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**Editor:** Keith Seume Tel: 01208 872924  
classicporsche@chpltd.com

**Contributors:** Robert Barrie, Kieron Fennelly,  
Richard Holdsworth, Delwyn Mallett,  
Robb Pritchard, Christian Steiger,  
Matt Stone, Stephan Szantai, Andy Tipping

**Studio Manager** Peter Simpson

**Group Advertisement Manager**  
James Stainer Tel: 01883 731152  
james.stainer@chpltd.com

**Production**  
Liz Smith Tel: 01883 731150  
ads@chpltd.com

**Accounts:** Bev Brown  
**Administration:** Sandra Househam  
**Subscriptions:** Debi Stuart  
debi.stuart@chpltd.com  
Tel: 01883 731150 Fax: 01883 740361

**Managing Director:** Clive Househam

**Printed in England**  
GD Web Offset Ltd; Tel: 01709 768000

**Worldwide stockists**  
To find your nearest stockist:

UK: seymour.co.uk/storefinder  
N. America: magfinder.magnetdata.net  
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Classic Porsche® is published by  
CHPublications Ltd,  
1 The Alma Building,  
Brewerstreet Dairy Business Park,  
Brewer Street, Bletchingley  
Surrey RH1 4QP  
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

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For any Porsche enthusiast with an interest in historic motor sport, 2018 promises to be an exciting year, with Spa Classic, Le Mans Classic and Rennsport Reunion all taking place within a few months of each other. At these events there is always a mouth-watering selection of classic racing Porsches to be seen, to the point where it all starts to smack of sensory overload!

However, we were very excited to learn of a new Porsche race series, the 2.0-litre Cup, for pre-1966 SWB 911s. You can read more about it in Robert Barrie's column on page 24 of this

## "KEPT THE CROWD ON ITS FEET, FROM UNION JACK TO CHEQUERED FLAG..."

issue, but I just wanted to say a big 'thank you' to the people behind the series, Peter Auto (*merci*, Patrick Peter), Lee Maxted-Page and James Turner for coming up with what promises to be an exciting four-race series, kicking off at Spa Classic in May.

Anyone who attended the Goodwood Members' Meeting in 2015 and watched the inaugural Aldington Trophy race for pre-'66 911s will need no reminding of just how thrilling the sight of two dozen 911s in heated 'combat' can be. With tails wagging exiting the chicane, the cars kept the crowd on its feet, from Union Jack to chequered flag. I can't wait, and hope to be at Spa to witness the inevitable stampede to the first corner...

**Keith Seume**  
Editor, *Classic Porsche*  
classicporsche@chpltd.com

[www.classicporschemag.com](http://www.classicporschemag.com)



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# FIRST EXIT WUPPERTAL

The Destination for Classic Porsches





Words: Keith Seume Photos: Andy Tipping

# FROM BARN FIND TO BEAUTY

Imported from the USA, stripped to bare metal and then left languishing in a barn for 17 years, this 1954 Pre-A 356 Cabriolet is just what the doctor ordered to blow away the winter cobwebs...







*What could be better than going for a drive in a Pre-A Cabriolet along the byways of Devon on a crisp, sunny winter's day? Unseasonally good weather was a great excuse to get the top down and savour the sound of the classic flat-four engine*





**W**ith the move back to Stuttgart from the old sawmills in Gmünd came the opportunity for Porsche to 'productionise' the 356. The original Gmünd-built cars featured aluminium bodies, lovingly hand-beaten over wooden bucks, which may have been light but the build process using aluminium was time-consuming and required skilled labour to complete.

The problem now was that the original Porsche works in Stuttgart had been taken over by the US Army as a vehicle repair shop, meaning there was insufficient space available to set up production. The solution to this problem was to reach an agreement with coachbuilders Reutter to use a section of their workshops until Porsche's own building became available again.

The plan was to have a car back in production sometime towards the end of 1949, or early 1950. Work started on the new car in September 1949, with Reutter receiving an order for some 500 coupé bodies the following November (Cabriolet versions were to be made by Gläser). It is important to note orders for the original 'Gmünd 356' were not completed until 1951, while the first of the Stuttgart-built coupés rolled out in early 1950, meaning that old and new

models existed side by side for a number of months.

Production was slow to get off the ground in the early days, with just 392 cars (345 coupés and 47 Cabriolets) being built in 1950. This figure rose to 1238 (of which 298 were Cabrios) in 1951, but fell back to 798 the following year (478 coupés, 304 Cabriolets and 16 Roadsters). In 1953, though, things started to pick up, with 1537 coupés and 460 Cabriolets, totalling 1997 cars, while in 1954 the total output rose yet again to 2303, of which 327 were Cabriolets, one of which is seen here.

Chassis number 60597 was completed on 25 June 1954, and built to US specification ready for its trip across the Atlantic to Firma Hoffman, New York, the official east coast distributor for Porsche in the USA. The engine number, P-33104, shows that it was powered by a regular 1500 engine, while the transmission number, 3722, points to it having the Porsche-built all-synchromesh four-speed gearbox. The Kardex – the original factory build sheet – tells us little other than that it was built to 'USA standard specification', painted 5406 Silver and trimmed in leather. It was sold by Hoffman on 26 November 1954.

Incidentally, as an interesting aside, this car has a chassis number just six away from the similar car that was weighed

*Above: Rocker panels (sills) that curve under the car are a trademark feature of the Pre-A models, begging the question why did Porsche change to a more slab-sided design on later models?*

*Below left: After being imported from the USA 25 years ago, the car was stripped to bare metal and then left to rust in a barn for the next 17 years*

*Below right: Saved from the grave. The same car, following the extensive restoration by the team at Roger Bray Restoration*







*Above: The interior is a work of art. The reclining seats are original to the Cabriolet, as are the gauges. Red leather trim complements the grey dashboard and silver bodywork perfectly*

*Below left: Despite years of neglect, fortunately the Cabriolet still retained its original instrumentation and switches. Sadly, the half-circle horn ring had broken*

*Below right: Telefunken radio is a great addition to the restored dashboard. Another rare extra is the fuel gauge on the far left side*

by the factory to establish how heavy (or otherwise) a production-ready Cabrio was. At just 832kg, chassis number 60591 proved to be a scant 5kg heavier than the equivalent coupé.

The reference to 'US standard specification' is in relation to levels of engine output and trim. There were two levels, standard and de luxe. What is noteworthy is that this car, although described on the Kardex as a 'standard' was rather better equipped than you'd expect, bearing all the hallmarks of a de luxe, a reflection of the fact that Cabriolets were frequently better fitted out than coupés.

In general, USA-standard 356s dispensed with such niceties as a radio, reclining seats, passenger sun visor, ventilation system and wheel trim rings. Seat upholstery was in vinyl, rather than leather – with the exception of Cabriolets, which retained leather trim – and the engine was a 55bhp Type 546 1500, as opposed to the more powerful 70bhp

Type 528 'Super'. As the radio and Hirschmann aerial aren't on the Kardex for this car, it is most likely that they were fitted by the dealer at the request of the first owner.

The cost in the USA of a standard Cabriolet was \$3695, while the de luxe model would have set you back \$4584. Allowing for inflation, that would be the equivalent of \$42,000

today, a fraction of the restored car's current value!

We don't know the history of #60597 in its early days but we do know it arrived in the UK a quarter of a century ago but was not registered at the time. Instead, it appears the owner saw fit to strip the paintwork off the bodywork, presumably in an effort to assess the underlying

condition, but got no further. The poor little Cabrio then sat unloved for a further 17 years before being acquired by Roger Bray for restoration in his Devon-based workshops.

The photographs taken at the time show the car to be in relatively good condition at first sight, with no obvious signs

**“THAT WOULD BE  
THE EQUIVALENT  
OF \$42,000...”**







of major accident damage (other than a 'shunt' in the rear), or severe rust. Well, not by normal 356 standards, at least. The floors were in a poor state, as is so often the way with convertibles, but what was most encouraging was that the engine and transmission were original to the car. Yes, it's one of the legendary 'numbers matching barn finds' you read about!

Despite the partly stripped state, all the major and hard to find parts were still in place: instruments, seats, hood frame, all were still present although, naturally, in need of restoration.

There is an extensive series of photographs on Roger Bray's website detailing the restoration of the bodywork, which proves how solid the car was compared to many similar project vehicles. Take a look at the projects page on [www.rogerbrayrestoration.com](http://www.rogerbrayrestoration.com) to see what we mean.

The restoration is, without doubt, one of the best we've

seen, and it is extremely hard to equate the pictures of the car as found with what you see before you today. But what, we wondered, would the Cabriolet be like to drive? There was only one way to find out... Starting from cold required little more than a pump of the accelerator and a twist of the key before the flat-four, with its VW-style two-piece crankcase (the three-piece design wouldn't arrive for another year), fired up with the familiar crisp bark.

The clutch is light, the gear shift lighter still, although moving the lever forward in search of first gear is quite a stretch. The handbrake lever is mounted under the

dashboard on the left side, meaning you need to swap hands from side to side when setting off – right hand on the gear lever, left hand to release the brake. Feed the clutch in and you're away.

The Cabriolet feels very responsive, the short first gear necessitating a fairly swift change into second, and then it's a

*Above: The Cabriolet drives like a new car, responsive to the throttle and with a delightfully light gear change. It's hard to think of a better place to be than behind the wheel of a Pre-A Cabrio when the sun shines*

*Below left: This was the sight that greeted Roger Bray when he discovered the car, neglected and forlorn after a 17-year 'sleep'*

*Below right: Hard to think this is the same engine bay, isn't it? Type 546 1500 engine has plenty of torque*

## “THE RESTORATION IS ONE OF THE BEST WE’VE SEEN”





*Despite its less than glorious past, the Cabriolet proved to be a great candidate for restoration. Just 327 examples were built in 1954...*







matter of letting the engine's torque do the rest. Up into third – another stretch – and then into fourth and settle back to savour the sound of all 55 horses behind you.

Having put the top down – it would have been criminal not to have done so on such a glorious day – there was surprisingly little wind buffeting. Certainly less than when driving a coupé with the windows wound down.

In a contemporary road test in *Autosport* magazine, legendary journalist and TV commentator John Bolster remarked that the excellent torque of the 55bhp engine 'in the lower and middle ranges, allied with well-chosen gear ratios, gives lively acceleration', going on to comment that 'the steering is very quick, the brakes are powerful, and it would be difficult to imagine an easier gearchange.' We concur...

Bolster managed to coax 95mph out of 'his' road test coupé, reaching 71mph in third and 50mph in second – impressive figures from such a small engine in the 1950s. But what of the handling? With its swing-axle rear suspension, it is understandable that he had concerns about

oversteer: 'In practice, the Porsche does oversteer in quite a big way, but the experienced driver, having entered a corner at speed, allows the steering to unwind as the turn is negotiated, which can be a smooth and effortless operation,' before continuing with 'Let me sum up by saying that the Porsche is very controllable and can be cornered fast, but that a driver who attempted advanced techniques on slippery

roads, without first becoming fully conversant with the car, would probably finish up facing the way he had come.'

We didn't want to try our luck by driving the Cabrio on the limit, but will say that once you become accustomed to the peculiarities of swing-axes, you can make impressively brisk progress in a Pre-A. As they say, it can be a lot more fun driving a

slower car fast than trying to drive a faster car slowly...

Whoever becomes the new owner of this gem will surely be a happy man, or woman. It drives like a new car, is fast enough to keep up with modern traffic and looks a million dollars. Just be prepared to answer lots of questions about it when you stop for fuel, for it certainly attracts attention out on the road. Everybody, it seems, loves a classic Porsche... **CP**

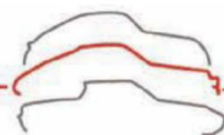
*Above: Off into the wide blue yonder... From the rear, the slenderness of the wheels and tyres is really emphasised*

## “MANAGED TO COAX 95MPH OUT OF HIS...”

*Below left to right: There's not a lot of room for luggage in the front of a Pre-A. Note original toolkit and accessory windscreen washer bottle; first seen in October 1952, 'beehive' taillights were used up until the 356A T2 bodystyle in March 1957; with the top up, visibility is restricted, but not as badly as in a Speedster!*







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# NEWS & PRODUCTS

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

Got something new? Send details to [classicporsche@chpltd.com](mailto:classicporsche@chpltd.com)

## 356 RESTORATION PANELS



If you're restoring a T6-bodied Porsche 356, you'll undoubtedly be delighted to learn that Trevor's Hammerworks in the USA is now offering these high-quality fuel-tank support panels, the likes of which have previously been unobtainable. Priced at \$2500 each (plus shipping) this

complex panel would save you a lot of time and effort if repairing a damaged or badly rusted car. For details of the new panel and the company's many other products, log on to [www.356panels.com](http://www.356panels.com), or call (001) 440 953 0501

## ICE TROPHY VICTORY!

As we look forward to spring and, hopefully, some warmer weather, how does the thought of driving all the way from Cornwall in south west England, across France and Germany, and into Austria, competing in a six-hour ice race and then driving back home again appeal to you? Oh, and you'll be doing it in an old Porsche, with dubious heating and on studded tyres.



Such was the challenge undertaken by a team of eight Brits running under the Williams-Crawford banner in January. With four cars that ranged from a rather nice Carrera RS replica to a well-used 911SC, the intrepid team set off at the crack of dawn one winter's morning to drive to the Historic Ice Trophy event at Altenmarkt-Zauchensee in Austria. The annual event is open to two classes of vehicle: 'Oldtimers' (up until 1984) and 'Youngtimers' (up until 1994 – but two-wheel drive only). The event is a regularity event rather than an out and out race, but with those studded tyres and reputations at stake, you just know it was going to be fun.

Choosing to run in the six-hour heat (for the Youngtimers), the Williams-Crawford team proved to be extremely consistent and, despite the opposition including full rally-prepared 911s and BMWs, guess what? The red 911SC, driven by Graham Kidd and Rob Cavanagh, came out on top, taking home a trophy to rival the FA Cup (well, almost...). Our congratulations to all concerned for such a fantastic effort!

[www.historicetrophy.at](http://www.historicetrophy.at) and [www.williams Crawford.co.uk](http://www.williams Crawford.co.uk)



## THE GOLDEN TOUCH



If you're heading to Techno Classica Essen in a few days, head for Hall 10/11 and look for stand 10-506. There you'll find number 219 out of only 284 examples of the 1975 930 Turbo, in a highly attractive colour combination (Gazelle Gold metallic, with brown/beige leather sports interior).

This 1975 911 Turbo was delivered new in June 1975 in Hamburg, Germany. While the name of the original owner is unknown, the current owner acquired the car from well-known Porsche collector and author of the definitive Carrera RS book, Dr Georg Konradshelm in Vienna.

The car has been off the road since 1984. A two-year restoration to concours standards was started in early 2015 by one of Europe's top early 911 specialist shops, who found the condition to be generally very good with barely any rust at all. It had only 80,000km on the odometer.

The car is 100 per cent stock, including the hard to find original carpeting, date-matched Fuchs wheels –7J and 8Jx15 – and rare black original head liner. The included Certificate of Authenticity notes extra-cost options as driver-side sport seat and limited-slip differential.

This Porsche is supplied with its owner's manual, its original pair of keys and key holder, vinyl bag and a file of service invoices. Included as well are the original tool kit, spare wheel, jack and compressor. A handbook detailing the incredibly detailed restoration accompanies the Turbo, along with numerous photographs documenting the process.

Today, good matching numbers examples of the 1975 Porsche 930 Turbo are very difficult to find and in great demand. We hope to be featuring this lovely car in the next issue of *Classic Porsche*...

But if a Turbo isn't your thing, then how about a 1972 911S? This is an early example, having been ordered in August 1971 and delivered in September, the rapid build process and the original paperwork suggesting it may have been built as a test car. It was delivered to Mahag in Munich and later exported to Sweden in 1975. Currently on Swedish plates, and with many desirable features, such as original sports seats, it is the personal car of Michael Berg of Mashmotor, who restored the Turbo and are showing both cars at Essen.

**For information on the cars, or a restoration, see [mashmotorltd.com](http://mashmotorltd.com)**





## GREATWORTH NEWS

Greatworth Classics have announced the expansion of the engine facility at their Banbury, Oxfordshire, base; adding to their existing body and chassis workshops. Opened in 2005 as The VW Camper Company, engine work became a **major part of the business leading to the formation of Greatworth Classics in 2014.**

In 2017 a new engine workshop was created, and work on Porsche cars expanded. Employing specialist Porsche engine experts, with professional experience of servicing, rebuilding, and the complete refurbishment of all Porsche air-cooled and water-cooled engines, the engine team now have the capability to offer a full range of services enabled by the expansion of the engine facility.

[www.greatworthclassics.com](http://www.greatworthclassics.com).



## 911R 'BIBLE'

The 911R can be summed up as more performance, with less weight. At auctions the Porsche 911R and RS models rack up premium prices, but the makers only ever set out to build cars for customers who take their 911s to the track and are happy to dispense with such luxuries as a radio or air-conditioning.

The story begins in 1967 with the first Porsche 911R, setting five long-distance world records in Monza, but it doesn't simply end with the latest 911R from the current 991 series, with its nod to the past with its racing stripes, houndstooth bucket seats, manual gear change, and a free-revving naturally-aspirated engine. In between lie 50 years, numerous models and a legion of fans, among them Herbert von Karajan and Reinhard Mey. This amazing book tells the full story from that first 911R (1967) and the different RS models, on to the latest 911R (2016), by way of interviews with enthusiasts, racing drivers and customers, as well as in-depth technical histories that tell the whole story behind a legend.

Available in either English or German language, this slip-cased volume is priced at €357 plus postage from the publishers. ISBN: 978-3-667-11113-5 (English text)

More information can be found at [www.tag-motorbooks.com](http://www.tag-motorbooks.com)



## 356 PERMA-TUNE

The newest ignition module from Perma-Tune blends right in with the engine compartment of Porsche 356 and early 911 cars.

This is a high tech ignition module that looks like an old school voltage regulator and looks period correct on pre electronic cars. It is compatible with any original equipment ignition coil or use their OE lookalike coil. The model 910905 Perma-Tune features exclusive nanopulse discharge ignition and built in wireless connectivity. The high efficiency design uses much less power than ordinary ignition modules yet produces plenty of power to start very high compression engines.

Installation is said to be fast and easy. Connections are made using press and insert wire connections that require no crimp connectors. There are no confusing schematics to read, with the wire locations clearly marked on the module. It comes pre-programmed for all four-cylinder Porsche engines. Electronic timing advance, RPM limit, multiple spark and many other functions can be activated with a phone, tablet or laptop. Download the free software and customise it yourself or have it customised for you by a factory technician.

Contact [lonnie@permatune.com](mailto:lonnie@permatune.com) and look for the advertisement in this magazine...



## CANFORD INVITATION

A warm welcome awaits on 25th August at the Old Hay Barn, where Porsche fanatics gather for the annual Classic Porsche Pull In, hosted by Canford Classics. Now in its fifth year, Alan Drayson and the team will give you a tour of the workshop, to see cars in various stages of restoration.

Bring along your Porsche if you have one, but it's certainly not compulsory. All you need is a love of Porsche. Enjoy bacon rolls, good coffee and a bunch of beautiful cars.

