCY IN 1986...”

Rainer Buchmann appeared at the Frankfurt show with a new twist on his Turbo Targa theme: the b+b Moonracer. Built for a wealthy customer who was clearly a fan of b+b's original rainbow warriors, the silver SC Targa underwent the same modifications as the originals,

with 930 running gear and wide-body conversion, but the electronic wizardry was updated to include provision for an iPad in place of the old Blaupunkt stereo radio and Uher graphic equaliser.

Buchmann remains ebullient about his new-age retro-custom Porsche and while it may not be to

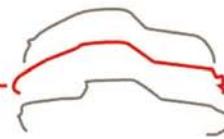
everyone's taste today, it stands out as a poignant reminder of the hedonistic days of the 1970s and '80s when some Porsche owners were brave enough to plough their own furrow and refused to follow the rule book. **CP**

*Above: Rainer Buchmann stands proudly alongside his latest creation, the b+b Moonracer. Behind it is one of his original 'slope nose' Turbo conversions, complete with 928 headlights*

*Below left: the b+b logo was once the talk of the car world, and now it's back...*

*Below: Moonracer's interior is less ostentatious than those of the 1970s' rainbow cars, but is still filled with well-hidden gadgetry*





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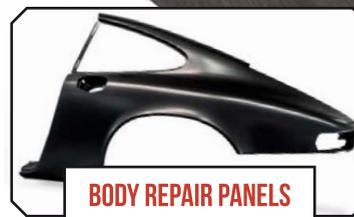
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# TAKING CENTRE STAGE

Steve McQueen had a deep appreciation for cars and motorcycles, with Porsches often playing centre stage in his life. California's 'Friends of McQueen' show celebrates his passion with 350 vehicles, including an extensive assortment of 356s and 911s. They gather at a school serving disadvantaged teenagers, where the King of Cool happened to be a student...

Words & photos: Stephan Szantai



*Above: A strong contingent of vintage Porsches represented our hobby in a sea of other vehicles*

*Far left: D'leteren's factory in Belgium produced this Roadster, a rare version in the United States*

*Lft: You can count on Chad McQueen to represent his family at the event created in the memory of his dad*

*Bottom left: Team of Jeannette, Minter and (Chad) McQueen raced this GT1 in 2003*

*Top right: Peter Dunkel owns a handful of Porsches, including this track-ready Speedster*

*Right: 901 gearbox, 2.2L engine, 4-wheel disc brakes... Ron Harris's 1957 356 is like no other*



Just as WWII drew to a close, a young Steve McQueen (1930–1980) was being dropped off by his mother at Boys Republic, a school welcoming troubled teenagers located in Chino, California. She reportedly said to the management: ‘Maybe you can do something with him – I can’t.’ McQueen, who graduated in 1946 at age 16, acknowledged later in life that the establishment played a key role in turning his life around.

That same educational centre, founded in 1907, has been hosting a great event called ‘Friends of Steve McQueen Car & Motorcycle Show’ (better simply known as ‘Friends of McQueen’) since 2008. The students’ hands-on involvement helps the meet run smoothly; in fact, they not only join the organising team, but also create the cool trophies based on

## “THE ONE-DAY EVENT ALLOWS MONEY TO BE RAISED FOR THE SCHOOL...”

old car and motorcycle parts.

This one-day event allows money to be raised for the school, too, with a million dollars being the result of the promoters’ hard work over the last nine years.

As much as we like Porsche-only affairs, there is something to be said about shows like ‘Friends of McQueen’, with a wider range of automobiles gathered on a few pieces of nicely-trimmed lawn. Some rides have direct connections



Left: Porsche offered interesting upholstery in the 1970s, as seen on Lauren Gusler's '75 914. Looks a lot like Cornish tartan to us!

Right: Peter Chifo's SC leads a row of 356s – don't you just love these pastel colours?

Below right: What's not to love about a 356 Cabriolet?

