

**Classic
PORSCHE**
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Classic **PORSCHE** **GENERATION GAME**

THE 911S FROM 2.0-TO 2.7-LITRE: WE DRIVE THEM ALL



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After one of the longest, wettest winters on record, it seems that (fingers crossed) spring might finally be here. With that come the show weekends, the race meetings and the opportunity to enjoy your car to the full. Even if you're not precious about your classic, you have to admit it's a lot more fun driving in sunshine than it is in torrential rain – or worse still, snow and ice.

Recently I've had the opportunity to drive two 356 Cabriolets, the first being the 1954 example we featured in the last issue (#52), the second a 1958 right-hand drive model. On both

“THERE IS NO FINER WAY TO ENJOY QUIET COUNTRY ROADS...”

occasions, the weather was stunning and I can't help think there is no finer way to enjoy quiet country roads than from behind the wheel of a 'roofless' 356, be it a Speedster, Roadster or Cabrio.

You can read all about the 1958 model in the next issue, but what struck me as I was heading across Dartmoor to the photo location was that this was the first right-hand drive 356 I had driven in donkey's years. With so many early Porsches in the UK being US imports, the chance to experience one from the 'wrong side' was quite enlightening.

And talking of the next issue, we'll be giving away another double-sided poster – our way of saying thanks to our readers for all your support. Enjoy!

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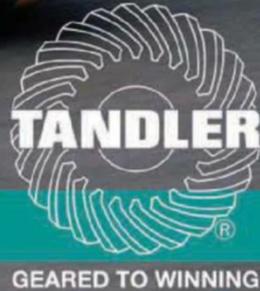
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PORSCHE

THE GENERATION GAME

In Porsche circles, few letters of the alphabet evoke such a strong reaction as 'S' – especially when it's the model suffix for the 911. *Classic Porsche* brings together four generations of Porsche's original production hot-rod

Words: Johnny Tipler Photos: Antony Fraser



*Below: Choices, choices...
From 2.0-litre to 2.7-litre,
there's a world of difference
between the four generations
of 911S. Or is there?*

Family values don't come much stronger than the 911's, and here, on a windswept Norfolk aerodrome, we have four members of the 'S' clan. Remarkably they span a production period of just nine years, yet each one represents a different generation of the 'S' derivative. And, of course, that suffix represented the pinnacle of the 911 range for six years, from 1967 to 1973.

We're here, on this old WW2 airfield, courtesy of Alastair Iles, proprietor of Trofeo Cars, a high-end classic car business. He's brought along the four 911Ss that he's collected over the past five years for us to peruse the evolution. Three of them are right-hand drive, in itself fairly exceptional, and they are, firstly, a 1967 2.0 S – the first 911S – a 1970 2.2 S; a 1972 2.4 S; and a 1976 2.7 S.

Alastair has a history of racing Alfa Romeos and owns a Trofeo race car, hence the name of the firm. But he also has a lifelong passion for Porsches, having grown up with a 911

owning father – (see sidebar for details of the company).

Let's check them out in chronological order. Finished in Light Ivory, the 2.0-litre S's 1991cc flat-six is fed by two banks of Weber three-barrel carbs, enabling 160bhp at 6600rpm and 179Nm torque at 5200rpm. Back in the day it was good for 143mph, and although we have the benefit of long runways to zoom along for our shoot, the surface is unpredictable in places (even though a Tiger Moth lands mid-session) so we confine ourselves to saner speeds.

Mind you, I wouldn't doubt it could easily make 120mph still, judging from its get-up-and-go. Its 0–60mph time was 7.5sec, and having done less than 30,000 miles it seems to have lost none of that urge that so delighted the devotees in the late '60s.

'The light ivory car is quite rare because of its high spec, with black leather, all factory finish, too,' Alastair points out. All engine, chassis and gearbox numbers match, and its 5.5Jx15in Fuchs rims are shod with Continental Contact





Sports, 185/65 R all round. Characteristically, the original black leather seats are relatively low-backed with no headrests, as you would expect of the era.

Charmingly, it has opening quarter lights, opening rear three-quarter windows, and the original press button door handle armrests. The mileometer reads 29,313, and it's fitted with the original Blaupunkt Köln wireless, obviously a well-used appliance, judging from the way the buttons have been worn.

The 2.0 S probably feels its age the most of the four – and why wouldn't it, though that's down to its manner of doing things rather than worn componentry. The dog-leg first and reverse gear slots are a tad vague and way over to the left, so in first the lever encroaches on the passenger seat. It feels pretty basic, but that's how they were, of course. On the other hand, it is delightfully light in the controls and handling, and has possibly the best-sounding flat-six roar of all, really coarse

and harsh as I accelerate up the straight.