Register your interest at [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)



# Classic

# PORSCHE

## IN ISSUE #53: 911S FROM 2.0 TO 2.7

Contents subject to change

## NEW ISSUE – ON SALE APRIL 26TH 2018

Overseas (approximately): Europe May 3rd; N. America May 31st; Australia/NZ June 28th. For your nearest stockist worldwide see page 3



# DELWYN MALLETT

AS HE'S GIVING TECHNO CLASSICA ESSEN A MISS THIS YEAR, MALLETT DECIDES TO HEAD FOR RETROMOBILE IN PARIS, VOWING IT TO BE HIS LAST EVER CLASSIC SHOW...

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...



**W**ell, that's it then. Done. Finished, all over. End of the show. *Fin.* In the French sense rather than the fishy. I've been to my last-ever classic car show. It happened to be French but that was something in its favour rather than against it. I've always had a soft spot for Retromobile as you can always bank on something quirky that you don't have the chance to see in a British show.

This year there was an homage to Jean-Pierre Wimille, Grand Prix racing driver, Resistance fighter and for several post-war years designer/manufacturer of a series of advanced aerodynamic sports coupés. First shown in 1946 the Wimille featured a mid-mounted engine in a centre-steered, three-abreast, panoramic-screened aerodynamic body that made the yet to be announced Porsche 356 positively conservative in comparison. Tragically Wimille crashed to his death in practice for the 1949 Buenos Aires Grand Prix and his Wimille car project died soon after.

Another highlight was a stunning display of Abarths, the 'other' rear-engined sports car of the 1950s and '60s, on loan from the private Englebert Möll collection in Switzerland.

A selection of French streamlined Monthléry record breakers was also fascinating, particularly a cute Citroën 'Yacco' 2CV 'speedster'. With all of its

superstructure hacked down to a single aeroscreen, it really did look like a corrugated version of a 356 – I'm sure it wouldn't take much more than a weekend to make one, with a potential saving over a Porsche of around a quarter of a million pounds! Sounds like a bargain to me.

It is now almost mandatory to have at least one 'barn find' at a classic show and several in the recent past have looked suspiciously 'theatrical' in their presentation: dirt and dust and the odd bit of guano appearing to have been applied by a special effects team. The 911 at Retromobile, however, did

look as if it had been dragged from a barn, a collapsed one at that, displaying plenty of rust and a semi-crushed roof. I still find it odd that the vendor had resorted to creating a diorama by distributing a few straw bales around and stuffing some loose stuff into the bodywork – it's so yesterday. Elsewhere, 100,000 Euros

would have secured a bare metal 356 rolling shell displaying Frankenstein monster-like welds.

Just when I thought that it was impossible to find another angle on the Steve McQueen theme, along comes a collection of photos that add a little extra colour to the legend – albeit in black and white. The French vintage photo specialists SpeedBird have purchased a set of negatives that show the 'King of Cool' racing his black Speedster. Strikingly presented as large contact sheet-style blowups incorporating the sprocket holes and frame

**"IT IS NOW MANDATORY TO HAVE AT LEAST ONE 'BARN FIND' ..."**



Far left top: 1946 Wimille is mid-engined and has three-abreast seating with a central driving position. Its advanced design almost makes the 356 seem conservative...

Left: Le Grand Palais made for an impressive setting for the busy Bonhams auction!

Far left bottom: Mallett couldn't help falling in love with this rather amusing Citroën 2CV 'speedster' record-breaker





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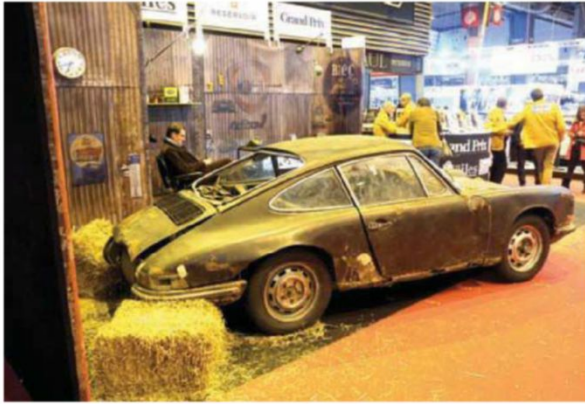
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*Far left: Some exhibitors insisted on pushing the limits of the 'barn find Porsche' scenario. Isn't that all rather yesterday, though?*

*Left: Photographic dealer displayed several previously unseen Steve McQueen prints, including many of the star racing his Speedster*



*Far left: Unsold at £500,000 (estimate £570,000–750,000) the ex-Aga Kahn Carrera RS looked faultless. Is the RS market starting to plateau?*

*Left: Also unsold was this Carrera 2 GT, arguably the ultimate incarnation of the 356. Was it pitched too high at 1.3 million Euros?*



*Far left: Yours for a cool 100,000 Euros, this bare-metalled 356 displayed some older repairs that promised plenty more work to come*

*Left: The 'McQueen effect' probably helped the UK-registered black Speedster achieve a far higher price than a very pretty Meissen Blue example at Bonhams*

numbers, they have an appealing graphic impact that enhances the images, which, if they had not been McQueen, would be interesting but unremarkable.

Just one quibble, though. The shot of three Speedsters racing in line astern is inscribed, 'Steve McQueen and Ronnie Bucknum racing 356 Speedster Porsches Santa Barbara Raceway 1962'. It's a nice image. But to the best of my knowledge McQueen had stopped racing his Speedster by 1962 and the '160' number on his car suggests that it was one of the star's first races in 1959.

It may be a nit-picking detail but if I'd just paid several hundred pounds for the shot to adorn my wall it would be annoying to discover it incorrectly – and indelibly – captioned. Bucknum invariably raced with number '31' on his Speedster, so that might not be him in either of the other two cars! I'm now standing by waiting for a torrent of corrections...

Concurrently with Retromobile, Bonhams held its Paris auction in the centre of Paris at the Grand Palais. The Palais is certainly Grand, so grand in fact that the cars felt slightly lost amongst the cast iron tracery, and it was so cold that most people kept their coats on for the viewing. Although rather low on Porsches, the star attraction was a truly outstanding 1973 Carrera RS 'Touring', delivered new, *sans* side script, to His Royal Highness, Prince Sadruddin Aga Kahn who, as was his custom, kept it for only a year before taking delivery of his next Porsche.

Impeccably restored and quite possibly one of the best RSs in the world, it was estimated at between £570,000 and £750,000 but surprisingly bidding faded out at £500,000, and it failed to sell. A pretty Meissen Blue 1957 Speedster made £257,884, while a '56 went for £40,000 more – could be a

'McQueen' factor at work here as it was black! For softies that prefer a more substantial roof and wind-up windows, a 1964 SC Cabrio fetched £116,300.

Back at Retromobile, Artcurial had two Porsches in their auction that virtually spanned 356 production, one sold the other didn't. The 'seller' was a late 1951 'split-window' coupe in original *Fischsilbergrau* and fetched a remarkable and quite inexplicable 894,000 Euros – more than 350,000 Euros over its top estimate. Clearly there were two enthusiasts in the hall who simply were not prepared to let go of this one!

The one that failed to sell was an immaculate 140bhp 1963 Carrera 2 GT, one of the rarest and most desirable of all 356s. Its estimate was perhaps pitched too high, 900,000 to 1.3 million Euros. Why the '51 hit such a high price is beyond me. It's the least satisfying of all 356s to drive (I've got one, I know!) while the 140bhp Carrera 2 is the best. Perhaps therein lies the answer – the new owner of the '51 doesn't intend to drive it.

I was astonished to discover that this was the 43rd running of Retromobile. I've not attended all 43, far from it, but I have been a regular since the first event in the 1970s, and enough is enough. I'd already warned Editor Seume that Techno Classica Essen, which is in its 30th year, is a definite no-go (this, of course, after issuing the same threat for at least a decade) and thus far I've stuck to my word.

I've reached the point where I feel as if I've now seen at least one example of every make of car on the planet and each classic show feels as if the 'toys' have simply being arranged in slightly different order – with an ever-larger price tag attached. Satiated, I'm leaving the shows for you youngsters to enjoy. **CP**



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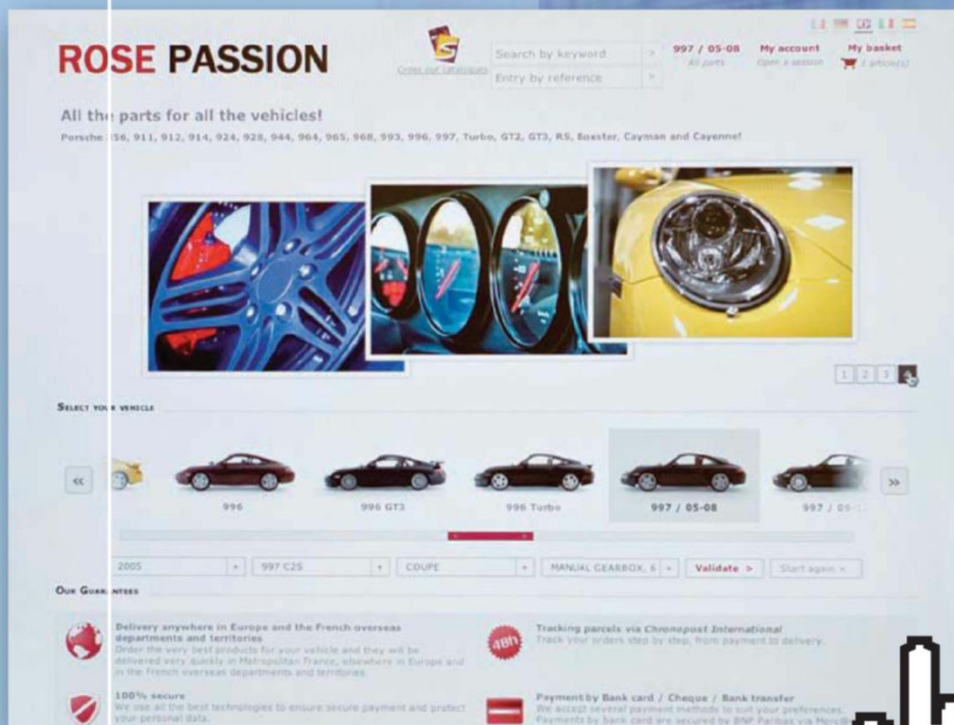
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# ROBERT BARRIE

THERE'S PLENTY TO LOOK FORWARD TO THIS YEAR IF, LIKE US, YOU'RE A FAN OF HISTORIC RACING – ESPECIALLY RACING THAT INVOLVES CLASSIC PORSCHEs, AS ROBERT EXPLAINS...

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



A new four-race mini-series for early 911s, and only early 911s, starts this season. The 2.0-Litre Cup for pre-66 FIA-spec cars opens at Spa in May, moves more or less due south to Dijon in June and again to Paul Ricard in September. The races will be hosted by Peter Auto in association with UK-based specialists James Turner and Lee Maxted-Page. I've only mentioned three races, I know. The fourth is at Le Mans. Yes, that Le Mans.

The cars will feature in a one-make race supported by Porsche France at the Classic meeting in July, where they will be joined by slightly earlier and slightly later cars to celebrate the manufacturer's 70th birthday. If, like me, you are an early 911-racing Francophile who likes good food – the Peter Auto catering is excellent – it doesn't get much better. I am very excited about the whole thing and understand that interest is already strong more generally.

There are commercial and sporting issues in any race series and they tend to be related. It is a bums-on-seats business. In F1 the bums belong to spectators and TV viewers. In historic racing they tend to belong to competitors.

We want close and fair racing based on the proverbial level playing field. That's when things can start to get tricky.

As a race organiser, do you get a bigger grid by allowing people to run what they bring or by having strict rules and enforcing them? The more successful series do the latter. In fact, the rules themselves are rarely the issue. The cars in the 2.0-Litre Cup will run to the standard spec set out in the pre-66 FIA papers, which, among other things, means engines on Solex carburettors, solid disc brakes with small calipers and a weight of just over 1000 kilos. For me, it's a bit of a wrong-turn to allow, as the series regs do, 6-inch wheels when the papers say they should be 5.5-inches. It's not so much the extra width that bothers me as the precedent. There are controlled tyre types – Avons or Dunlops. It might also be an idea to consider controlled tyre sizes.

On the subject of rules, note that when certain components, such as anti-roll bars, are described as free or unregulated, it doesn't mean you can do anything you like. You can only do what was demonstrably done in period.

The idea that historic racing should bear some relation to what happened in the past is less widely shared than you might imagine! That said, these are relatively minor exceptions to the rule that the rules themselves are rarely the issue. More important is enforcement or, too often, the lack of it.

Peter Auto has a good track record in this respect and I know that James and Lee take it seriously, too. To step aside from the new series for a moment, there are interesting changes taking place elsewhere in historic racing. Some race organisers have started asking for independent checks on engine size and spec while others have set rev limits for certain cars and

series. It's the way the sport is going and there is more of it to come.

If I were to suggest one parameter it might be useful to check in the new series it would be the track, or width, of the cars, particularly at the rear. The most basic knowledge of the 911 will tell you that as the model got quicker its back end got bigger. The rear track on a Carrera 2.7 RS is two to three inches wider than that on an early car.

The fastest cars in the 2.0-Litre Cup will put out almost as much power as a Carrera 2.7 RS. You do not have to be Adrian Newey to work out what that might mean. At this point, I must stop and apologise.

A favourite race organiser of mine has a simple recipe for a successful series. It involves the three C's. No cheating, no crashing and no complaining. Spot on. I am getting too close to the latter before the season – and the series – has started. It's the competitive spirit, you know!

In all seriousness, I wish the 2.0-Litre Cup and its backers all the very

best. I hope there are enough cars and competitors to make it viable and fun from the off. I don't see why it shouldn't be both.

I know the organisers have big plans for the future, including a race in the UK. If you have been thinking about taking part, just do it. There is still time to get yourself and your car ready for the first round. Imagine racing up Eau Rouge in the company of thirty to forty other early 911s! Or running flat out on the Hunaudières waiting for the metre boards at Mulsanne.

If taking part isn't an option, then come along and watch. Any of the circuits would make a lovely road trip. To get you in the mood, there are likely to be some early 911s – and the odd 904 – at the Goodwood Members' Meeting in March, too. **CP**



Photo: Rémi Dargegen

This year sees the start of a new race series for early 911s, the 2.0-litre Cup for Pre-'66 FIA-spec cars, organised by Peter Auto, in association with James Turner and Lee Maxted-Page in the UK

## 'I KNOW THE ORGANISERS HAVE BIG PLANS...'





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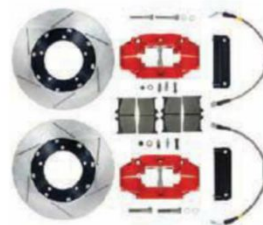
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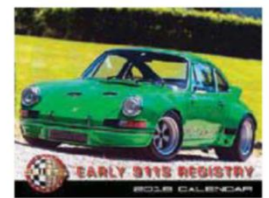
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# LETTERS

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## CARRERA 2 CHALLENGE

Thanks for the article on the 356 Carrera 2 B in issue 51 (*Friends Reunited*, pages 30–36). I have always been fascinated with this 356 icon since reading about it in an *Observer's Book of Automobiles* from 1963.

I believe there were never any Carrera 2s ordered for the Australian market due to their price, which makes this one on your pages all the more interesting having spent several years of its life there.

Attached are some photographs taken by my friend Brian Reed of your feature car while it was in Adelaide, possibly sometime in the early 1980s. And yes, that is 105mph on the speedometer, and what looks like 5000rpm on the tachometer, as well!

The second (red) car belonged to a John Piper (perhaps the same John Piper who previously owned 292 NOJ?), the photograph also being taken by Brian at a museum in the UK.

The 'Reunion Challenge Part 2' I have for your resourceful reporter Kieron Fennelly is to track down the whereabouts of the second Piper Carrera 2. A subsequent Reunion of the two Piper Carreras 292 NOJ and EMD 932B would round off the story nicely.

**Dennis Brooks, Sydney, Australia**

*Keith Seume replies:* Wow, thanks for sending the photos, Dennis. It really is a small world, isn't it? The DVLA (licensing department in the UK) records show that EMD 932B is still on their computer, but that it hasn't been taxed since 1995 and there is no record of it being MOT'd, either. Normally this might suggest one of two things: the car has been scrapped (unlikely, one would hope) or it's sitting in a collection unused. As your friend took a photo in a museum, we can only assume it's still tucked away. Can any readers throw any light on its whereabouts?

## FILLING IN THE BLANKS

Having read the excellent article on the Carrera 2 292 NOJ in the latest issue of your magazine (*Classic Porsche* #51), I can help regarding information on M J Hawley, the original owner of the car, about whom little was known, it seems.

In fact, Mike Hawley owned a large bakery business in Birmingham (Hawley's Bakery), which was sold to Grand Metropolitan in 1976. Both he

and his wife owned Porsche 356s and attended the first Porsche Club GB meeting, held in 1961 at Chateau Impney. I remember the Carrera 2 and was given a ride in it in 1964 at an event held in Bournemouth.

Mike replaced the Carrera 2 with a new 911 in 1966. From memory at that time he used two registration numbers on his cars, 3 LOV and 5 LOV.

He was a hillclimb man, never circuits, but I cannot be sure if the Carrera 2 was ever used in competition. Sadly, he passed away many years ago.

**John Arnold, via E-mail**

*Keith Seume replies:* Thank you so much for getting in touch, John. I can tell you that Mick Pacey of Export 56, who brought the car along to Goodwood, was delighted to be able to fill in the missing part of the car's history. It is a shame that Mike Hawley is no longer with us as I am sure he would have had plenty of stories to tell of his time with the Carrera 2.

## APPEAL FOR INFO...

How lovely to see the feature in issue #51 on the Carrera 2 (*Friends Reunited*). It is lucky to know so much of the car's history.

I have been trying to trace the owners of my own RHD 356 – but I have a 22-year gap in its history.

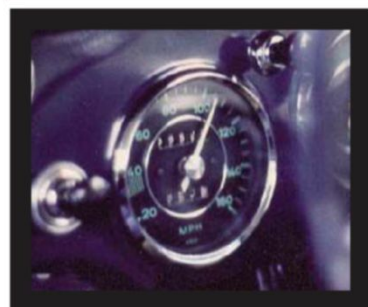
I know that it was built as a Super 90 in 1962 and supplied through AFN to 'The Blackadder Motor Company' of Falkirk, who sold it to a Mr Howatt. It was registered as CMS 100. The car was returned to AFN a few months later for a new engine.

I then have a 22-year gap to when the car was re-registered in 1984 and sold to the lady from whom I acquired the car.

I still live in hope that somewhere is my car's AFN sales receipt, handbook and a nostalgic previous owner...

**Simon Harding, via E-mail**

*Keith Seume replies:* What a truly wonderful name, 'The Blackadder Motor Company'! Can't help wondering if the chief mechanic was called Baldric... Hopefully your letter will spark someone's memory, but I see from DVLA records that the original registration is now on a red Ford, which is a shame. It's a pity that so many of these early cars lost their original registration numbers, thereby making the process of tracking their history all the more difficult.



Top: Last month's cover car while it was living in Australia and then being put to good use (above left)! Above right: John Piper's Carrera 2. Does it still exist?

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# MISSION ACCOMPLISHED

Visitors to the Porsche Museum in Stuttgart can't fail to come away impressed with the mouth-watering selection of cars on display, from factory prototypes to famous race-winners. However, until last year, one car was missing from the collection: an original 901-series coupé. But now the void has been filled...