Below far right: Victor Verhoeven's 1967 912 looks great in Bahama yellow



Far left: Check out the unique brushed aluminium rims on Bob Lee's '59 'A' coupé



Left: This '59 Convertible D has been in the hands of Dean Spooner since 1972



Left: A member of the 356 Club of So-Cal, Jim Alton displayed his neat '58 356A

Right: Michael and Christine Allen's 356 was raced in Germany in 1965, when the car was new

Bottom right: Now that just looks downright mean and nasty. We love it!

Bottom far right: 1973 911T Targa was for sale. Chartreuse Green is an unusual colour, which simply glows under the SoCal sunshine



with McQueen, such as Ford Mustangs (as seen in the movie *Bullitt*) and dune buggies (*The Thomas Crown Affair*), not forgetting motorcycles (*The Great Escape*).

Several types of vehicles have their own line up/corners as well: military transportation, movie cars, vintage trailers, and even steam engines! The show additionally features a motocross track – after all, McQueen also enjoyed dirt bikes. This eclectic variety seems to truly please the visitors.

Yet, the largest contingent this year remained vintage Porsches, not a big surprise considering McQueen's love for the German brand. Keep in mind that the Porsche 356 Club has been fundamental to the event's development, too, thanks in part to Co-Chairman Ron Harris who owns a



## “YET, THE LARGEST CONTINGENT THIS YEAR REMAINED PORSCHES...”

beautiful outlaw-styled 1957 coupé. 356s thereby showed up *en masse*, with excellent examples being displayed, such as the red 1958 Speedster brought by Peter Dunkel, an influential enthusiast who was behind the Dunkel Brothers show around the turn of the century.

Other interesting 356s included Dean Spooner's red outlaw '59 Convertible D, which he purchased in 1972, in addition to Michael and Christine Allen's blue '65 coupé – its first owner participated in some German rallies that same year.

On the 911 front, we noticed what seemed to be a smaller troop of outlaws compared to previous editions; but there were plenty of 'stockers', going as far back as 1965, as exemplified by Scott Hooks' red coupé. The meet offered a handful of oddities, such as the '73 911S Targa exhibited by Zelectric Motors.

As you might have guessed, it runs an electric motor with





214lb ft of torque, with a range of up to 180 miles. A few later models sprinkled the grounds as well, including a couple of rare Slantnose 911s, complemented by several 912Es and VW-Porsche 914s.

Yet, one of the most talked about rides was a yellow GT1, a Daytona Grand Am entry raced in 2003 by Jeannette, Minter, and Steve's son, Chad McQueen. The latter is a

**“THE 2018 EDITION IS SCHEDULED FOR THE FIRST WEEKEND OF JUNE...”**



genuine motorhead who owns a few vintage Porsches, such as the 356 Speedster and Slate Grey 911 formerly in the hands of his dad. Many had great hopes for Chad as a racer, until he hit the wall in 2006 at Daytona in a Porsche GT3 that experienced mechanical failure – he suffered life-threatening injuries and his recovery would prove particularly long.

Yes, Friends of McQueen had plenty of good reasons to attract automotive enthusiasts with a penchant for Porsches (or even those who don't) this year. The 2018 edition is already scheduled for the first weekend of June. It will celebrate the 50th Anniversary of the movie *Bullitt*. Ford Mustang fanatics will love it; but don't worry, there will be

Left: Scott Hooks had one of the earliest 911s on site, a model dating back to 1965



Right: Zelectric's '73 Targa prototype runs a 180hp AC motor and Tesla batteries offering 180 miles range



Top right: 'Sugar scoop' headlights designed for the US market feature on Brad Verhoeven's 1975 Carrera



Far right: Any fans of '80s 911s here? That's Bisi Ezerioha's Slantnose-version of a 1982 Cabriolet

Right: Sean Teague's 'Sport Purpose' 1976 coupé mixes traits of RSR and IROC Porsches. Looks tough, as does the race-style 914



Left: Mahle 'Gasburner' wheels look great on Terry Havens' beautiful '68 912

Below far left: 'Ol' Red' – Bruce Meyers' original Beach Buggy was on show, alongside the Thomas Crown Affair Corvair-powered Buggy

Bottom left: Sabre overflew the show – that's a real piece of US aviation history!