*Sitting in the almost clinical surroundings of Porsche's restoration workshop, 901 chassis number 57 was the missing link in the Museum's display...*





## “THE EARLIEST 911 CURRENTLY IN THE COLLECTION”

**W**hen Kuno Werner stands next to the bright red coupé, the 43-year-old director of the Porsche Museum's restoration workshop looks for all the world as if he's stepped out of the pages of a 1964 edition of the house magazine *Christophorus*. All that's missing are the Rodenstock glasses and the 1960s-chic silk cravat needed to complete the image. As he strokes the steering wheel of the Porsche coupé, he explains in a precise manner why he wouldn't have chosen to buy a Mercedes 230SL back in 1964...

It is obvious from his words and manner that this rare 901-series Porsche has fallen into the right hands. There is far more to a restoration than fixing sheet metal and mechanical parts – a great restoration is what Porsche refers to as 'empathic', one that does not obscure the history of the subject.

'Of course, we could have returned this car to a condition that's as good as new,' says Kuno Werner. 'But that would have meant removing all traces of its past life.' Such traces as those small scratches and scars on the steering wheel, windows and panels that only catch the eye at a second glance and testify to the car's vulnerability and history even after a restoration. It's what some today call 'patina'...

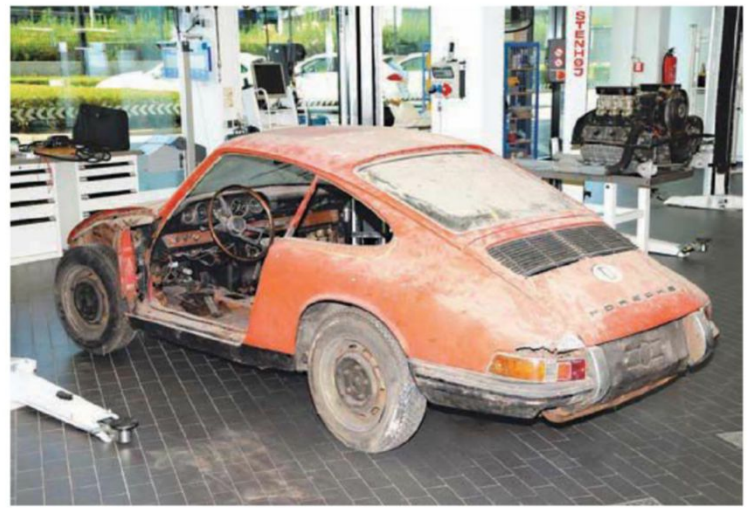
This car is the earliest 911 currently in the Porsche collection, a coupé with the chassis number 300057. Strictly speaking, of course, it is not a 911 but a 901, assembled on the evening of 22nd October 1964, the very day on which Ferry Porsche announced the renaming of the new model as the 911, following protests from Peugeot. Sadly, at that time, Ferry never made the decision to keep such an early car for the museum, which is why Porsche in more recent times has been searching for a 901 for its collection. And now it has one, thanks to a TV show.

*Above: Kuno Werner (left) and author Christian Steiger discuss the project. As you can see, the 901 was in good company...*

*Below: Once back from chemical dipping to remove all traces of old paint and corrosion, it was possible to assess what work was required to restore the 'shell'*







*Top left and right: As found, the car was in poor condition but fortunately it had not been the subject of a botched rebuild in the past*

*Above left and right: The interior trim was mostly intact, including the wood dash inserts and gauges*

*Below left and right: About 75 per cent of the original metal was retained, a 'donor' 1965 911 bodyshell used to literally fill in the gaps...*

The point at which the team at the Porsche Museum knew they'd struck lucky was one day back in August 2014 when they received a telephone call from an employee at a television production company who worked on a TV show called *Trödeltrupp* – literally translated as 'Junk Troop'. The show was about tracking down old treasures – a little like the popular *American Pickers* or *Salvage Hunters* shows in the USA and UK – and in their travels, the team had stumbled across an old Porsche.

Not knowing anything of its history, one of the crew called the Porsche Museum, who in turn asked what condition the Porsche was in. 'Red' came the answer. OK, so how about the chassis number? It was when the researcher read that out the Museum knew it had struck gold, for it turned out it was number 57 off the line...

The Porsche Museum looked in the files and discovered that #300057 was sold through a dealer in Ratingen (NRW) on

27th November 1964, with the car registered to a customer in the Federal state of Brandenburg. It then passed through eleven owners, the last being a Bernd Ibold from Berlin, who registered it in 1978 and then put it in storage in a local village.

At some point, Herr Ibold decided to 'restore' the car, and as was customary in the days when an old Porsche was simply an old sports car, he began dismantling it, removing the rusty doors and wings before throwing them away without finding any suitable replacements.

When asked, he said he wanted 20,000 Euros for the car, but keen to be seen as nothing but fair, Porsche sought an independent valuation from two different experts, resulting in the Museum paying 107,000 Euros for the purchase of the Porsche. Apparently, after the TV show was aired, Herr Ibold received no fewer than 50 marriage proposals(!), and the viewing figure soared to a record-breaking 5.5million.

Kuno Werner was on a business trip when the programme







was aired on TV but, once the 901 was safely back at Zuffenhausen, was soon spending even longer out on the road, searching out all the 901-series Porsches he could track down, to look at the details to ensure that #300057 was restored correctly. Among those he visited was Alois Ruf, who had previously restored #300024, and who was able to pass on countless tips. 'We could now say,' says Werner, 'what the correct headliner looked like, for example.'

He made countless trips to the archives to look at photographs and files, which threw light on a number of puzzling details his team had discovered. For example, there was a strange 'holder' in the glove box – was it to secure a drink, a forerunner of the modern cup holder? No, as it turns out, it was to keep safe the driver's pack of cigarettes... Also in the records was proof that the padding on the driver's seat was meant to be softer than usual. The research also showed that #300057

still retained the original extra-long pre-production interior mirror and correct seat adjusters used solely on the first cars.

Kuno Werner also discovered that the grille on the engine lid was not correct, it having been replaced by a previous owner for some reason. The original is held together by captive nuts, rather than rivets, and sits a little more proud of the lid. This meant that the owner could easily cut his hand while cleaning the car, so Porsche decided in 1964 that the design must be changed. But for Werner, it was imperative that they refitted the correct original part, managing to track down two at a dealer in the USA. A deal was agreed at a figure which would have secured a new modern hatchback...

The restoration team was keen to retain as much of the original car as possible, sheetmetal included, and after having the bodyshell dipped to remove the paint, they were able to save around two thirds of the panels,

*Above: Timeless in every way, the 901 marks the start of a bloodline which can be traced to today's 991-series 911s. Although it looks little different to any other SWB 911, the 901 differs in many important details*

## “HE MADE COUNTLESS TRIPS TO THE ARCHIVES”

*Below: The restored interior is a joy to behold, with great care taken to preserve as much of the history as possible. No attempt was made to hide repairs to the steering wheel, for example*



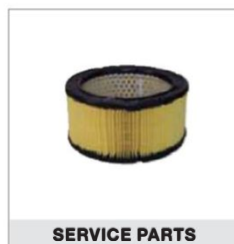




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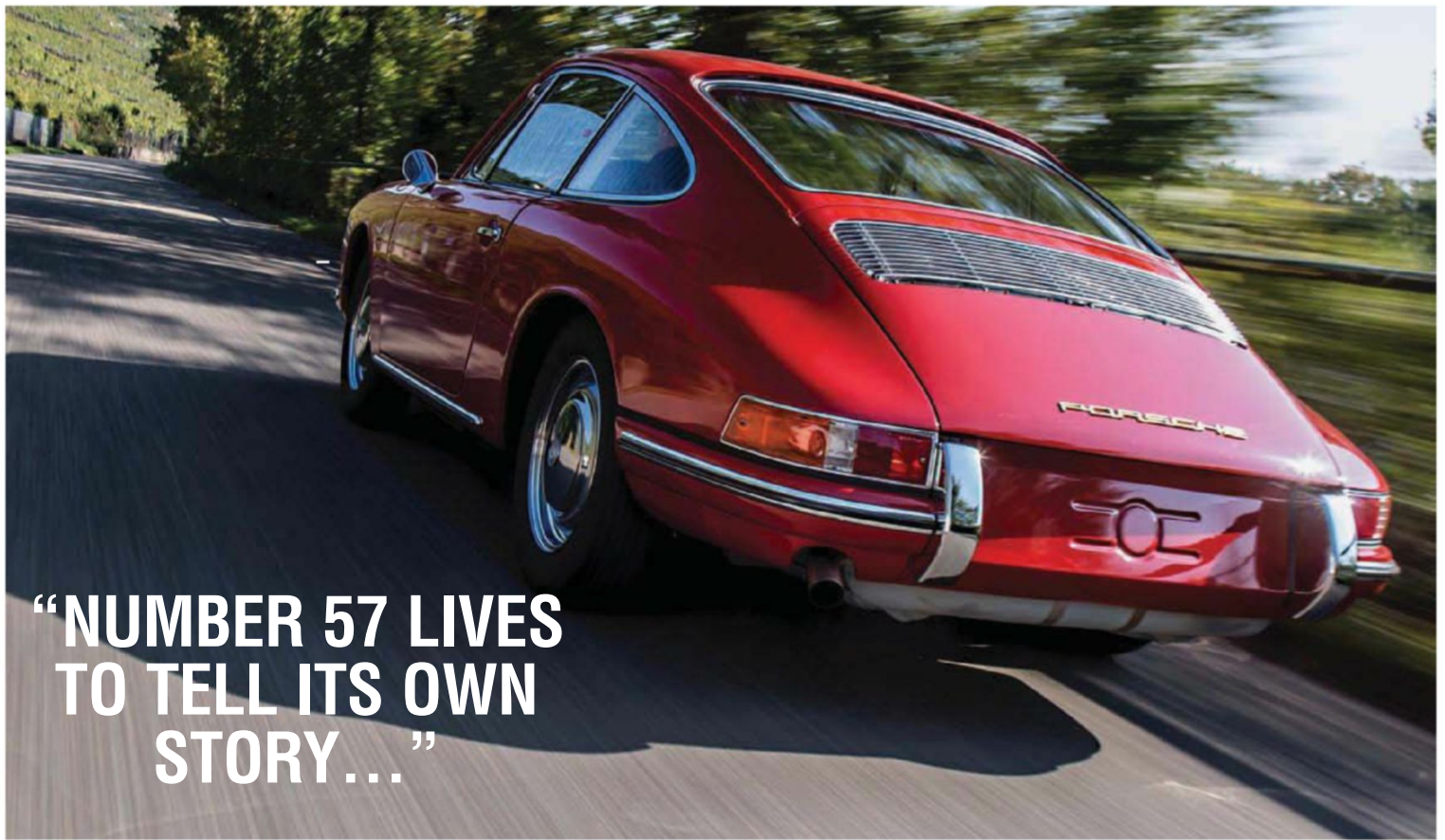
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## “NUMBER 57 LIVES TO TELL ITS OWN STORY...”

replacements for the corroded sections and missing bolt-on panels being sourced from a 1965 911 bodyshell purchased specially as a donor. Sadly, the original engine was not with the car, but a year-correct factory replacement was built up and pressed into service.

So as not to remove evidence of the car's history, the museum workshop's crew left not only the original factory decals, some of which are now scratched, but also the various stickers which one of the eleven previous owners had attached, including the Bardahl (oil additive) logo and the member's badge of the Berlin Police Sports Association, Motorsports Department.

The interior of the glovebox was reflocked, but the original ashtray was welded and repaired, rather than replaced, as it opens wider to accommodate cigars, a feature peculiar to the 901. Once again, keen not to hide the story of this car, the decision was also made to restore the damaged mahogany-rimmed steering wheel in such a way that the repair work was visible as darker areas showing where the original material was missing. They also kept everything they

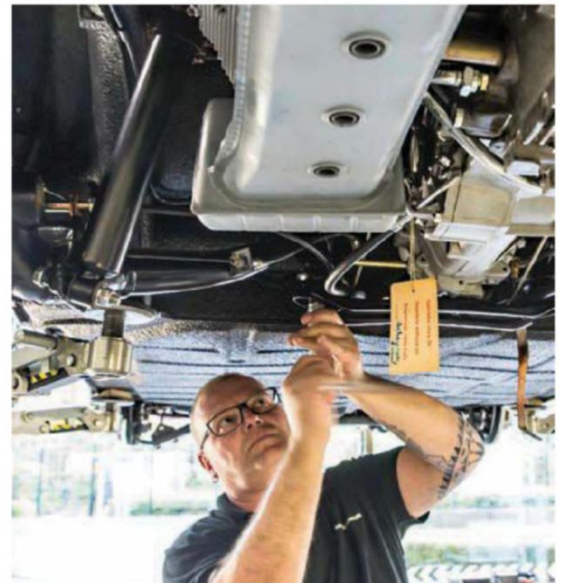
found when stripping the car down, including a half-finished pack of HB cigarettes, which is now displayed along with other artefacts in a case alongside the car.

Kuno Werner is proud that the restoration of the 901 has been carried out in such a sympathetic way, when it would have been so easy to fall in line with what has become the normal practice of over-restoring important cars. With the project thought to be complete, there were already about 1000 hours' labour in the bodywork, and a further 500 in the mechanics, but it turned out even then the work wasn't all done. The upholsterer was called back in to make some changes subsequent to the official unveiling after Werner and his team had discovered exactly how the seam on the inner door panel should look. Perhaps, philosophises Werner, a car like #300057 is never really finished.

Looking back, nobody would have complained if Porsche had delivered such an early example of the 911 in better than new condition, but the courage of the restoration team to leave traces of use is to be applauded. Number 57 lives to tell its own story, not simply that of the restorers. **CP**

*Above: Correct engine grille was acquired from the USA, at a price. On the open road, the 901 is a lively performer and must have been a revelation back in 1964*

*Below left: The original engine was not available, so a year-correct 1996cc 130bhp unit was built up to take its place*







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Words: Alex Grant Photos: Andy Tipping

# SPORT UTILITY

Forget the Porsche Cayenne; Paul Kramer's backdated Carrera shows you don't need an SUV for that all-season, every-day Porsche experience. Given the choice, we know which we'd rather drive...







**“PAUL KREMER RECKONS  
YOU DON'T NEED AN SUV  
– AND HE'S RIGHT...”**





It's a sign of the times, but of the record 246,000 cars Porsche delivered globally last year, two thirds were SUVs. That blend of badge cachet, family-carrying ability and all-weather usability found homes for twice as many Cayennes and three times as many Macans as 911s. But Paul Kramer reckons you don't need an SUV to get a piece of that lifestyle – and he's right.

'I'd see these old pictures of German or Swiss guys, who had one car and they'd do everything in it,' he tells us. 'They'd be out doing hillclimbs or going skiing in it on the weekends, then driving it to work during the week. It's their Macan, in a way. And I figured that clamp-it-on style would really suit this car as soon as I saw it.'

Touring is something the 911 was built for – there are plenty of high-mileage cars to prove it. And this car has done its fair share, even before Paul took ownership. Registered in 1986, it started life as a red Carrera 3.2, and passed into the hands of a Maryland-based owner early in its life who drove it every day until he sold it in the early 2000s. It worked hard, but was well looked after, the stack of receipts from those early years hinting at around 300,000 miles of use. That and an unusual, unplanned, chapter in its story.

'At some point in the early Nineties, the car was hit either in the front or rear,' says Paul. 'The owner must have really loved the car, because while it was getting fixed he decided to backdate it, which was kinda unusual at that point because he could have bought an early car for less. I guess he liked having the comfort, power and torque of the later cars.'

This would almost have been flying blind back in 1992. A process which would involve buying an early chassis and transferring bolt-on parts across to the later shell, including building custom wings using sections from both cars. No easy job at a time when, on the whole, it was more common for owners to do exactly the opposite.

Paul would come across the car some years later, which is a plus point of his job. Co-running Auto Kennel, a classic car dealership in Orange County, he was contracted by its then San Diego-based owner to help sell it. Recent life hadn't been quite so sympathetic and, even by his admission, it was a 'mishmash' of parts; an RS replica complete with graphics and staggered Fuchs, its interior a mix of aftermarket and different era factory parts. Paul could see a use for it closer to home.

'I made the mistake of telling him I wanted the car for myself,' he laughs. 'The more I thought about it, and the

*Above: Believe it or not, the car started life as a red Carrera 3.2 and was backdated in the early 1990s at a time when most people were looking to make their 911s look more modern!*

*Below: Paul Kramer loves to drive his long-distance rally-style 911 – he's covered 45,000 miles in four years, while the car itself has covered around 300,000 without an engine rebuild!*







thousands of miles of vintage driving we were doing, the more I realised this was perfect. He's pretty savvy, so the next thing I knew the price had gone up. I probably overpaid by \$5000 in the end.

'But karma played a part. We were working on the air conditioning, and I'd taken the Fuchs off. They were 7s and 8s, painted yellow on the side, really cheesy, but I noticed they had July '73 date stamps. I didn't know they made 8-inch Fuchs that early, so I called Harvey Weidman, who's a guru of wheel restoration, and he said straight away that he'd buy them. I didn't want them, and suddenly I felt nervous about bending them. They sold within an hour on the Early S Register for \$5000.'

Paul had no plans to complete the RS-inspired makeover. Having tied up some of the mechanical loose ends, he readied it for long-haul driving with a rally-style overhaul; meshed headlamps, spotlights, mudflaps and a modified SC exhaust to give it a signature note. Within thick-sidewalled Dunlops, one of his customers built a set of 908-inspired six-inch steel wheels to toughen it up.

Not a move he regrets, but he admits this caused some hesitation. 'When I was putting the tyres on the steel wheels,

I realised they weighed three times more than the Fuchs. They were anchors. I was taking the "sport" out of "sport purpose", but I thought...screw it!'

The more you talk to Paul, the more you realise just how much care has gone into every detail. Right down to the painstaking process of hunting for the contents of the roof rack, and the 80-inch leather belt that holds it in place – hand-made at the Mexican market on Olvera Street, LA – all picked out to add to that all-weather Alpine touring flavour.

'I love roof racks, I'm a wagon guy so all our cars have them,' he explains. 'I'd seen a picture of a Volkswagen roof rack from the 1970s, and managed to find a guy in San Diego to custom-make a similar one for this car. I didn't want to have to take it off to access the engine, and I told him to make the wood look as worn as possible – or use reclaimed wood if needed. It's all about the details.'

No surprise, then, that the interior is far from a mishmash of parts these days. It's a functional layout for touring: a pair of checked seats and a Nardi wheel from his dad's old Mercedes, still marked by years of his wedding ring sweeping around the rim. A woodworker by trade, Paul's dad fabricated a dash insert from a single piece of spaltan maple, then

*Above: Carrera 3.2 engine has proved to be ultra-reliable, the bottom end not having been split. Paul says it doesn't leak a drop of oil and his engine man was reluctant to disturb anything. Why fix it when it isn't broken, right?*

*Below: Who needs one of those modern Porsche 4x4s when you can hit the dirt in a 911? Roof rack was made to order, based on a vintage Volkswagen design*







matched it to an artificially-aged 917-style wood gearknob. Early S clocks are on the plans, but he's in no rush to have the car off the road for several months while they're being worked on. After all, this wasn't built to be laid up.

'In the last four years we've done 45,000 miles in this car,' he says. 'It used to feel like I had a different car for every event, but this has been to Mexico four times, to Texas, to Emory in Reno. My dad borrows it if I'm servicing his car. I've driven so many hot-rod cars and it's really hard to get right, because you end up chasing stuff and breaking it. But I'm a big fan of the way this drives, and it's never left me stranded on the side of the road.'

In part, that's because it's meticulously maintained. The drivetrain is as it was back in 1986; a stock 3.2-litre Carrera motor, paired with renewed factory suspension, brakes and

the original 915 gearbox. And, while the receipts show it's had valve guides at some point, all of those 300,000 miles have been done without a full rebuild. Porsche built the 911 tough – and this one has no plans to retire.

'It doesn't leak a drop. We've talked about whether to do the motor, but when we speak to the mechanic he says he'd hate to open a motor that doesn't leak. The 'box we're on the verge of rebuilding, because there hasn't been first gear synchro since I got it, and third gear is going, too. But I've never had to put a new clutch in a 911 – I'm sympathetic

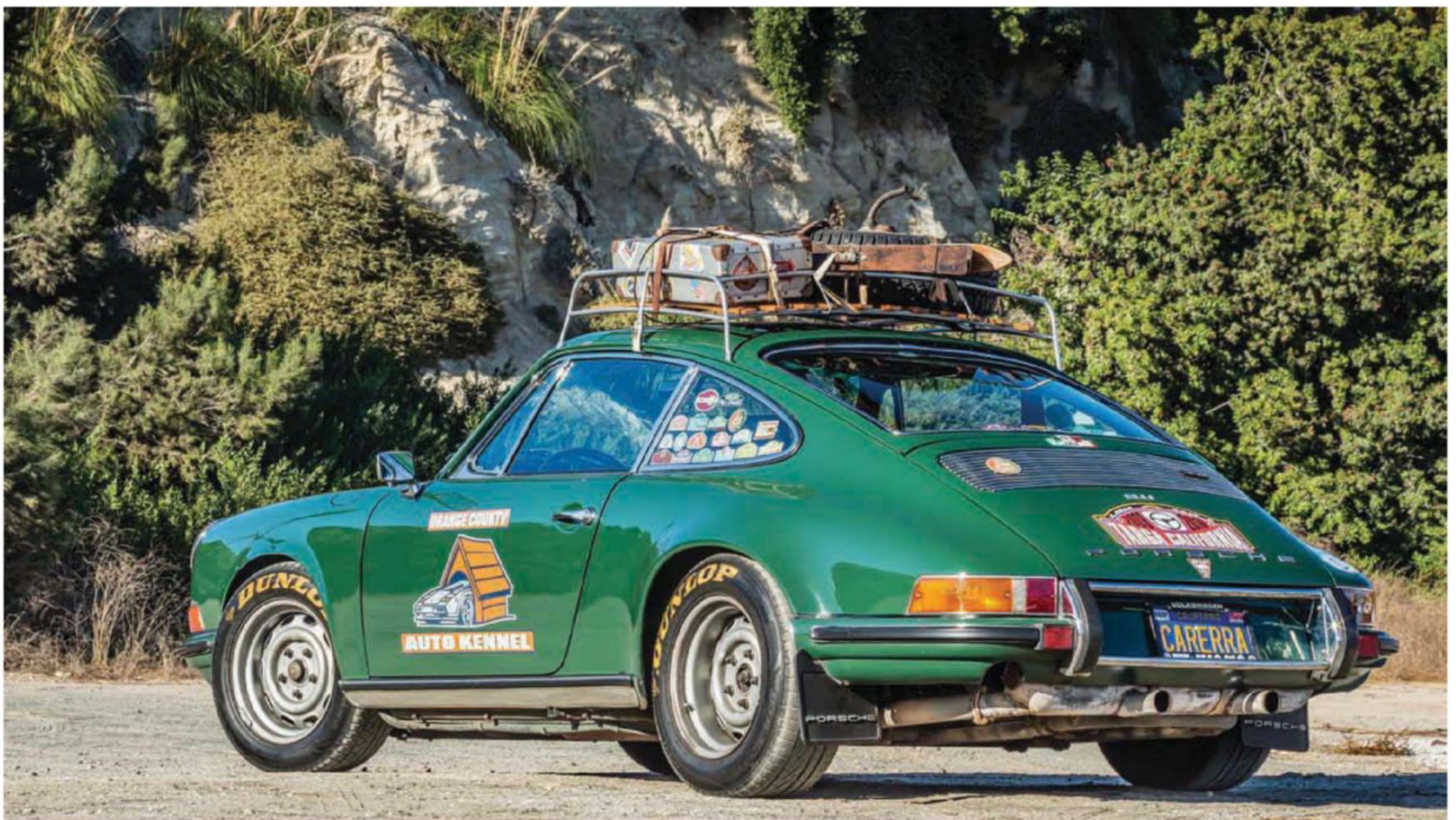
with how I shift, because it doesn't make it any faster.'

Porsche might seem like a brand changed beyond recognition these days, but the bloodline into those first 356 prototypes turning 70 this year is easy enough to trace. All-weather Porsche touring takes many shapes – but we'll take this one, if you don't mind. **CP**

*Above, left and right: Paul's father is a woodworker by trade, and made the dash insert. The Nardi steering wheel came off his Mercedes. Black Cocomats are practical and hardwearing*

## “WE’VE DONE 45,000 MILES IN THIS CAR...”

*Below: Paul admits the steel wheels are rather heavy, but with the period-style Dunlop tyres, suit the car perfectly*







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# PORSCHE AT THE PETERSEN

Porsche AG, Porsche Cars North America and the Petersen Automotive Museum celebrate the marque's 70th Anniversary in fine style with an elegant, historic exhibition lasting throughout 2018

Words & Photos: Matt Stone

Additional photos: Petersen Museum/Kahn Media

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Arguably the star exhibit is the Type 64 Berlin-Rome car shipped over from the Prototyp Museum in Hamburg. Rebuilt from parts rescued by Otto Mathé, it represents Ground Zero for all future Porsche designs





# “THE PORSCHE EFFECT CAPTURES THE INNOVATIVE AND ICONIC SPIRIT...”

## THE PORSCHE EFFECT

Out of the rubble of World War II, Porsche emerged to shape the motoring desires of the Western world. During the 70 years since series production of its automobiles began, the car has come to exert a distinctive, multi-faceted force both within and beyond its own industry. It attributes Porsche's achievement to the predisposition of its leadership to embrace modernity in its many forms, including design, engineering, speed, advertising, and leisure. Its priorities continue to define the company philosophy, propelling it to success, both on the track and in a competitive marketplace.

Porsche's favoring of timelessness over trendiness has given rise to a sports car archetype and a world's most enduring automobile shape. Its compelling marketing and Hollywood's embrace of its products have helped define the contours of consumer aspiration in developed nations. Its reputation as a "family" member has earned it the largest club following of any car company in the world. Its unparalleled success in motorsport has become the standard to which its competitors are measured. The response brought about by these and other phenomena associated with the brand has produced an influence on modern culture unprecedented for a car company. The influence that can best be described as "the Porsche effect."







**E**nzo Ferrari and Ferdinand Porsche were in countless ways very different men. Yet they ended up on somewhat similar paths, both founding the now epic car companies that bear their names shortly after the end of World War II. Ferrari counts 1947 as its founding year, and as such celebrated in grand and global style last year. Porsche's birth certificate, on the other hand, bears 1948 as its magic date, although of course the seeds of it were planted years prior.

Among the many fertile and creative minds contemplating this event were Petersen Automotive Museum doyens Peter S. Mullin, current Board Chairman of this renowned Los Angeles institution, and mega enthusiast/collector Bruce Meyer (now Chairman of the Board Emeritus and serious Porsche gatherer). In early 2017 they and museum Executive Director Terry Karges discussed the idea of doing 'something major' at the

Petersen to celebrate Porsche's 70th and then got Porsche Cars North America engaged in the idea. The stars aligned and the result is called *The Porsche Effect* exhibit, which opened to the public on February 3rd, and will remain on display through the anniversary year.

'Over a year in the making, *The Porsche Effect* captures the innovative and iconic spirit of Porsche, showcasing the marque's many contributions to automotive engineering and the motorsports world,' says Peter Mullin. 'We are thrilled to share this incredible history with the public in an experience that both passionate enthusiasts and casual fans will surely appreciate and enjoy.'

'Encompassing 50 cars, *The Porsche Effect* isn't a pure chronological recounting of this historic marque,' comments Brittanie Kinch of The Scenic Route. Working with the Petersen's own exhibits and curatorial staff, The Scenic Route is the major set design and constructor that gave the Petersen's recent \$100million remodel its high level of

*Clockwise from top left: Tony Callas has just completed the restoration of the record-breaking 911R; Chad McQueen loaned his father's Speedster; From Canepa comes the 1970 Daytona-winning 917-015; Bruce Meyer loaned the 1975 Le Mans-winning 935 K3*

*Below left: 930 Turbo belongs to Brent Martini*

*Below: Emory outlaw 356 alongside Singer 911*





**“WE ARE THRILLED TO SHARE  
THIS INCREDIBLE HISTORY...”**



962 chassis #117 won the 1986 Spa 1000km event, driven by Boutsen and Jelinski. Sitting alongside it is the Vasek Polak 934, as driven by Hurley Heywood





modern museumcraft, before designing and executing *The Porsche Effect*. 'We wanted to highlight much of the company's path from one handbuilt car in a small shop to today's position as one of the world's most famous carmakers and most powerful brands, but it's not a literal timeline,' added Ms Kinch.

Among the many things *The Porsche Effect* is not is a cold, dark warehouse full of 50 random cars. Another thing this marvellous exhibit installation is not is a tacit emptying of the Porsche Museum in Stuttgart. In fact, perhaps surprisingly, only one of the cars currently on display was provided by the factory museum; all the rest are in private hands of one form or another.

Also on hand to be enjoyed are a fascinating variety of archival artefacts and ephemera dedicated to Porsche as a design driven company, including drawings, models, furniture, Porsche Design watches and such. One item we found particularly compelling is a handwritten notebook-

style journal from Dr Porsche's shop detailing any given day's activities, and accomplishments. One entry reads 'New project to be called Volkswagen.' At that point, the world changed in an instant.

The Petersen's multi-storey parking garage contains a few small alcoves big enough to display a car in plan view, so as you're walking into the building, you'll see a few Porsches just to whet the appetite. The main lobby houses another ten cars and really gets the spine tingling. Several of these, including street and racing GT1s, can be seen through the windows from the street.

The main and largest gallery exhibit is also on the ground floor, and most intriguingly, another dozen or so cars are displayed in the Petersen's somewhat mythical 'Vault' basement, most often used to house collection cars not currently on display. Most of the Vault's Porsche displays are racing cars, über rare high performance street models, and customs, such as those served up by Singer

*Clockwise from top left: Paris-Dakar 959 shows versatility of the 911 concept; 550 Spyder from the Wolf Collection; 910 and 904 greet visitors in the lobby*

*Below: Jeff Zwart's 1949 Gmünd coupé represents the earliest production model. Behind, to the left, is the Petersen Museum 901*





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Vehicle Design, and Rod Emory Motorsports.

Employing four separate, and very different looking, spaces to encompass one exhibit theme is a creative and highly effective example of museum craft on the parts of the museum staff and The Scenic Route. The result is that *The Porsche Effect* looks highly designed, not merely gathered.

And what's on show: plenty, including the 1938 Berlin-Rome Type 64 race car, Ben Pon 906, the Le Mans team 919 Hybrid endurance racer, the Petersen Collection's early 901 and 356 Continental Cabriolet, a rare 'X83' Turbo S *Flachbau* 964, a Dakar Rally-spec Type 959, Gulf 917K (along with a 917 engine on a stand right next to it), the Jägermeister 962, the legendary Porsche 935 K3 Le Mans winner belonging to the above noted Bruce Meyer, and a smattering of 550 Spyders. On exclusive loan from the Porsche Museum is the 928 H50 study, a rare four-door prototype of the 928.

There are a couple of different 356 Speedsters on show,

including the black ex-Steve, now Chad McQueen 1958 1600 Super, which wears chromed Rudge knock-off wheels and once in its life was also owned by Bruce Meyer. Downstairs among all the track cars sits an ex-Prost McLaren Porsche F1 machine, plus one of the March/Porsche V-8 IndyCar racers.

Prior to the public opening, a limited number of guests attended the preview reception, which featured live music, gourmet food, and a curated panel discussion with iconic Porsche drivers, including Hurley Haywood, Patrick Dempsey and Tommy Kendall.

*The Porsche Effect* runs through 2018, and over time, various aspects of the exhibit will be rotated in and out, so while the core of the event will remain relatively constant, it will take on an evolutionary aspect as time goes by. The Petersen Automotive Museum is open seven days and is to be found at 6060 Wilshire Boulevard, Los Angeles, 90036. Learn the rest at [www.Petersen.org](http://www.Petersen.org). **CP**

*Clockwise from top left: Fuhrmann-designed four-cam engine; One of the original Ben Pon Racing Team Holland cars, #134 was raced by Gijs van Lennep; 1951 Sauter 356 Roadster from Phil White Collection; Petersen Museum's own 356 Continental Cabriolet*

*Below: From the collection of RK Motors, Charlotte, North Carolina, comes the mighty 917/30 Can-Am car*





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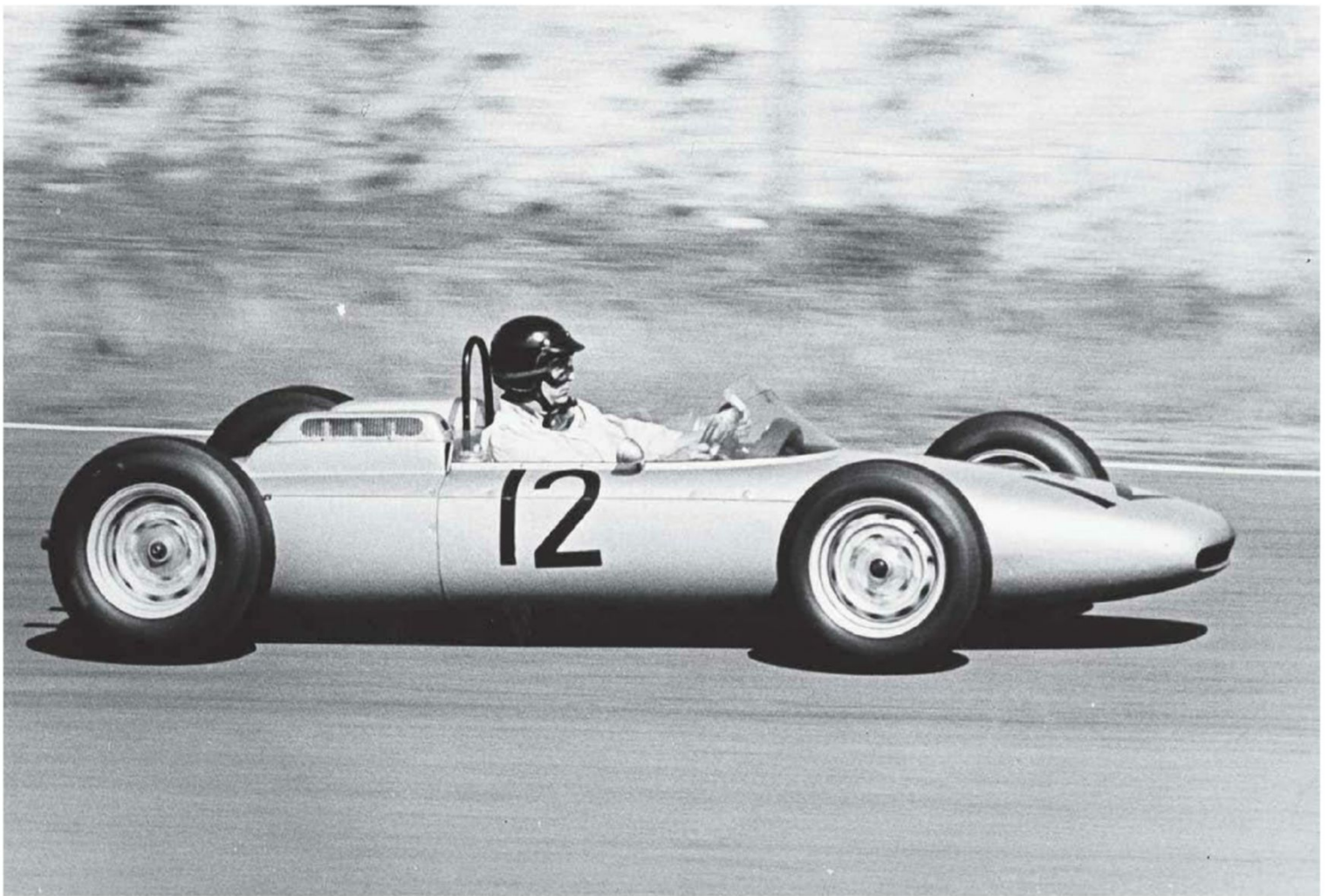


# DAN GURNEY

**Dan Gurney died on January 14th from complications following pneumonia. He was 86. Masterful in both single-seaters and sports cars, Gurney's outgoing personality helped to make him an exceptionally popular figure**

Words:  
Kieron Fennelly  
Photos:  
Porsche Archiv





*Above: Gurney at the wheel of Porsche 804, Zandvoort, 1962. After qualifying eighth on the grid, he was forced to retire with gearbox failure. Graham Hill went on to win in his BRM*

After national service, Dan Gurney's success in the mid-1950s in club races driving a Triumph TR2 and a Porsche 356 Speedster attracted the attention of US Ferrari importer Luigi Chinetti, who invited him to drive at Le Mans in 1958. Gurney graduated to driving Formula Two for Ferrari and, having established himself on the European racing scene, in 1960 he drove a works BRM in Formula One, but the car was hopelessly uncompetitive.

Signing for Porsche in 1961, he finished equal third in the F1 championship in 1961 and fifth in 1962, scoring Porsche's one and only championship Grand Prix victory. After Porsche withdrew from F1, he raced for Brabham and later built his own F1 contender, the Gurney Eagle. In eleven seasons in F1 he won four Grands Prix, but was also active in European sports car racing, winning the GT category at Le Mans in a Shelby Cobra in 1964 and overall victory in a Ford GT 40 in 1967.

He also raced in the US and was an Indianapolis regular, and although he never won at the Brickyard, he finished second twice, in 1968 and '69. After 1970 he competed far less and concentrated on being a team entrant and race car builder, becoming one of the most successful constructors of Indy cars.

Though he had completed almost a full season with BRM, Gurney's breakthrough in the top echelon of European competition really came through Porsche. Porsche's *raison d'être* was sports car racing, and it was always ambivalent about F1. The advent of 1500cc F2 in 1957 offered a tempting way though into single-seater racing and the expedient of redesigning the highly successful RSK around a central seat proved relatively straightforward. So when the FIA announced

that, for 1961, F1 would also be 1.5-litres, progression to the top division appeared logical.

However, in the preceding seasons, Porsche had lost its two star drivers: Wolfgang von Trips had been enticed to Ferrari and Stirling Moss, who had been notably successful with a works-supported F2 Porsche run under Rob Walker's colours during 1960, was switching to a Lotus for the first year of the new 1.5-litre F1. Porsche team manager Huschke von Hanstein now recruited Gurney to join Swede Jo Bonnier for the 1961 Formula One season.

However, Porsche soon discovered that the hothouse of F1 was vastly more demanding than F2 and abandoned its

attempts to build a specific F1 car, the 787, persevering with its by now anachronistic 'F2' 718/2, still running on carburettors rather than the fuel-injection of its Coventry Climax and Ferrari rivals.