Right: You don't see many 930 RUFs, especially in the USA – this '86 example belongs to George Summach

Far right: Bill Noon of Symbolic Int'l brought this rare factory 'Flachbau' 964, one of 90 built in 1994



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# PRESS, PR AND PORSCHE...

One of Britain's most respected motoring journalists and Porsche authors, Michael Cotton can look back on fifty years of writing and reporting, a career which by interesting coincidence parallels the half century of the 911 itself

Words: Kieron Fennelly

Photos: Kieron Fennelly and Michael Cotton





Above: Behind the wheel of Hans Stuck's DTM-winning Porsche 962 PDK at the Nürburgring. This was for a track test in *Motoring News*. Engineer Walter Naher told him 'The top button is for changing up, the lower one for changing down – except when you are going round a tight corner. Then it's the other way round...'

**M**ichael Cotton is one of the few motoring correspondents of his generation who was in fact trained as a journalist. His father was editor of *Commercial Motor* which meant journalism was in the younger Cotton's blood. Naturally enough he was also a motor racing fan: Crystal Palace was only a short bus ride from his South London home, Brands Hatch was not much further away and on occasion he would venture up to Silverstone.

But more than mere enthusiastic teenage spectator, he really wanted to report the sport: the *Croydon Advertiser* offered him a position as a trainee journalist and in his eagerness to take up the post he left school just before A-levels. A short time later when he asked to return to sit them, the school would refuse, so his journalistic course was set: writing the *Advertiser's* motoring page.

After a two year interruption for national service, he joined Fiat's PR department before going to Speedwell Tuning, where one of the directors was Graham Hill. In 1963, he made his first visit to Le Mans – by now he was working for the *Sporting Motorist* in Bromley, and his task was to report on the progress of Bromley-based Eric Broadley's Lola GT. This car, incidentally, was the origin of the Ford GT40 which would go on to four Le Mans wins from 1966–69.

However, the move Cotton initially thought was his real breakthrough was to be appointed to the staff of *Motorsport* in 1966, a time he now recalls with a broad grin:

'In those days it was Bill Boddy and Denis Jenkinson, and they were very clear: "We do the writing, you produce the magazine!" It wasn't quite what I had in mind, but after a year or so, I was able to join *Motoring News*, which was literally just along the corridor, and I stayed there for ten very happy years.'

This promotion coincided with that amazing period when Porsche changed from being perpetual bridesmaids and class winners to the most dominating force ever seen in sports car racing. Cotton became editor of *MN* in January 1968, the season during which the 907 and 908 would win five rounds

of the World Sports Car championship, including Daytona and the Targa Florio.