The annals show that the V6 Ferraris ran away with the 1961

championship, but the four-cylinder Porsches proved reliable and the combative Gurney justified von Hanstein's selection by scoring three second places and putting Porsche third in the constructors' championship at its first attempt. It was just enough to convince Porsche that F1 was worth pursuing for another season. Gurney would stay with the German team.

Nevertheless, 1962 would prove even more of a challenge: Porsche's flat-eight-engined 804 was barely ready in time for the opening round, the Dutch GP, and desperately lacked both chassis and engine development. The flat-eight was also at a power disadvantage compared with the 190bhp Coventry Climax and BRM V8s, and throughout the year was always five or ten horsepower shy of its competitors. Moreover, the Porsche unit did not produce its maximum power until

## “1962 WOULD PROVE EVEN MORE OF A CHALLENGE”

*Left: Dan Gurney, 1962. His piercing eyes hinted at his determination to win...*





9200rpm: so steep was the power curve that even at 8500rpm it still offered only about 160 horsepower.

After the opening flop of Zandvoort where Bonnier was a distant seventh and Gurney failed to finish, Ferry Porsche was ready to throw in the towel. A lesser man than Gurney might have concurred with him, but on the contrary, the tall American threw himself into the project with an enthusiasm that galvanised the rest of the team: fulfilling his US obligations, he flew directly from Zandvoort to Indianapolis for the 500, then straight back to Zuffenhausen where, as Ludvigsen puts it, he worked night and day with Porsche to get the single 804 that he had persuaded Ferry to enter for Monaco ready in time.

Eliminated in a first lap mêlée typical of the tight Monégasque circuit, Gurney refused to be discouraged and fully justified his faith by winning the next round at Rouen, a twisting up-hill, down-dale track and a difficult circuit for the 804 where its torque deficit was more apparent. Gurney's victory had much to do with the severe attrition rate of the Coventry Climax engined cars, but no one begrudged Porsche their luck, and victory renewed confidence at Zuffenhausen.

At the non championship Solitude GP, 350,000 spectators rooting for Porsche were able to celebrate a second Gurney win and he marvelled at the waves of hats thrown into the air on his victory lap. Ferry was taking no chances, though, and insisted on a full dress rehearsal before the German GP itself.

Gurney and test driver Herbert Linge spent two hard days working on suspension settings over numerous laps of the Sudschleife, then the American drove a solid 15 laps, around 300km, of the Nordschleife. In the process he set an unofficial lap record of 8:44 which compared favourably with the fastest lap of 8:55 in the 1961 GP, which admittedly had been set by a four-cylinder car: 1962's V8 would be appreciably quicker.

During a pulsating race run in typical Eifel rain, Gurney produced perhaps his finest effort in a Porsche to finish third, a mere four seconds behind winner Hill's BRM and Surtees' Lola. Porsche team mate Jo Bonnier finished seventh in the other works 804.

The remainder of the year was a disappointment: Gurney's practice times consistently in the top three or four showed that he had the measure of the 804's limitations now, but clutch and transmission woes cost him placings in the final races, and his only points finish was a fifth in the US GP, when he had been third until the engine lost power through a burnt valve.

Even before the Porsche squad left for America, Ferry had already decided he couldn't afford to introduce the 356's

replacement, buy out the coachbuilder Reutter and stay in F1. No announcement was made: the 804s simply did not reappear for the 1963 season and Dan Gurney left Porsche to drive for Jack Brabham.

Tall, enthusiastic and personable, through his energy and persistence Gurney showed he was cast very much in the Porsche mould, and undoubtedly his unswerving commitment to Zuffenhausen played a large part in Ferry's decision to see the season out. Gurney's arrival made up for the loss of Stirling Moss whose six victories from twelve starts in F2 during 1960 had effectively set Porsche on the way to motor racing's premier division.

In his book *All But My Life* written in 1963, Moss rated Gurney one of the very fastest drivers of the contemporary crop; other observers have compared him with Clark and indeed speculated what more he might have achieved during subsequent F1 seasons given a little of Clark's luck.

Dan Gurney did though have one piece of luck at Porsche: after the Solitude race, von Hanstein asked his secretary, the very attractive Evi Butz to drive the American to the airport. So began a relationship which not only cost the Baron his secretary, but gained Gurney, who in his later career would become quite an ambassador for the sport, a new wife. The pair would always make a striking couple. **CP**



*Above: Solitude, July 1962, and Gurney drove the eight-cylinder 804 to victory in the non-championship event, in front of 350,000 spectators*

*Left: Lesser known aspect of Gurney's racing career. In 1963, he drove the EMPI 'Inch Pincher' Beetle to victory in the Nassau Grand Prix for Volkswagens... (Photo: Darrell Vittone)*





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# PORSCHE AT GOODWOOD

This year sees the seventieth birthdays of both Porsche and the Goodwood Motor Circuit, so what better time to look back at some of the marque's early appearances at this historic race track?

Words: Robert Barrie

Photos: As credited





# “LINKS BETWEEN PORSCHE AND GOODWOOD GO BACK MANY YEARS...”



Above: Dick Steed's RHD 356 Pre-A in a glorious four-wheel drift at the Members' Meeting held in June 1955 (Ferret Photographics)

**A**t this year's Goodwood Festival of Speed, to celebrate 70 years as a creator of the finest sports cars, Porsche is taking centre stage. But 2018 also marks 70 years of the nearby Goodwood race circuit itself, a track steeped in racing history, and in latter years host to the famous Revival and reborn Members' Meeting.

The links between Goodwood and Porsche go back many, many years, as we shall see. As is so often the case, it's a tale of what was and what might have been. Oh, and Stirling Moss's name crops up a few times, too.

Initially, Porsche's sales in the UK were limited, as were overseas entries in race meetings at Goodwood, so it was inevitably a few years before a Porsche was seen at the circuit, located close to the town of Chichester on England's south coast, which had officially opened in September 1948.

Records show that the first to appear was Willi Buschmann

and P W S Pope's left-hand drive 356 in the Nine Hour race in August 1953. The car finished seventeenth – and last – of the classified finishers. *Motor Sport* reported, reasonably enough, that it lacked speed, but it did at least keep going. Other reports suggest it tangled with a front-running Jaguar at one point – a surviving photograph shows the Porsche in the throes of a spin...

W H Bledsoe is recorded as having run another Porsche at the subsequent Members' Meeting and another left-hand drive 356, wearing German licence plates, took part in a speed trial at the circuit in October 1954.

Dick Steed then ran a UK-registered right-hand drive 356 at a Members' Meeting in June 1955. The first factory entry followed in the Nine Hour race that same year. Stirling Moss and Huschke von Hanstein, Porsche's press and racing chief, shared a 550 Spyder, but retired while in the class lead after collecting another car. Moss fluffed the Le Mans-type start for



Left: Dickie Stoop slides his 356B Carrera GT in the 1963 Tourist Trophy (The GP Library)

Right: The Behra/Barth 718 RSK Spyder at full flight in the 1958 Tourist Trophy (Ferret Photographics)





*Left: The Von Trips/Bonnier 718 RSK Spyder pauses for breath in the pits alongside the works support van at the 1959 Tourist Trophy (Ferret Photographics)*

once, but appears to have been at his exuberant best thereafter. In the words of *Motor Sport* again, he drove the car 'with great skill, holding oversteer slides, flinging it about as he negotiated the traffic, and continually waving an arm and blowing the horn at slower cars.' Stirring stuff.

Wolfgang Seidel and Dick Steed had a steadier run to tenth overall in the former's 550 Spyder prototype. The race was won by Aston Martin, giving them a hat-trick of victories in the three Nine Hours races.

For Porsche, the next couple of seasons saw further entries from Steed, who seems to have had a road traffic accident in his race car during one event, as well as others such as Steven Wilder, who entered a UK-registered 356 under the Scuderia Portia banner, and later ran a 550 Spyder as a daily driver in New York.

Len Potter ran another 356, possibly a Carrera. Jack Burke and F W Seldon appeared in a couple more UK-registered 356s – the latter is pictured pointing the wrong way at Lavant having spun Denis Jenkinson's 356.

Christian Goethals ran a 550A in the Chichester Cup at Easter in 1957. He is pictured in a four-wheel drift at Woodcote, in front of what later became the Super Shell building, in Robert Barker's *Motor Racing at Goodwood*.

In 1958, the Tourist Trophy, a truly international event and a round of the Sports Car World Championship, came to Goodwood. The factory entered a 718 RSK Spyder, in which Jean Behra and Edgar Barth were fourth, and

a 550A Spyder, in which Carel De Beaufort and Christian Heins finished eighth. More positively, the cars were first and second in class and the familiar pattern of high overall placings and mid-capacity class wins was once again repeated. The race itself was won by Stirling Moss and Tony Brooks in an Aston Martin DBR1.

A year later, Porsche sent three cars to the 1959 TT. It was a six-hour race for full points with a strong entry and, for Porsche, a case of 'nearly but not quite'. Wolfgang von Trips and Jo Bonnier finished second, a lap down on the winner, having led the race at half distance. Barth and Umberto Maglioli were twelfth. Both pairings were in updated 718 RSK Spyders. Again, they were first and second in class. A third car, the Hans Herrmann and Chris Bristow 718 RSK, failed to finish.

Moss won the race once again in an Aston Martin DBR1, having jumped into the Shelby and Fairman entry when his own car went up in flames in the pits. The Porsche Spyders were helped by lower fuel consumption and tyre wear than the other front-runners, but hindered by having bolt-on wheels, which made for slow pits stops. The 1959 TT was the last for open sports cars before the format switched to closed GTs in 1960.

As a result of this, out went the Spyders and back came the 356 and its derivatives. Five such cars took to the grid in a three-hour TT in August 1960. In the meantime, Moss was second to Innes Ireland's Lotus 18 driving a Rob Walker-

*Below left: The Buschmann and Pope 356 spinning in the 1953 Nine Hour Race. This was the first Porsche to compete at Goodwood (Ferret Photographics)*

*Below right: The 718 RSK Spyders of Barth/Maglioli (background) and Herrmann/Bristow at the 1959 Tourist Trophy (Ferret Photographics)*







*Above left: Christian Goethal's 550A Spyder, Easter Meeting 1957 (John Ross)*

*Above right: De Beaufort/Heins 550A Spyder raced at the 1958 Tourist Trophy and was sold at Bonhams Scottsdale January 2018 (Bonhams)*

entered and liveried Porsche 718/2 in the Lavant Cup for F2 cars at Easter. It was a rare period appearance, and the best placing, at the circuit by one of Porsche's single-seaters.

Back to the 1960 TT and Graham Hill finished fourth in a factory-entered 356 Carrera Abarth GTL, the car's lightweight bodywork having been damaged shortly after the start. Jo Bonnier was eleventh in a factory-entered standard-bodied Carrera and Gerhard Koch sixteenth in another factory-entered Abarth.

Hill took the class win while Fritz Hahnl was fifteenth in a standard-bodied Carrera. Goodwood and Porsche stalwart Dickie Stoop was eighteenth in the first of his right-hand drive 356B Carreras – a red car with the registration YOU 4. Moss took the first of two wins in Rob Walker-entered Ferrari 250 GT SWBs – legend has it that he listened to the radio commentary while racing although in reality the noise in the cockpit must have made that rather difficult!

The following season, 1961, saw entries from racers such as Albert Gay and Robin Benson in 356s, before another five cars lined up for that year's TT. This time, Hill, in the same factory-entered Abarth he had driven the previous year was sixth. Hahnl, in another Abarth, was tenth and Koch twelfth in a similar car.

Keith Greene, in the Gilby Engineering 356B Carrera was

seventeenth, but Hill and Hahnl finished the race first and second in class. On the other hand, Herbert Linge in the other factory-entered Abarth failed to finish due to gearbox failure. Dickie's 356 was on the entry list again, but did not start. Moss won in the second Rob Walker-entered 250 GT SWB. In hindsight, the 1961 TT was, perhaps, the high-water mark for Porsche participation.

The following season, Seidel ran a somewhat outdated

718/2 in the Lavant Cup and Glover Trophy F1 races at Easter. The first of those was restricted to four-cylinder cars and the second was the race in which Moss had his dreadful career-ending crash. Both Stoop and Benson continued to

race 356 Carreras at less high profile meetings and races.

The factory was absent from the 1962 TT, but the race featured Ben Pon and Koch in a couple of privateer Abarths. It was won by Innes Ireland in a Ferrari 250 GTO and is also remembered for an expensive collision involving Jim Clark's Aston Martin DB4 GT Zagato and John Surtees's 250 GTO. Benson later added a 250 SWB to the mix for good measure! *(Editor's note: one dreads to think of the combined value of these cars today, and the cost to repair them!)*

In 1963, the TT was run from a conventional grid, rather than a Le Mans-type start. Dickie Stoop entered in the second of his 356 Carreras – a silver 2.0-litre Carrera 2 with the

## “IT WAS A RARE APPEARANCE, AND THE BEST PLACING...”

*Below: Dickie Stoop collecting his 904GTS at AFN in 1964. The car subsequently raced at the Tourist Trophy meeting (AFN Archives)*







registration 5 HOT, finishing 12th overall and second in class. The race was won by Graham Hill in a Ferrari 250 GTO, with Mike Parkes second in a similar car.

The following year saw the debut of the 904. John Whitmore raced the special order Borneo green SMART-entered (Stirling Moss Automobile Racing Team – set up

following Moss's enforced retirement as a result of his accident) car at the Easter Meeting – finishing sixth overall and third in class. Robert Barker's excellent *A Record of Motor Racing at Goodwood* suggests Trevor Taylor did so at the subsequent Whitsun meeting, but other sources are less sure. In any event, the car was damaged in testing around this time and disappeared for a while.

The redoubtable Dickie Stoop entered his AFN-supplied Irish Green 904 – now carrying the plate YOU 4 – in a 2.0-

litre support race at the Tourist Trophy Meeting later in 1964. A chance for Porsche to score a long-awaited first win at the circuit? Not quite, yet again. Stoop finished second with Mike De'Udy third and John Morris further down the order, each driving 904s. Mike Spence won the race in a Lotus Elan.

De'Udy and Morris appeared again in their 904s in 1965, De'Udy in the Sussex Trophy race, but Goodwood was by now winding down. The circuit finally closed to racing in 1966. The last race was a five-lap handicap won by a double-agent called – inevitably – Dickie.

More surprisingly, perhaps, it also closed without having seen an outright Porsche victory – and without the new 911 having raced there. Those omissions were belatedly addressed in the Aldington Trophy, almost fifty years later at the reinstated Members' Meeting in 2015. **CP**

*Above: Stirling Moss looking typically relaxed at speed in the 550 Spyder he shared with Huschke von Hanstein in the 1955 Nine Hour (Keith Duerden Collection)*

## “IT CLOSED WITHOUT... THE NEW 911 HAVING RACED THERE”



*Far left, top and bottom: Behra/Barth 718 RSK Spyder, 1958 Tourist Trophy (Porsche Archiv)*

*Left: Graham Hill's 356 Carrera Abarth in the paddock at the 1960 Tourist Trophy with the Jo Bonnier 356 Carrera GT behind (Porsche Archiv)*





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# DOWN UNDER DELIGHT

Like a good wine, Geoff Starkey's Oslo Blue 356B coupé gets better with age, culminating in winning top slot in the Australian 356 Club's 2017 showcase parade held in Melbourne at the end of 2017

Words & photos: Richard Holdsworth  
Additional photos: Geoff Starkey





**T**he stunning blue 356B you see here – one of the first in Australia and New Zealand – has enjoyed a series of loving owners and current custodian Geoff Starkey couldn't cherish the car more. 'This is my pride and joy,' he says. Porsche 356T6B, chassis number 122178, was ordered by Hamiltons, the Australian Porsche distributors, in early 1962 and accorded factory order number 530. It was completed on 17 October 1962, and Hamiltons received the car just a few weeks later. It was the 19th 356T6B to be destined for either Australia or New Zealand (only 44 in total came to what was regarded as one market in those days), the first arriving in February 1962 and the last in July 1963.

The optional extras ordered by Hamiltons (and still part of the spec today) are interesting; green tint windshield, chrome-plated wheels, head rests, arm rests, horn ring, elastic octopus rear compartment hooks and Talbot Berlin driver's mirror. And right-hand-drive, of course, with instrumentation in English. The factory colour, Oslo Blue, is

also true to this day, as is the red trim.

All this information has been dug up by Geoff Starkey, the car's sixth owner, but Geoff admits to being something of a Porsche sleuth and especially so when his own cars are concerned – and there have been many of them! Just take a look at some from the list starting with 356s – a 1957 356A coupé that has enjoyed time on the race track, three 1962 356Bs, one of which was USA delivered but brought to Australia and converted to right-hand-drive.

Four 356Cs, all 1964 built, all coupés with the first being Geoff's foray into Porsche ownership 'Then the bug bit...' All were in Light Ivory although one was originally finished in Irish Green and was imported into South Africa.

There have been five, yes five, 356Bs, one of which was a 1960 Slate Grey RHD Australian-delivered car later restored to Gold Medal level by Geoff's brother, Colin. The other four were made up of three Super 90s, a 356B coupé in Ruby red ('a project car'), one in Silver and the last in Slate Grey.











*Above: The 356B poses before the water at Akuna Bay in the New South Wales Ku-ring-gai National Park*

of Brisbane. The newly delivered Porsche carried the registration number NQW 109 and became Theo Reinhold's company car.

It would be nice to report a happy ending to the tale and all in the garden rosy for the new Porsche, but the four-cylinder Super 1600 engine did not run smoothly – thence starting much mail correspondence between Theo Reinhold and Hamiltons (no e-mail in those days!). But correspondence did not effect a remedy and in the end Theo drove down to Hamiltons – a mere 2000-mile round-trip – and fronted up at the company's workshop!

Porsches 'Down Under' were in their infancy in those days – when the author bought his Super 1600 Speedster in the early 1960s, it was said there were fewer than 50 in the whole country. But fortunately, Hamiltons employed an excellent workshop, Carrera Motors, under the management of one John Gregory and John got the engine running to perfection to the extent the car was returned to him from Brisbane (another 2000 miles on the clock!) for any service and maintenance work.

Maybe Theo Reinhold got fed up with this arrangement and sold the car to one John Gregory, and the first thing he did was to pull the engine apart, carry out some porting and polishing and also install a new four-pipe extractor system and muffler. Much more dramatic was the substitution of the plain-bearing crankshaft with a roller-bearing unit!

Into the picture now comes Dante (Don) Castaldi who worked at an adjoining car dealership – he had just sold a Bristol 401 and was looking for a second-hand Jaguar

E-type. In his search, he was having a coffee with Alan Hamilton (the dealer principle at Hamiltons) when John Gregory swept into view in the Oslo Blue 356B. The car had a chipped windscreen. 'Fix that windscreen and the car's mine...' Thus Don Castaldi became owner number three. The year was 1965.

Don was taking up a new position as hotel manager in Hobart, across the Tasman Sea in Tasmania and naturally 122178 went with him. Tasmania is a small island with hills and valleys and twisting roads, not unlike Sicily where Porsches excelled in the Targa Florio. Don tells how, 'The car took to the Tasmanian roads like a duck to water...' He had raced in the Australian Armstrong 500 and the car with Don behind the wheel enjoyed life to the full, but with marriage on the horizon and a house to buy, the Porsche eventually had to go.

Owner number four was Gary Clarke, another Tasmanian, and the car stayed on the island – and remained there for another 36 years, only being used for special trips and adding a mere 20,000 miles to the existing 50,000. The car remained in excellent condition – owner number four giving it the same loving care as its previous three. Minor work was carried out – the engine tinware painted while some other engine parts were chromed.

Gary Clarke was a panel beater and during his ownership of the 356B he decided to repaint the car. He did this meticulously – taking all of five years! The car emerged from his paint shop in the same factory Oslo Blue and even the inside of the doors rubbed down and painted to the same

## “FIX THAT WINDSHIELD AND THE CAR'S MINE...”





gleaming standard as the exterior. By now the roller-bearing crank had become noisy and was changed back to the standard plain-bearing type.

I have said that Tasmania bears some resemblance to Sicily but, unlike the Italian island, it still has a race. This is known by all Porsche owners in Australia as Targa Tasmania (the race attracts Porsches and their owners from throughout Australia) and one such competitor was Mark Tuckey of Mark Tuckey Furniture in Sydney with another 356T5B, a 1960-built car.

Porsche owners engage in conversation at every opportunity and one such between Gary Clarke and Mark resulted in Mark buying the car and 122178 returning to the

Mainland and to Sydney. The year was 2011. Local dealer, PR Technologies to the north of Sydney, maintained 122178 for the next five years, in which time the exhaust muffler was replaced, a new clutch fitted, along with a new set of tyres.

Now Geoff Starkey, the sixth and current owner, comes into the picture. Geoff bought the car from Mark on 11 November 2016 and now uses 122178 as his club car. In February 2017 while driving home, a young lady ran into the back of the car while on her mobile phone. Fortunately, it was not a heavy 'shunt' and only the bumper

was damaged, the bodywork remained unscathed. The lady was very apologetic!

Geoff took 122178 to a top Porsche panel shop in

*Above: At one point in its life, the engine was rebuilt with a roller-bearing crankshaft, but now relies on a regular plain-bearing type*

## “A YOUNG LADY DROVE INTO THE BACK OF THE CAR”

*Below: Original red interior is as good as new. Extras include headrests and arm rests, both specified at the time of ordering – the speedometer is calibrated in miles-per-hour*







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Sydney, Exclusive Body Werks, owned by Ron Goodman. Ron stripped and checked the body and engine and refinished 122178 to factory specification.

As a point of interest, four years earlier, Ron Goodman had come into the possession of the Super 1600 Speedster which belonged to the author in the 1960s when living in Adelaide and working as a budding journalist.

The Speedster was used as daily transport, plus for hill climbing and club track racing. I had seen the car on the forecourt of Champions, the Adelaide Rover dealers, raided my piggy bank and swapped in my year-old VW Beetle, only selling the Speedster when my Aussie bride and I took off for the UK a few years later.

The car is now owned by an enthusiast in Orange, New South Wales. (The story of me and the Speedster in those early days was told in issue #35 of *Classic Porsche*).

Geoff Starkey's Oslo Blue 356B, now resplendent from its attention at Exclusive Body Werks, set off on the 550-mile journey from Sydney on the last days of November 2017 for the Australian 356 Register and Club Annual Parade held at Coma Park in Melbourne, where the car took top honours.

Geoff tells me it rained most of the way down but the 356B performed perfectly, 'and not a leak anywhere'. The bonus, of course, was taking the top honours, Best Car in the Show... 'It was an even

more satisfying drive back to Sydney, he grins!

Nowadays, 356T6B, chassis number 122178, is as good as new, if not better! The car has covered a mere 74,300 miles, never involved in any serious accident, and meticulously maintained. Geoff Starkey is a lucky man! Or does he make his own luck? **CP**

*Above: Geoff Starkey stands proudly by his fifty-five year old 356B with a trophy that says 'Car of the Show' at the 2017 Australian 356 Club Annual Parade*

*Below: The car received a repaint in the original factory colour, Oslo Blue, following a minor accident. The work was carried out meticulously by Ron Goodman at Sydney-based Exclusive Body Werks*

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# DOUBLE TAKE

When Dominik van der Heiden discovered just how valuable his original ex-works 914/6 GT rally car had become, he decided it was time to retire it. In its place he built a replica that would allow him to have fun in the forests without having to worry about damaging an important piece of Porsche history

Words & photos: Robb Pritchard







*Above: Bearing a few battle scars after a season in the forests, Dominik's rally-prepped 914/6 GT is clearly a car that gets used hard*

In a warehouse somewhere in the industrial belt of north west Germany sit two stunning orange 914/6 GTs. From a distance they look pretty much identical but in fact they have diametrically-opposed histories and purposes. One is a priceless ex-works car driven over the years by such Porsche luminaries as Franz Konrad, Bjorn Waldegaard, Jürgen Barth and Olaf Manthey. The other started life as an old road car bodyshell that has been stripped out and prepared for rallying... And it's the replica we've come to see!

After winning the 2015 AVD Histo Monte someone offered owner Dominik van der Heiden what he thought was a crazy sum of money for the car. But when he found out this was actually the going rate for a Porsche with such a history, suddenly the thought of sliding through the snow towards trees and ditches filled him not with joy, but dread. 'I knew that if I crashed I wouldn't just be damaging a car,

I'd be destroying a real piece of Porsche history,' he says. So at that moment he decided to retire the original and build himself a replica that he wouldn't worry about thrashing through forests and snow banks.

The first plan was just to have a straight replica as after having owned the original for fifteen years he was well used to how it drove and handled. It didn't take long, though, before the project took on a slightly different aim, as after a while working on the comparatively worthless shell he realised he could do absolutely anything he wanted with it.

While studying the FIA historic regulations to see just what he was allowed to change, he started to wonder why Porsche hadn't done such easy modifications themselves. For example, the original has its fully working pop-up headlights, which aren't a requirement. Dominik simply took them out and put some plastic blanking plates over





the holes, and that was a few kilograms saved straight away. All the body panels on the Waldegaard car are steel but on the recreation they're made of very thin glassfibre, and the windows are Perspex instead of glass. The bumpers are plastic and weigh half that of the steel originals, and all the superfluous chrome trim is gone.

But it wasn't just big and obvious things Dominik changed, and looking around the car the level of thought and attention that has gone into it is incredible. In fact, it is fair to say that this is the 914/6 GT that Porsche should have made in 1970! The bonnet hinges have been machined out as much as possible without compromising their structural integrity and now look like little works of art. To save 4kg, all the wiring loom was removed and replaced with thinner gauge wire and a lighter type of insulating plastic, and any bolt or screw that was protruding more than it absolutely needed to be was exchanged for a shorter one... All in all an incredible 250 parts were changed for lighter, smaller or shorter versions.

The works cars from 1970 stood at a not too portly 940kg. Dominik managed to reduce that by an incredible 140kg!

With a 2000cc engine which doesn't have a great deal of torque, it makes a huge difference in acceleration times and the speed he can carry through corners.

As well as the crash diet there were many performance upgrades to be done. Dominik chose Manfred Rugen to tune the engine and, as well as having everything correctly balanced, the cylinder heads, valves and camshafts were made to the specification of the works cars to give a power increase from the road going 185bhp to a more useful 235bhp. The FIA regulations allow for any gearing you want so Dominik was free to choose the ratios and went for a long first gear so he could have more control in the slow corners.

All the other ratios were kept shorter as Tarmac rallies call for short bursts of acceleration rather than top speed. Dominik knows it's a compromise, though. The main competition is 3000cc or more 911s, so where there are lot of long straights the 914/6 is left far behind. On the tighter stages, however, with its low weight and mid-mounted engine, the nimble Porsche is as fast as any of its many rivals.

Being a rally and race car driver since the 1970s,

*Above: Kicking up the dust on the Eifel Rallye – the 914/6 GT has proved to be a very effective 'weapon' – it's a shame the factory didn't see fit to develop the concept further*

*Below: Tyres were made to Dominik's spec by Dunlop. Front luggage bay is now dominated by ATL fuel cell and front-mounted oil cooler*





*Below: 'Purposeful' is probably the word that sums the car up best. Low-set front-mounted oil cooler looks vulnerable but skid plate adds some much needed protection*

including entries in the RAC and 1000 Lakes, and even a class win in the Nürburgring 24 Hours, Dominik knows how to set up a car to get the best out of its handling, but this 914 proved to be a lot harder to get right than he expected it to be. 'I never really liked getting to the limit in the original car,' he says. 'With most cars you can feel when it is about to break away and you can either come back from that point or, depending on the car and what you are doing with it, control the drift. But in the 914 there was a point where I was wondering if I was getting close to the limit... and then I was going backwards. I wanted to find a way that I could drive it loose.'

Conventional wisdom, including the advice of such

motorsport luminaries as Bjorn Waldegaard and Franz Konrad, was to keep the suspension rock hard and the sway-bars soft, but no matter how much Dominik and his mechanics worked with it, it always snapped around

instead of holding a power slide. One day, in exasperation, one of the mechanics had the idea of setting it up backwards with soft suspension and hard sway-bars...and surprisingly it worked straight away.

Coupled with the set of higher-profile tyres he had Dunlop make

especially for the car, which have soft sidewalls that allow them to move around more on the wheels, Dominik knew he'd nailed it... And just in time, too, as they needed to

## "THE NIMBLE PORSCHE IS AS FAST AS ANY RIVALS..."







get it on the trailer for the Mallorca Classic Rally.

Although they got through scrutineering, there were a few things that they hadn't got around to finishing, one of which was the handbrake cable. A piece of string running from the cab to the mechanism on the rear wheels meant that he could still do hill starts – but that little problem was forgotten about when the throttle got stuck wide open in the first stage. To get around all the hairpins, he had to turn the engine off on the approach, coast around, turn it on again when he was pointing straight and shoot up the next hill, with tyre smoke billowing behind.

He didn't have any mechanics with him so, in the time before the next stage, he took the piece of string from the bodged handbrake repair, tied it to the back of the accelerator pedal and gave it to his co-driver to operate. It sounds like a desperate 'get it home' solution, but somehow they managed to finish the stage with the second best time. And amazingly, once they'd mastered the system, they won the next stage by six seconds. 'Getting a stage win in the way we did was one of the best experiences of my life'.

## “UP THE NEXT HILL, WITH TYRE SMOKE BILLOWING BEHIND”

The car will be out in earnest again in classic events this year but Dominik has a truly outrageous plan for it, one that involves paperwork rather than engineering.

When the 3.0 RSR came out in the early 1970s, a lot of people wanted to upgrade from their 2.8-litre engines, and in California there were apparently many such blocks just sitting around outside Porsche workshops. Somebody had the great idea to put them in the back of the 914 and made 12 examples, although no one knows what happened to any of them.

The important thing, though, is that Dominik managed to locate the road registration documents for the engine change, and if he can find them he'll be able to do the same conversion and get the

technical passport for a prototype classic.

'Imagine what an 800kg car with a 300bhp, 2.8 flat-six in the middle of it would be capable of,' he smiles.

'In the right rallies this car can already outperform any Porsche 911. With the extra power, nothing would be able to touch it!' **CP**

*Above: Interior is stripped bare save for essentials. Note the fuses located ahead of the co-pilot for ease of access. Also note the handbrake lever has been relocated from the left sill to between the seats*

*Below: In action on the 2017 Eifel Rallye. 914/6 gets 'air' ahead of what we suspect was a heavy landing!*







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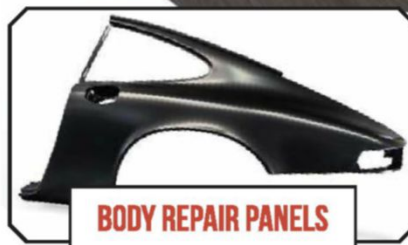
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**T**he 914/6 GT was prepared for Group 4 circuit racing by the Hulport VW Porsche dealership in Dortmund and in 1970 was raced in German events by Willi and Alexander Nolte, but it was Werner

Christmann who achieved the car's best period result when he won the 1971 2l DARM Diepholz race. In 1973 Porsche stalwart Franz Konrad took over and raced it for the whole of 1974 taking a highest place finish of 3rd at the 2l GT race at Zandvoort.

The car was retired from contemporary racing in 1975 and kept as a display in a showroom for 10 years until Emmanuel von Kettler bought it and had it rebuilt to the full works specification, but it wasn't raced in anger until 1993 when he brought it out of retirement for Bjorn

Waldegaard to drive in that year's 500km of Nürburgring Classic race. The next year the 1979 world rally champion took it to 2nd overall in the famous Köln-Ahrweiler rally and in 1995 GT Porsche racing guru Olaf Manthey entered the same event and went one better to win it.

Another famous name in Porsche history to pilot this car is Jürgen Barth who took it to 2nd on the 1995 Tour Auto. Dominik bought the car in 1999 and his best results include 2nd on the '99 Auto Tour and 5th on the Köln-Ahrweiler, and a very big victory on its last competitive outing, the 2015 AVD Histo Monte.

With the replica now finished it will enjoy a long and quiet retirement and, although it may be seen at some shows in the future, Dominik won't be doing any more timed events in it. **CP**

## “THE CAR WAS RETIRED FROM CONTEMPORARY RACING IN 1975”

*Above: Ex-works original on the left was first prepared for Group 4 circuit racing before it eventually embarked on a rally career in 1979. Its increasing value was the reason for building a replica*

*Below: Replica was built to the highest standard in Dominik's workshop. Its existence means the original can now enjoy a well-earned retirement...*





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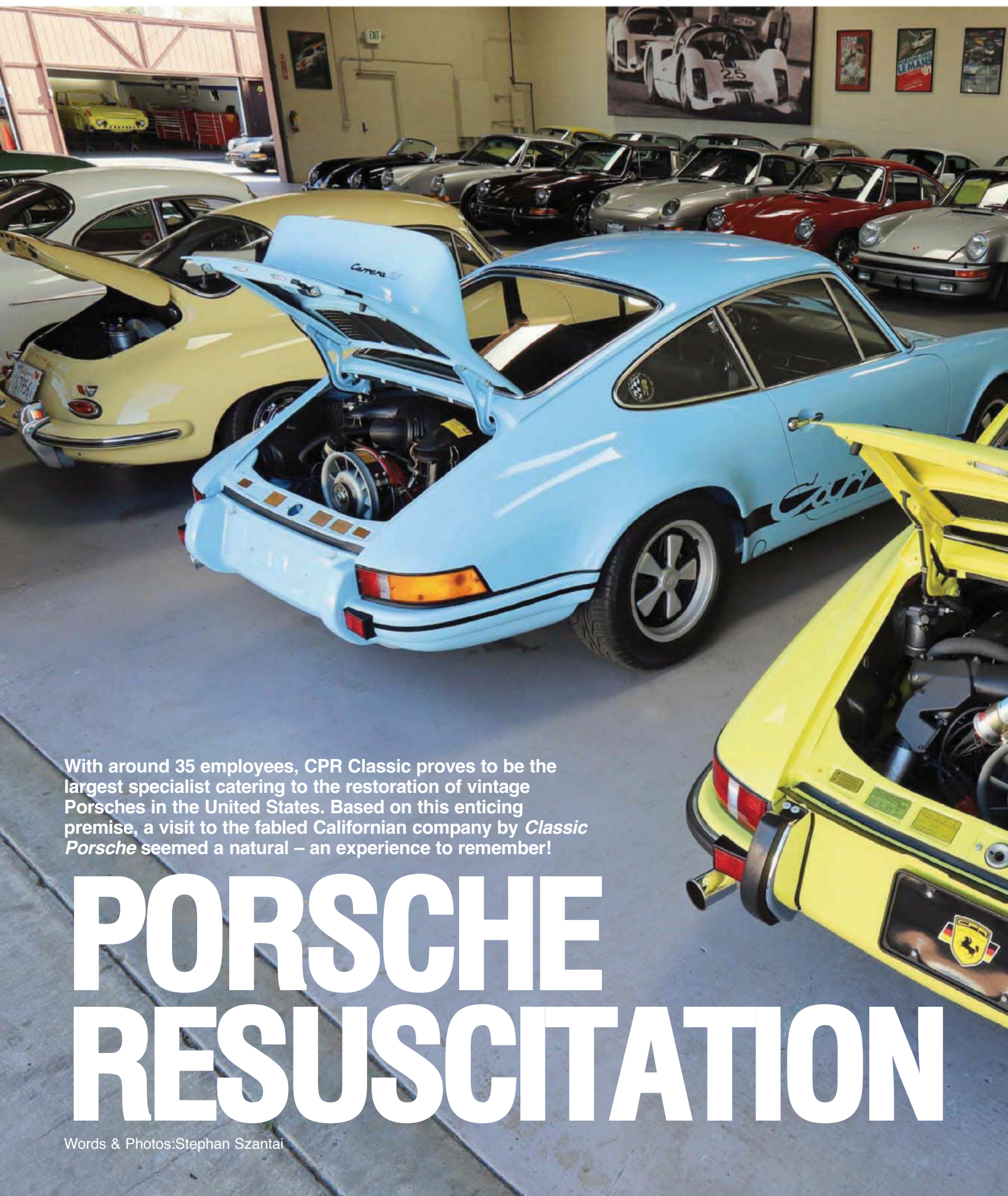
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With around 35 employees, CPR Classic proves to be the largest specialist catering to the restoration of vintage Porsches in the United States. Based on this enticing premise, a visit to the fabled Californian company by *Classic Porsche* seemed a natural – an experience to remember!

# PORSCHE RESUSCITATION

Words & Photos:Stephan Szantai





**A**rriving at 501 Industrial Way in the scenic city of Fallbrook, the visitor will be greeted by a friendly staff and a couple of dozen Porsches, predominantly pre-1990 models, all for sale. Welcome to CPR Classic's showroom!

Although the building leaves most guests in awe, it represents only a tip of the iceberg... Walk a quarter of a mile and you will reach the restoration facility, home to another 70 classic Porsches.

Some are in a thousand pieces, others almost ready to deliver to their customers – and the remaining projects are somewhere in between. Overall, the car sales and restoration divisions account for 45,000 square-feet, an impressive area for such a specialised company.

What a journey this has been for CPR Classic – that's short for California Porsche Restoration Classic – since it opened in 1977! That year, Brian Doherty and his brothers launched an independent Porsche service centre in Manhattan Beach, near Los Angeles. Neither 356s or 911s interested restorers during the 1970s, hence the daily chores revolved around regular repairs and maintenance.

As the business continued to grow, the brothers found themselves in a workshop that was ready to burst at the seams. Renting a larger facility in the coastal city remained an expensive option, hence the decision to relocate further south in the early 1990s, closer to San Diego, in Fallbrook.

Yet again, more customers came to CPR Classic, leading

## “YET AGAIN, MORE CUSTOMERS CAME TO CPR CLASSIC...”

to another move just a few miles away in an industrial complex in 2007. Guess what... Space, or lack thereof, was once again an issue, leading to the purchase of the adjoining buildings!

As a result, the company's current layout might strike European visitors as surprising, since activities are spread in multiple commercial shops rather than a single large structure as you might expect. This arrangement created by necessity turned out to serve CPR Classic well, as each unit within the several buildings concentrates on specific tasks. Dismantling, collision repair, body restoration, preparation, undercoating, paint, plating, gearbox refurbishing and more – this place has it all.

As you might expect, employees use a variety of traditional tools, such as English wheels, plus spot welders as seen at the Porsche factory. One of the buildings houses a couple of units solely dedicated to putting the final touches on 356s and 911s. They sit far from the area that generates

*Impressive is the only way to describe the sight that greets you as you enter CPR Classic's showroom in Fallbrook, to the south of Los Angeles. There's something to satisfy every taste*





the most dust and sand.