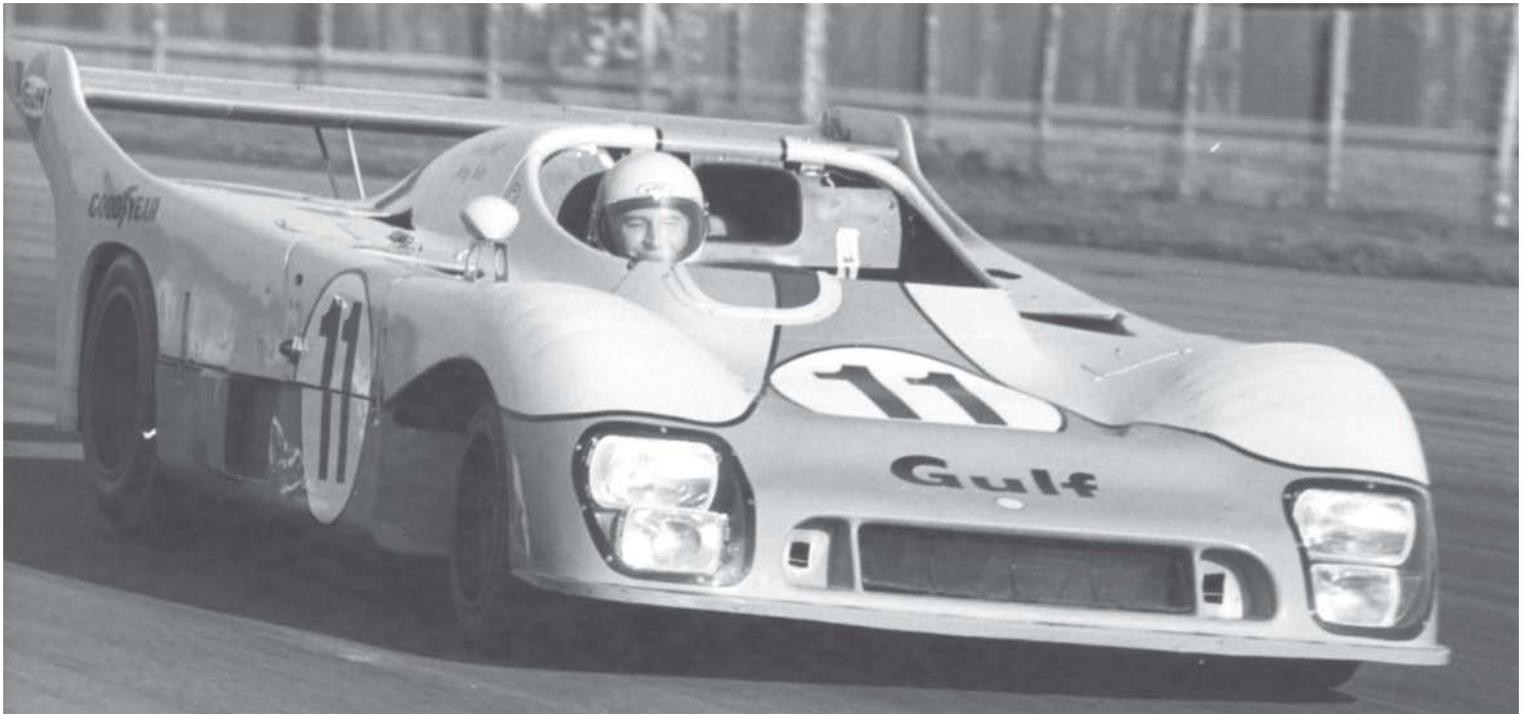
It was tremendously exciting: Porsches were now extremely competitive and the championship made for exciting reporting. Cotton recalls that between 1968–9 he attended 32 races:

'You know, looking back, it was a huge privilege: I got to know the drivers quite well, Rodriguez, Siffert, Redman, Elford, Herrmann, all the works Porsche drivers in fact; I'd already met Clark, Hill and the other F1 drivers; besides, in those days, the top drivers popped up everywhere, driving F2, sports racers or saloons on non-F1 weekends – all completely unimaginable now.'



Opposite page: Michael Cotton alongside Richard Lloyd's Canon-sponsored Porsche 956: 'He took me for an exciting ride round Silverstone', recalls Cotton

Bottom right: A familiar sight in Porsche pits and paddocks, Cotton prepares to make a presentation to winning 924 driver Tony Dron



*Above: Testing the 1975 Le Mans-winning Gulf Mirage DFV at the Silverstone circuit: 'I didn't wear ear plugs, and regretted it for days', recalls Cotton*

Like other observers, he was deeply impressed with the highly-organised Porsche operation. The man at the centre of this was, of course, the almost maniacally driven Ferdinand Piëch who, at that time, if caught at the right moment, would still talk to journalists. Cotton remembers a long conversation with Piëch at the Targa Florio in 1970 where Porsche had the lightweight 908/03.