Another shop handles the engines' assembly, from bone stock to hot-rodded, as exemplified by the trick 2123cc Polopolus flat-four we discovered during our visit. This amazing powerplant engineered by Dean Polopolus several years ago mixes a selection of 911 components and motivates a bunch of 356s today. Behind the clean workbenches, the back of the unit welcomes several shelves packed with flat-four and -six engines, ready to be rebuilt, or used as 'donors'.

As a side note and as mentioned earlier, Brian Doherty was instrumental in starting CPR Classic. His love for Porsches stems from a stay in Germany, being stationed

in Europe after he got out of the Vietnam war. He then did his apprenticeship at the Porsche factory, leading to a position as field service representative in the United States. He retired from the business a few years ago, while his

daughter and son have taken over the operation.

Andrea joined the team in 2007 and purchased the company two years later – she now oversees over 30 employees. Dylan Doherty has worked full time at CPR Classic since 2010, though he has great memories of scraping paint

off cars after school as a young teenager. He remained involved with the firm all through his high school and college years, eventually becoming sales manager.

Whilst Andrea runs the busy shop area, Dylan's time is

*Above: California Porsche Restoration has around 35 people on its payroll! At the centre of the group photo is Andrea Doherty, owner of the company and daughter of its founder, Brian*

*Below left: Freshly painted bodyshells ready for fitting up – as you can see, CPR is a pretty busy operation, with no shortage of work!*

*Below right: There's a dedicated 356 assembly room, which is always busy*

## “BRIAN WAS INSTRUMENTAL IN STARTING CPR...”





# “HIS LOVE FOR PORSCHE STEMS FROM A STAY IN GERMANY...”



*Overview of the cars for sale area, with a 1958 356A in Auratium Green awaiting a new owner. If you're after a ready-to-go classic Porsche, CPR is definitely worth a visit*





dedicated to the separate aforementioned division of the company that specialises in the sales of vehicles. This dealership, located in a separate brick building, opened four years ago and includes the showroom, as well as offices and another assembly room, reserved specially for a few of the nicest project cars.

In the showroom, 911s represent the bulk of the offerings, though you might notice some 356s here and there, plus a small number of vintage Mercedes. (CPR Classic has been involved with the sales of the brand for several years, working in partnership with a specialist based in Arizona.) Dylan mentioned to us that the firm has recently

sold a handful of desirable models, too, such as a 550 Spyder and two 906s.

A few years ago, CPR Classic still worked on a pretty much equal number of 356s and pre-1974 911s. However, the latter now represent about 70 per cent of the ongoing restorations, which reflects today's sky-high value of these models. We also noticed several 912s and 914/6s on site, as the Dohertys will accept such projects; however, they still remain somewhat unusual, being less collectible.

The company has become well known for its high-quality back-to-stock restorations, using factory parts when possible.

*Above: Row upon row of classic Porsches await their turn. Whether for sale or for restoration, there's always around 100 cars on site!*

*Below left: Steve Culver (Director of Operations & Special Projects) stands next to a 1972 911S/T recreation with all steel body, 3.2 MFI engine and 917-style brakes*

*Below right: Sales manager Dylan Doherty races these 914/6s in vintage racing*

## “911s REPRESENT THE BULK OF THE OFFERINGS...”





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## “ PREFERS TO USE QUALITY GERMAN PARTS...”

If not, the team will select the best replacements available. But what about outlaw Porsches? Recognising that the market is changing and that customers will happily spend big on hot-rods, CPR Classic has chosen to explore this market, though they veer away from slant nose conversions, 930 Turbo lookalikes and even aftermarket carbon-fibre goodies – the crew simply prefers using quality German Porsche parts. We saw the result of their rationale in the shape of an all-steel 1972 911S/T recreation, equipped with a 3.2-litre short-stroke MFI engine, 917-style brakes and Elephant Racing suspension components.

Through great business decisions and pure Porsche drive, the Doherty family has brought the company to the next level, resulting in a most impressive facility. When Brian and his brothers opened their first small shop in 1977, they probably did not expect seeing around 100 old Porsches being pampered by a crew of 35 at CPR Classic, a little over four decades later! **CP**

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*Clockwise from top left:  
Extensive restoration project  
in the form of a 1959 356A  
coupé; a 1962 356A  
Roadster in for the full works;  
this is the room set aside for  
911 rebuilds; 1958 coupé on  
the rotisserie*

*Left: Engine assembly room;  
Desean Kopunic (right) is  
working on a four-cylinder  
2123cc Polopolus motor*





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# ERNST FUHRMANN

**The inspiration behind the 911 Turbo and the man whose name is forever linked with the four-cam Carrera engine, Porsche's first CEO is frequently maligned as the man who tried to kill off the 911. But there is far more to his Porsche career than this misconception**

Words: Kieron Fennelly  
Photos: Porsche Archiv

**V**iennese Ernst Fuhrmann was one of Ferry Porsche's first post war employees, joining the *Konstruktionsbüro*, then based in Gmünd, in 1947. The pair worked together on several major projects, including the Cisitalia 360 racing car, a dauntingly complex 1500cc supercharged flat-12 with four-wheel drive. Then the company moved back to Stuttgart and production of what would become known as the Typ 356 got underway.

Soon after Porsche's pioneering appearance at Le Mans in 1951, Ferry began to wonder how much more power could be extracted from what was still basically the VW flat-four, and he turned to Ernst Fuhrmann to investigate the possibilities. The result was the four-cam engine for which Ernst Fuhrmann led the design, drawing the cylinder heads himself.

Using double overhead camshafts (instead of the VW unit's overhead valves and pushrods) it had twin ignition, and roller bearings for the crankshaft and the connecting rods. It was also dry sumped, the start of a long production engineering tradition at Porsche. Of 1498cc capacity, the prototype engine produced a remarkable 112bhp at 6400rpm, revving on to 7500rpm. This exceptionally potent unit would become the backbone of Porsche's major competition successes through the 1950s.

As many customers were buying the 356 for competition, it was logical to build a production version using this engine. Porsche named this model the Carrera after the company's racing successes in Central America. Fuhrmann proudly drove a pre-production version, but such was the demand for the new Porsche when it was presented at the 1955 Frankfurt Show that he was prevailed upon to give it up as a demonstrator. When a customer wrecked it, Ferry intervened to ensure that as a replacement his engineer got the original Frankfurt show car, complete with chromed wheels, a measure of the esteem in which he held his fellow Austrian.

Fuhrmann was a man of exceptional energy and ambition: it was said that if he could not obtain components he needed for development projects from the factory at Zuffenhausen, he would go out to one of Stuttgart's many engineering firms and buy parts out of his own pocket. Finally the frustrations evidently became too much when in 1956 Klaus von Rücker was appointed technical director, a post that Fuhrmann believed that after a decade at Porsche should be his. He resigned.

He would not remain unemployed for long: one of the enthusiastic Porsche Carrera driving privateers was Rolf Goetze, head of the piston ring and engine parts maker. Both Fuhrmann's engine and the man himself had impressed Goetze and he invited the Austrian to join his company where within a relatively short time he would become technical director.



Porsche at that time was still managed by its owners, essentially Ferry and his sister Louise Piëch. Family-run concerns are prone to disagreements, as the pair discovered, and the problems of integrating each of Ferry's and Louise's children in the family firm simply worsened as the 1960s wore on. In 1970 the ruling families elected to bring in professional, third party management at Porsche to end the automatic right of family members to positions of authority in the firm.

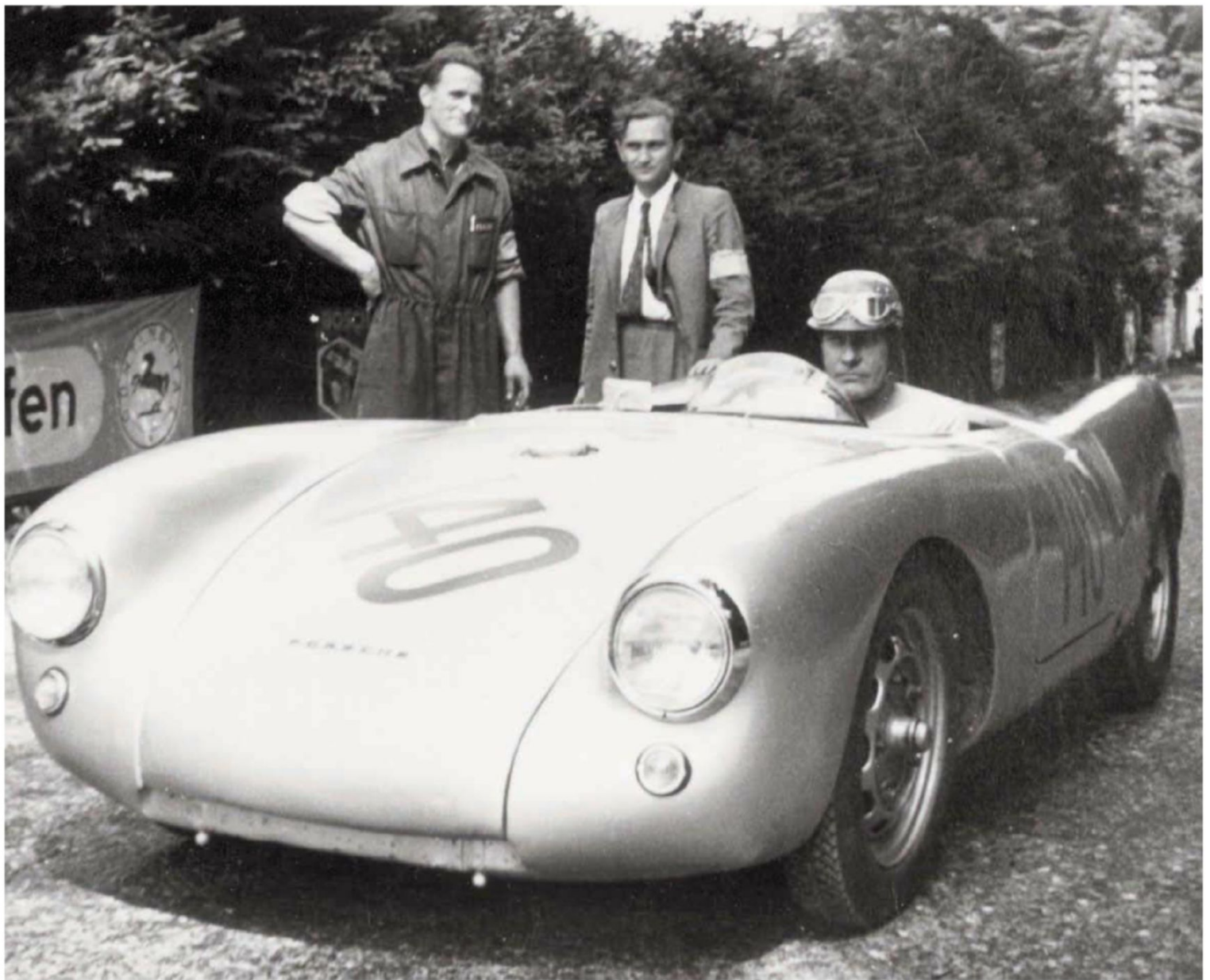
These appointments had caused often paralysing internecine warfare, particularly the differences between Ferry Porsche and his turbulent nephew Ferdinand Piëch. To lead this new team of managers, Ferry thought of his erstwhile colleague Ernst Fuhrmann.

He knew through the grapevine that Fuhrmann had fallen out with Goetze and no longer worked there. To see how interested his fellow Austrian might be in returning to Porsche, Ferry deputed Helmut Bott and Ferdinand Piëch to find out. The pair drove to Fuhrmann's home at Teufenbach in southern Austria and made Fuhrmann an attractive offer: Ferry would stand back to become chairman of the supervisory board of the new Porsche AG and Fuhrmann would be technical director, with R&D at Weissach and production at Zuffenhausen under his authority. The experienced and reliable Helmut Bott would be his second in command. Fuhrmann accepted: this was a far bigger promotion than he had aspired to in 1956, as he told writer and historian Randy Leffingwell 20 years later:

"The telephone rang: it was Helmut Bott asking whether he and Piëch could pay me a visit. They showed me designs for new cars. I had nothing else to do: the position was

*Above: Ernst Fuhrmann in 1978, alongside a new 928, the car some in Porsche believed would outlive the 911. However, despite popular belief, Fuhrmann was not 'anti-911'...*





*Above: At the Schauinsland hillclimb in 1953, Fuhrmann standing behind the 550 Spyder of Hans Stuck. Stuck finished third, with fellow Porsche driver Hans Herrmann taking the win*

simple, easy to handle. It was nothing complicated.'

Dr Fuhrmann, the only Porsche CEO who has ever been a 'total car nut', according to his former assistant, Tilman Brodbeck who knew all the CEOs up to Wiedeking well, was as interested in the racing scene as in technical development: for him the hothouse engineering of competition cars improved the breed and early Porsche archive pictures show him at Schauinsland and Le Mans with Porsche clients.

After Porsche's victorious 1970/1 season with the 917/10, there was plenty to excite him when he rejoined the company. The FIA banned the 917 in Europe after 1971, but prizes lay in the the Canadian-American series, Can-Am, hitherto dominated by McLaren. Through the Penske team and drivers Mark Donohue and George Follmer, Porsche would win two consecutive championships for the now turbocharged 917/30.

Both Fuhrmann and Ferry recognised that after the grandiose 917 programme, Porsche would have to cut back its racing budget; Fuhrmann saw too that, given the development time and budget a new production model would need, the 911 would have to be Porsche's mainstay for the foreseeable future: he also understood the importance of racing for Porsche's reputation and at his urging the 2.7-litre

Carrera was developed from the 2.4 911S for Group 3.

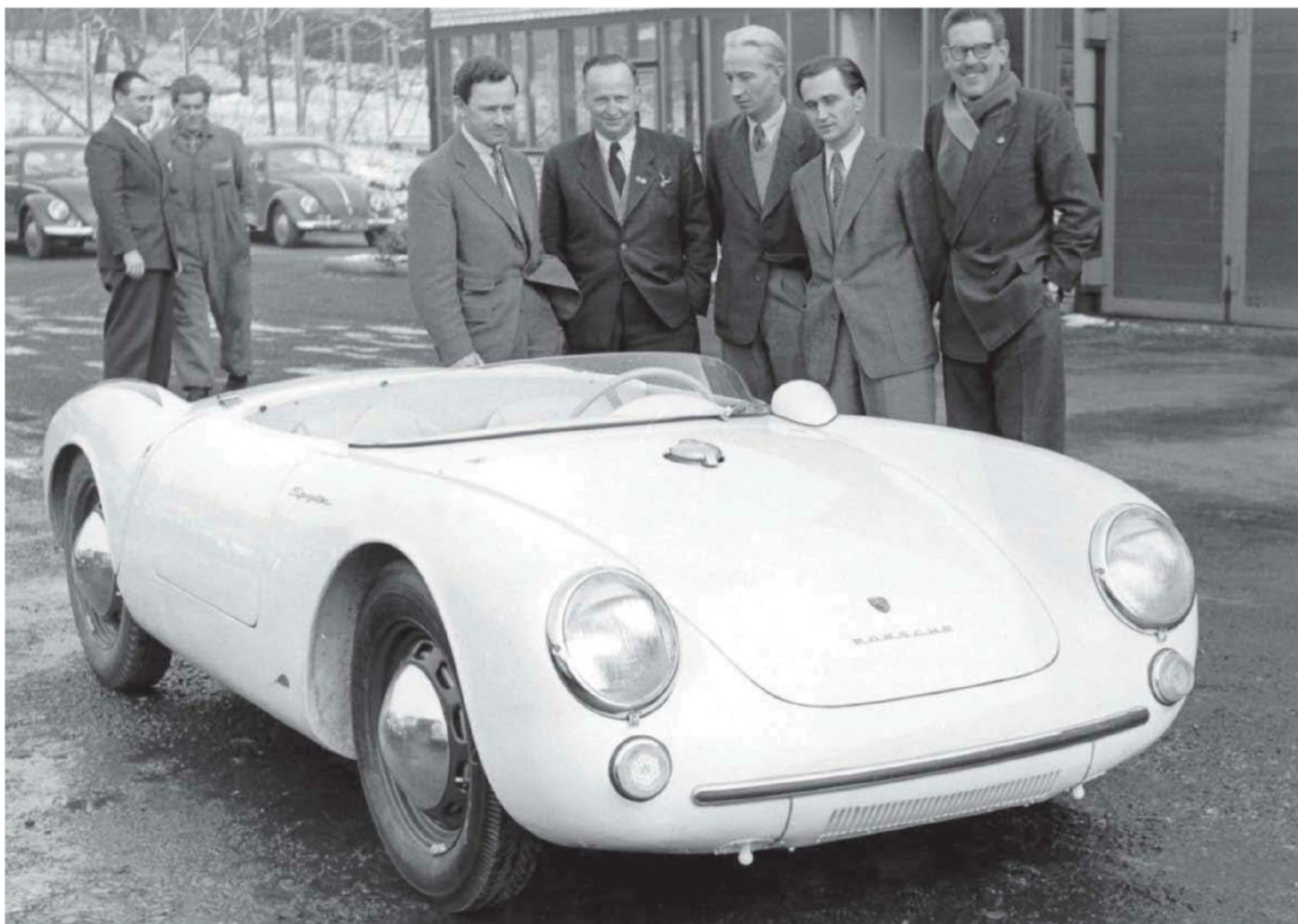
He had to overcome a conservative Porsche establishment which previously, by vetoing production of the 911R, had seen off no lesser figure than Ferdinand Piëch. Randy Leffingwell describes graphically how Fuhrmann won his case through logic and strength of character:

'The naysayers and their successors who had dismissed the viability of the 911R saw here a new R and threw up obstacles. This time the naysayers were more numerous and they had additional allies now: Porsche and VW had joined sales forces as the VW Porsche marketing company based at Ludwigsburg. However, Fuhrmann was motivated: what if Zuffenhausen assembled 500 cars each stripped as needed for homologation? What if buyers could order them with the same interior as the 911S, with sound proofing and steel bumpers?'

It was a classic divide and conquer approach: having weakened the opposition – the marketing department had already decided they could call this special 911 the Carrera RS. Fuhrmann struck: in a dramatic scene witnessed by chance by Tilman Brodbeck, Fuhrmann forcibly told his sales chief he would either sell 250 cars or none at all. Production went ahead.

## “PLENTY TO EXCITE HIM WHEN HE REJOINED PORSCHE...”





It would prove an inspired decision: the time was right, word went around, and the RS famously practically sold out on its launch at Paris in 1972, obliging Porsche to scramble build another thousand simply to meet demand. The Group 4 track derivative, the brutal 2.8 RSR, won at Daytona in February 1973 before the RS's homologation papers were even complete.

Porsche was not alone in turbocharging racers and turbochargers were now on several manufacturers' agendas: in 1971-2, factory turbocharged BMW 2002s had the measure of naturally-aspirated 911Ts in the German championships. Fuhrmann had his engineers dust off the early turbo projects initiated by Piëch in 1969: Fuhrmann's determination dismissed the 'can't be done' attitude that sometimes prevailed among the Weissach men who claimed the 911's engine compartment had no space for a turbocharger. Fuhrmann simply overrode them: 'Make it fit, he commanded.

He had seen from the blown 917s that turbocharging did not fundamentally affect the engine: there was no need to undertake expensive structural work to make crankcases or cylinder heads stronger. The most important aspect for a production car would be fuelling and emissions, and he pressed 911 development manager Paul Hensler to make the turbo installation work with the Bosch injection system which was replacing mechanical fuel injection on the rest of the 911s.

An enthusiastic motorist, Fuhrmann was keen to drive a turbocharged Porsche himself and by May 1973 had a blown

2.7 development car. It suffered long turbo lag, but typically Fuhrmann used this to demonstrate to his engineers what they had to overcome for production.

Launched at the 1974 Paris Salon, the series production 3.0 911 Turbo, the 930, became a far bigger success than Porsche had imagined, endowing the company with a genuine supercar and bringing a new and well-heeled clientele into the Porsche fold. As Karl Ludwigsen puts it, the Turbo was just the car needed to keep Porsche's dream of great cars alive.

The 400 unit FIA homologation requirement for the Turbo

was achieved in just a few months and by 1977, barely three years later, the 911's track supremacy reached its zenith with customer turbocharged 934s, and 'silhouette' 935s dominating both GT and sports car racing. As victories accrued, Porsche's name

would become a byword for turbo mastery.

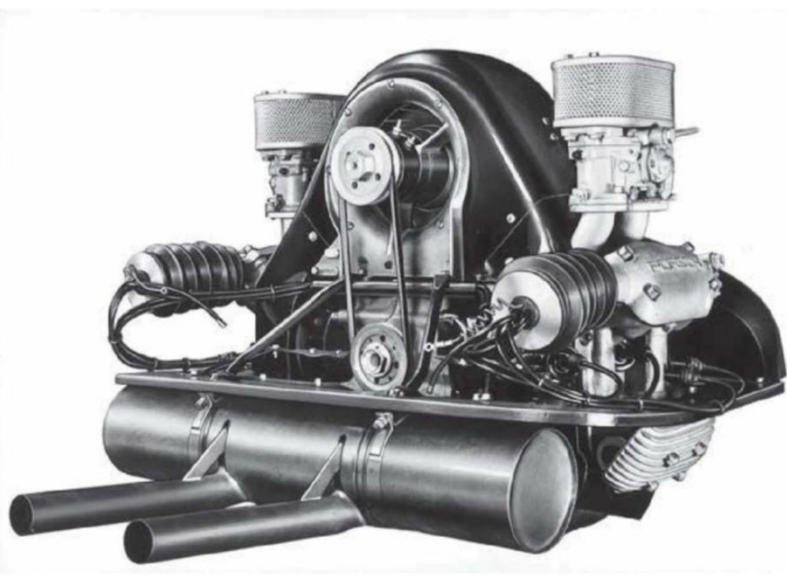
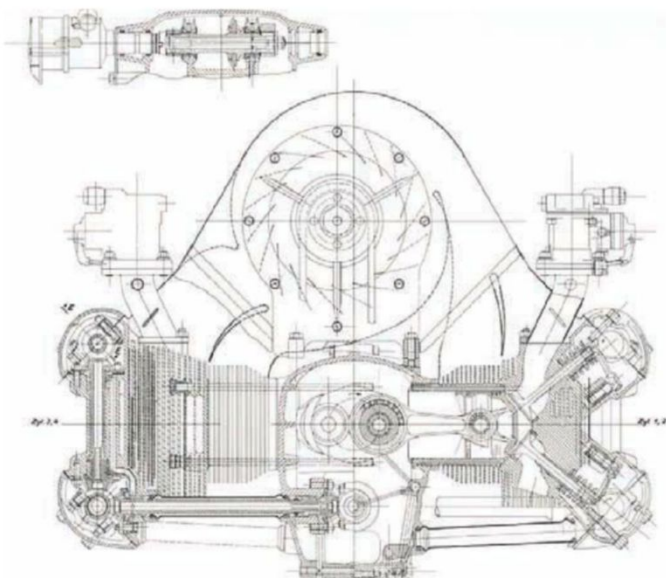
Ernst Fuhrmann was an engineer's engineer: in his first years as CEO he liked to involve himself in projects instead of going through his subordinates, dealing directly with Valentin Schäffer, for example, who built the first turbo prototype: this used to exasperate technical director Helmuth Bott; Schäffer recalls that Fuhrmann merely regarded Bott as a 'chassis man.'

He would also attend testing sessions and Mark Donohue amongst others was impressed to see him pick up a spanner to work on a 917 at a winter test outing at Paul Ricard. The Austrian always had a taste for the latest technology and had his 930 fitted with an early ABS system, though he quickly

## “ERNST FUHRMANN WAS AN ENGINEER'S ENGINEER...”

*Above: Left to right – Ferry Porsche, Kurt Ahrens, race director Wilhelm Hild, Ernst Fuhrmann and Huschke von Hanstein with the first customer 550 (chassis #555-0018), which Ahrens had just purchased. The date is 15 January 1955*





*Above left and right: Fuhrmann's name will forever be associated with Porsche's legendary four-cam engine. His principal input was in regard to the design of the cylinder heads*

had it removed (and vetoed further development) when the system failed completely and he sailed across a busy cross roads, miraculously without accident.

Often imperious, which inside Porsche eventually made him deeply unpopular, with outsiders Fuhrmann could also be extremely personable. Mark Donohue recalled how Porsche's CEO had sought him out after the American finished a bitterly disappointed fourth at Riverside in 1972. A pit misunderstanding had cost him a certain win though Porsche still took the CanAm title.

In his autobiography, Donohue recalls how, disconsolate, he had gone back to his motorhome in the paddock only to have Ernst Fuhrmann knock on the door: 'He said: "you should have won: let's have a drink." And he produced a bottle of whiskey which we drank without ice or glasses: it showed me how much he appreciated what I had done for Porsche and what a fabulous down-to-earth guy he was.'

When Ernst Fuhrmann returned to Porsche in 1971 the future of cars like VWs and the 911 was in doubt because of impending American emissions and safety regulations. Besides widening the 911 range with the 2.7 RS and the Turbo, he also saw his opportunity to make a Porsche according to his own interpretation. This amounted to a kind

of better engineered Chevrolet Corvette, because, as Tony Lapine, who had the widest US experience put it, the Americans would be unlikely to outlaw the kinds of cars they were making themselves.

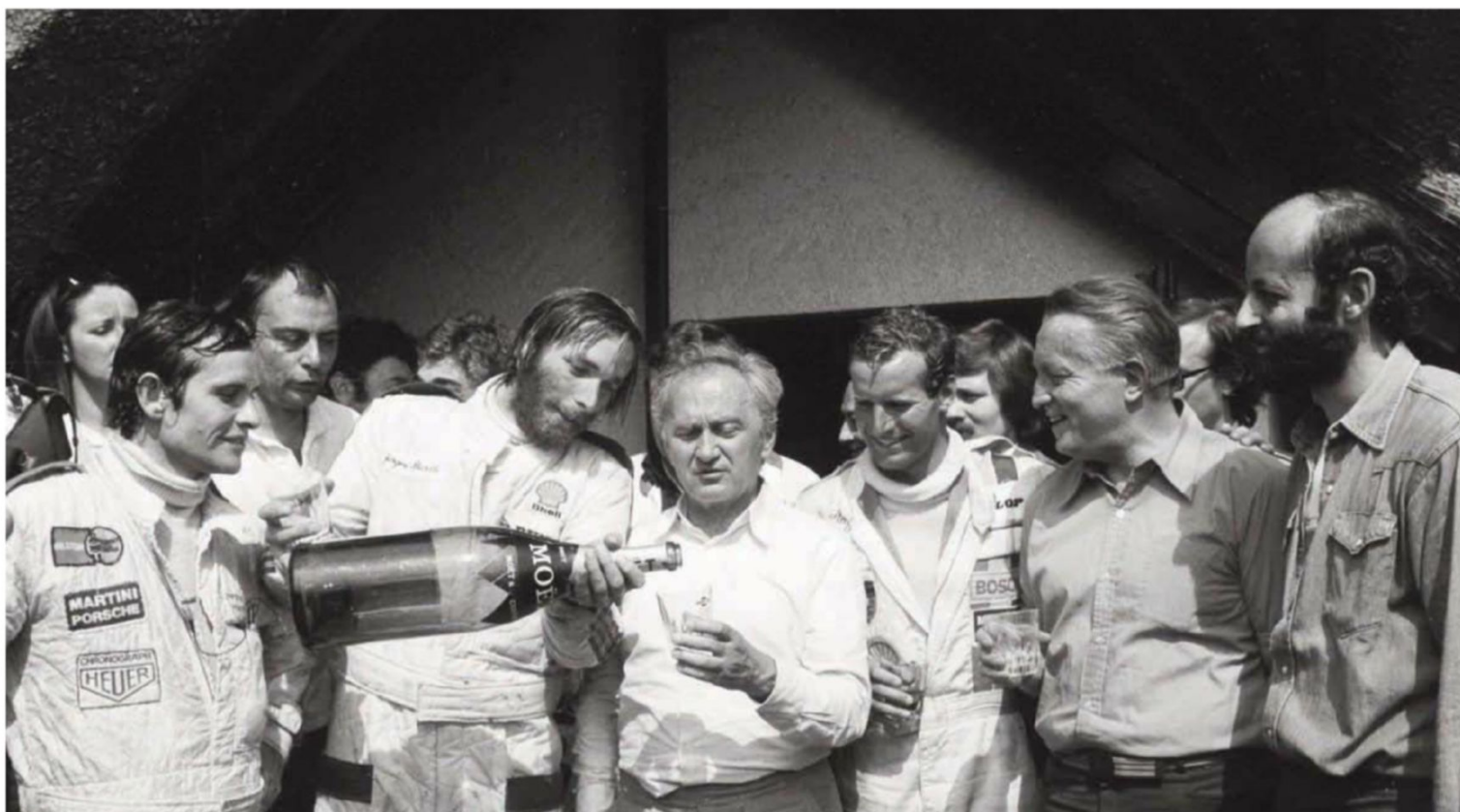
Hence the futuristic-looking 928 which combined a front mounted V8 with Fuhrmann's famous transaxle – the gearbox mounted at the rear to achieve near perfect weight distribution, an obsession of his. The 928 proved a very fine GT but, knowing observers remarked, built by the wrong company. Although they had worked hard and imaginatively to produce it, few in Porsche ultimately liked their creation: it was too far from the Porsche tradition, said Horst Marchart, the man who would later mastermind the 986-996 platform.

Meanwhile, his worrying announcements about a timetable to end 911 production were causing tension in the company, and his emphasis on the 928 was driving a wedge between him and Ferry Porsche: the latter understandably felt the Porsche heritage was being usurped, though crucially he failed to say so openly. Ferry, essentially a mild mannered man, could be very decisive when it mattered – the bold decision to buy out Reutter just as the company was tooling up to build the 911, or boldly evicting family placemen from the management. Yet he would not confront his CEO on the

*Below: Fuhrmann (left) discussing the latest 550 with journalist-cum-racing driver Richard von Frankenberg*







*Above: Celebrating victory at Le Mans in 1977. Left to right are Jacky Ickx, Jürgen Barth, Ernst Fuhrmann, Hurley Heywood, Helmut Bott and Henri Pescarolo*

vexed question of the 911. The atmosphere caused Fuhrmann to turn in on himself. He lost interest in racing, became angry and shrill with subordinates and issued his famous *Verbot* on further 911 development, even threatening Bott with consequences if the latter pursued his Speedster project.

The American automobile writer, Jerrold Sloniger, then a close observer of the Porsche scene and later US editor of *Christophorus*, writes that in early 1979 there was a move to have Ferdinand Piëch brought back from Audi to serve as Fuhrmann's deputy, taking over from him in 1983 when the latter reached statutory retirement age.

The plan fell through when the union member of the supervisory board, a post today held by the heavyweight Uwe Hack, objected, pointing to the ill-feeling that Piëch's intense style had caused during his time at Porsche. Piëch hardly helped his own cause by making less than favourable remarks about the 928 and claiming his turbo-charged all wheel drive Audi quattros were an 'alarm signal' for Porsche.

The 928 nevertheless won the 1978 Car of the Year Award but, in Ferry's absence, it was a lonely triumph for Fuhrmann. Antagonism increased when Ferry discovered that his managing director had not followed up a four-wheel drive study project in conjunction with Piëch. Such technology would have been incompatible with the transaxle, but typically Ferry and his CEO had never discussed it.

Fuhrmann became more defensive and unapproachable and his sense of isolation grew; Ferry had moved his office out of Werk 1 to Ludwigsburg to avoid seeing his CEO on a daily basis. This surreal stand off could not continue: the boardroom dissensions were affecting the whole company to the point where it was almost paralysed. At last mutual friends arranged for Fuhrmann to retire elegantly by taking a professorship at Vienna Technical University which had become vacant.

It is easy with hindsight to say that Ernst Fuhrmann was wrong to want to phase out the 911, but in 1972 a distinct uncertainty hung over the 911 concept: in any case, few car

designs could now expect to last the 15 years of the 356. As for the 928, in its early years almost as many units were sold as 911s; its transaxle sibling, the 924 (and later 944) provided vital turnover for more than a decade and broadened Porsche's market.

In 1991, reflecting on his departure from Porsche, Fuhrmann told Leffingwell: 'The 928 failed because it wasn't a 911. In 1979 I even said to Dr Porsche I was prepared to go any day he had a new man capable of starting a new (post-911) programme,' an offer which was probably responsible for bringing Ferdinand Piëch briefly into the discussion. With some justification Fuhrmann maintained, though, that his three achievements at Porsche were the four-cam engine, turbocharging the 911 and giving Porsche engineers their

head. He argued, again not without reason, that in 1972 he had saved the ailing company.

And his Porsche colleagues did not all forget him: in October 1993, technical director and fellow Austrian Horst Marchart journeyed

with a small group of Mitarbeiter to Teufenbach to celebrate their old boss's 75th birthday. Peter Falk, the engineer most associated with the first twenty five years of the 911, was also a regular visitor. He has always maintained that Fuhrmann was not against the 911.

Small in stature, Ernst Fuhrmann had to make up for this disadvantage, says Karl Ludwigsen in *Excellence was Expected*, through sheer competence: and that he did: a brilliant engineer whose enthusiasm inspired others and whose vision for the 911 put it on race tracks and in the public eye as never before, he effectively created through the 911's storming second decade the icon it would become.

If Ernst Fuhrmann erred it was in not recognising this. His continued obsession with leaving his mark at Porsche finally blinded him to the fact that he already had: his vision gave Porsche, flagging slightly after two momentous decades, a vital second wind and the 911 Turbo, arguably with the E-type Jaguar, the most recognisable and aspirational sports car of the twentieth century. **CP**

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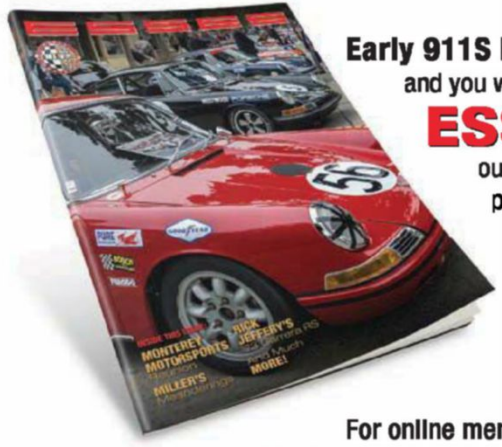
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**911 & Porsche World** back issues no 1 to 200 consecutive, (1 to 36 are bound), 214 to 261, all in excellent condition, reluctant sale of my collection, offers for all preferred. Can be collected from Shrewsbury SY4 or mid Wales SY25 areas, any questions please ask. Tel: 07494 209144. Email: davidwalters2009@hormail.co.uk (Shropshire). C52/016

**Clearout by former Porsche 356A racer**, see Keith Seume Oct 2002 'The Money Pit' article in *911 & Porsche World*, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C52/017

**Krebsfer engine cradle and stand**, genuine Krebsfer engine cradle mounted on custom made steel stand, cradle can be unbolted for bench mounting. Previously used for rebuilding Porsche and VW air cooled engines, £69, I can email photos. Tel: 01590 670813. Email: robroberts7@hotmail.com (Lymington). C52/018



**'WIL 9115' on a retention certificate**, valid until 2025, I can arrange the transfer or you can have the certificate for transfer in the future, £1995 with all fees paid, nothing extra to pay. Tel: 07882 256913. Email: merv55@hotmail.com. C52/021

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TON 997X	911 MSD
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POR 911K	930 FF
1974 RS	XXX 911C
993 POR	991 PD
993 RUF	911 RWS
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**Wanted early 911 literature**, early 911 literature wanted (especially 2.4), eg driver's hand book, document wallet, sales brochure, anything of the period, service records etc. Tel: 07545 234505. Email: richard@uplandsorchard.co.uk (Herefordshire). C52/005

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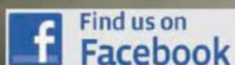
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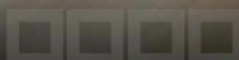
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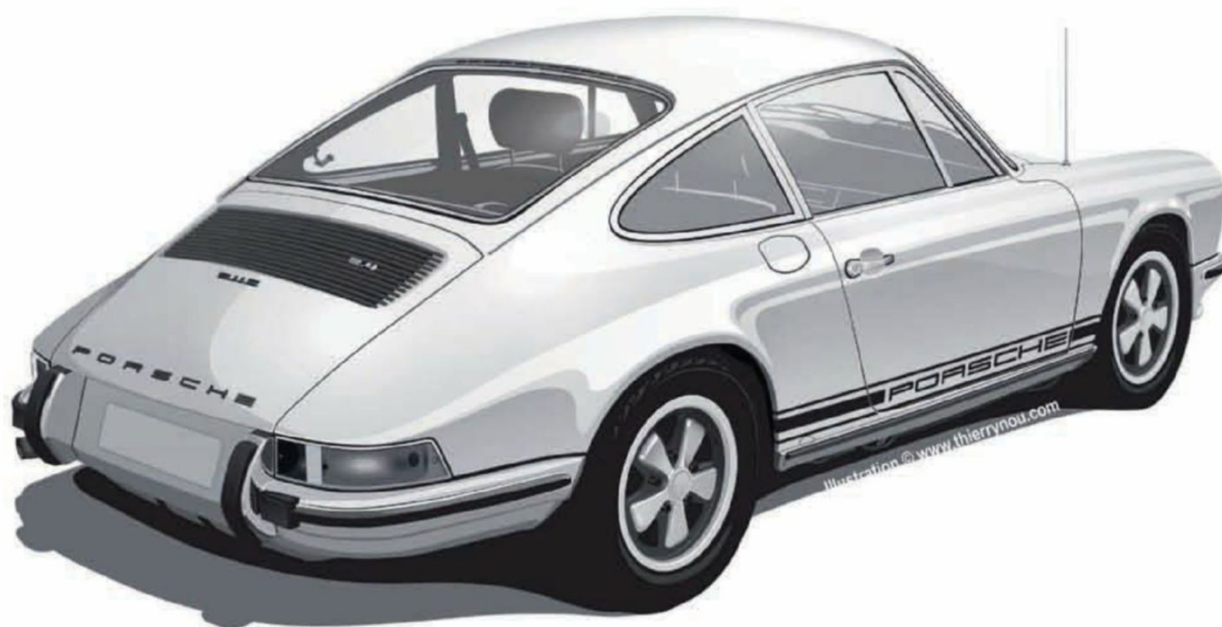
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