'He was obsessed with saving weight, a very intense fellow. He also told me "I don't sack people for making a mistake, only for making it twice!"

That was Piëch discipline.'

His intelligent curiosity made him many friends at Porsche, in particular Norbert Singer who had just begun his Porsche career when Cotton started reporting for *Motoring*

*News*. Later the pair would work together to produce Singer's book *24:16*. An accomplished author as well writer, Cotton has written 10 titles of his own, mostly on Porsche, and collaborated on many more of which *24:16* is one of the more recent. Singer was the aerodynamicist famously responsible for the 911-based 935 which effectively took over the sports car mantle a couple of years after the 917 was banned.

'Did you know Jean Todt tried to get him to come to Peugeot to design the Le Mans 905,' Cotton, ever the reporter, confides. 'Norbert was a Porsche loyalist, though, and he turned it down. But the 935 wasn't perfect you know: I remember the drivers were all complaining about unsettling tyre vibration at speed. Rolf Stommelen (who won more 935 titles than anyone) took me around Hockenheim in a 935 press demonstration. Suddenly there was this quite horrible shaking. Rolf grinned at me and said, "Ja, now you understand what is tyre vibration!"'

In 1976, the poacher turned gamekeeper, joining Porsche in the UK. At that time Porsche was expanding its range with the 924 and the 928 transaxle models. As these cars were so different from the Porsche tradition, Zuffenhausen wisely did not expect them to sell just because they bore the famous badge: it knew they would need proper marketing.

John Aldington, who was managing director of Porsche Cars GB, invited Cotton to lunch and offered him the job of press

manager. It was a busy time: the mid-70s was something of a slump time for the 911, but the arrival of the 924 (derided by some for not being a proper Porsche) was vital for boosting sales and profits. A visitor to the Earls Court show announced proudly to Cotton that with the 924 he could 'now afford a Porsche'; and then things were on the up. By 1978 there was a two year waiting list for the 928, which had won the Car of the Year award. This was followed by the launch of the 944 – 'that was a proper Porsche,' attests Cotton – and the 911 Cabrio.

At Porsche there were changes, too: Ernst Fuhrmann was persuaded to resign (he would take up a face-saving lectureship at Vienna University) opening the way for Ferry to appoint a new managing director. The new appointee was a surprise: Berlin-born

American citizen Peter Schutz came not from the German car industry but from the gritty, highly competitive world of commercial diesel engines. Cotton believes that partly because of his outsider status he was the right man at the time:

'Schutz rescued the 911 that Fuhrmann had wanted to do away with. Helmuth Bott, who had been sitting on so many ideas to develop it, at last got a free hand. The Cabrio was

## “HE WAS OBSESSED WITH SAVING WEIGHT, A VERY INTENSE FELLOW”



*Left: Not every track test was as exotic, as this photo of Michael Cotton at the wheel of a DAF goes to prove!*



Above left: Enjoying a well-earned retirement? Not exactly – Cotton (with son Andrew) is still a regular contributor to PCA's Panorama magazine

Above right: Presenting winner's garland to Tony Dron, winner of the Porsche 924 Championship in 1978. Cotton was championship co-ordinator at Porsche Cars Great Britain



the obvious example, but the 959 really showed what Porsche could do. However, when the dollar halved in value, Porsche's profitability went with it and Schutz had to go. Much later, during Wiedeking's time, Porsche made up with Schutz and officially recognised his achievements (he quadrupled sales between 1980 and 1985) Manfred Jantke told me they even increased his pension.'

Michael Cotton left Porsche employ in 1983: he was 45 and he could no longer resist the lure of being an independent reporter. Nonetheless, it was a difficult, not to say brave decision:

'John Aldington was a good boss, approachable if sometimes dogmatic (which was one reason why he couldn't get on with Schutz) and I knew I was walking the plank

by giving up a salary and a company Porsche, but I had to do it: journalism was in my bones and I wanted to return to writing and reporting. *Motoring News* offered me the possibility of covering the World Sports Car championships as a freelance.'

The outcome was, in his words, ten wildly busy years travelling everywhere, reporting for *MN* and Japanese and US magazines. He had to syndicate everything to make ends meet which also meant covering car launches and motorshows. He recalls that effectively he lived on planes and in hotels: he would for example fly to Australia on a Friday and back to London on Sunday to get to Kyalami via a Porsche launch in the South of France. His credit card bill, over £4000 per month, spoke volumes of this peripatetic lifestyle.

He was also writing: Darryl Reed of publisher Patrick Stephens had persuaded him to produce a book a year. Then, around 1993, *Motoring News* was bought by Haymarket and Cotton's reports were no longer required. It was a blow, but in his mid-fifties he realised he could not in any case keep working at such a rate. He did, however, manage to stay in the field of journalism.

Sports car racing was in the doldrums in the early nineties: the FIA had effectively killed off the superb Group C series because it diverted attention from F1, but then Jürgen Barth got together with Patrick Peter and Stéphane Ratel to create the

production sports BPR series. That had the Porsche RSRs competing against McLaren, Ferrari, the Callaway Corvettes, Lotus and Venturi. It was a brilliant idea – by 1995 there were 55 cars on the grid at Silverstone. For journalists like Cotton it meant they could make a living by reporting it again. Then the BPR, too, was taken over by the FIA but happily at that stage the GT3 series were underway.

'The 911 GT3 was a typical Wiedeking product: keep it as close to the series production 911 and sell it at a good price,' observes Cotton pithily. Indeed his reflections have long been followed by other journalists and writers. Cotton has been so close to the action for so long that in his modest way he has assumed something of the mantle of the late Paul Frère. Indeed it is

## “THE 911 IS THE CAR ITS ENGINEERS WANTED TO BUILD...”

no coincidence that with the Belgian, he is the most often quoted reporter in Karl Ludwigsen's masterful trilogy *Excellence was Expected*.

Michael Cotton stopped attending the Le Mans 24 Hours after his 40th consecutive visit in 2008, but this did not signal that he had ceased being a reporter: retirement it seemed was not on the cards for the journalism gene has extended to son Andrew, 43, also an established freelance auto writer.

'Andrew does all the travelling now, but I still compile reports on GT and sports car racing for various overseas publications; I'm European editor of *Panorama* and I'm collaborating on various books.'

*European Windows*, Cotton's wide ranging column in *Panorama*, jointly signed by him and Andrew is consistently one of the best informed pieces of Porsche writing anywhere. This is not entirely surprising for much of Michael Cotton's career has involved Porsche, as does nearly all his book output: clearly there is a particular fascination. He thinks for a moment:

'It's the excellence of the 911 and its reputation. The 911 is the car its engineers wanted to build, hence the purity of the driving experience. Racing success, Le Mans in particular, rubs off on production. If people care about their cars and enjoy driving, they love Porsches.' **CP**

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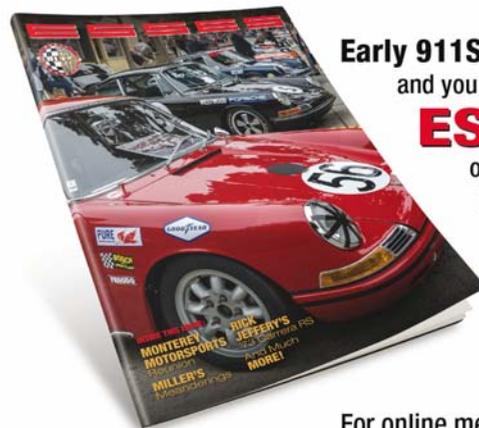


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