S-bends and Ss? It's a short-wheelbase car – 2.25 inches shorter than its siblings – but there's no sense that it's eager to swap ends in this environment, and it does have the benefit of an impressively tight turning circle.

The 1967 O-Series S production run consisted of only 1162 examples, of which just 35 were right-hand drive, of which only seven are thought to remain in GB and, thinks Alastair, 'possibly no more than five in the rest of the world.' Interesting to reflect on what it was doing 50 years ago. It was delivered on 30th July '67 via Masters, the Porsche dealer in Bermuda, to Alexander Simpson, a New Zealander residing in Bermuda, and was subsequently registered in New Zealand on 24th December '68, just in time for Christmas.

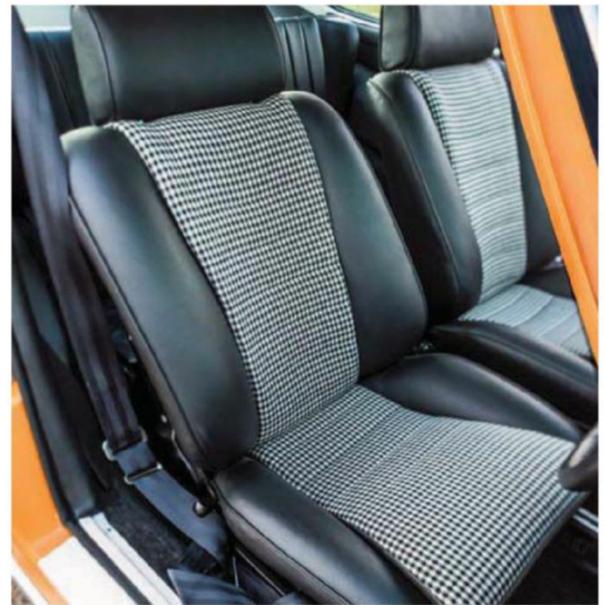
The most eye-catching 911S here is the Signal Orange 2.2, registered on 4th November 1969 and one of only 34 imported

Above: First up is the 1967 model, the original 911S and possibly the best sounding of them all. With fewer than 30,000 miles under its belt, it's as good as it gets

Below left: 160bhp 2.0-litre engine likes to be revved – it produces all its power high in the rpm range

Below right: Interior features low-back seats, which are comfortable rather than particularly supportive





Above left: 180bhp 2.2-litre engine features mechanical fuel-injection, a definite improvement over the older model's carburetors

Above right: Hound's tooth sports seats were a highly desirable option

Below: The 2.2 911S is probably the owner's favourite of the bunch, offering a wonderful driving experience that some say is better than that of the Carrera RS...

into the UK by AFN in the 1970 model year. Its colour scheme makes it even rarer, just one of a meagre eight cars built in 1970. Fully restored and rebuilt between 2012 and '14, it had but two owners from new until then.

This one is probably Alastair's favourite: 'The 2.2 S is the ultimate early 911,' he says: 'It was Steve McQueen's favourite 911, and is said by many Porsche cognoscenti to be a better drive than a 2.7 RS'. The engine is undoubtedly the star of the show in the 2.2 S, designated the 911/02 unit, bored-out from 80mm to 84mm to give a performance boost more significant than perhaps 200cc would suggest. Other factors were also in play: Bosch mechanical fuel-injection and a 9.8:1 compression ratio result in a power increase to 180bhp, also expressed as an impressive 166bhp per tonne. Lubrication

was, per usual, dry sump and there were stronger connecting rods and magnesium crankcases.

Other significant aspects of the 2.2 S include the aluminium engine lid, dog-leg 901 gearbox and 15in Fuchs alloys, in this case wearing Michelin XWX 185/70 VR 15s. This car also has H1 headlamps with twin sets of reflectors. Immaculate hound's tooth seat centres feature large in the crisply appointed cabin, and it has a relatively high seating position compared with the 2.4 car. I note it states 48,000 miles on the odometer. There's a single Durant rear view mirror and retractable radio aerial.

Using the lengthy shift lever the first and reverse gear throws are long, though not quite as extreme as that of the 2.0-litre car, with extended travel between each ratio. It just takes a bit more time to site them accurately.

“THE ENGINE IS UNDOUBTEDLY THE STAR OF THE SHOW...”





However, this engine is an absolute joy, the way it loves to rev and the needle zings right round the rev counter. Helming it is harder work than the other two 'classic' 911Ss, though you could argue that makes it all the more involving.

So, we move on to number three, the 2.4 S. Built in July '72, the silver-metallic 2.4 S with its gorgeous red cabin interior is still waiting for new matching carpets, lending a touch of austerity to a car that's otherwise fully spec'd. 'I think it's unique, being the only right-hand drive 2.4 S with red Recaro interior,' says Alastair.

The original seat upholstery is called Red Madras Check – soon to be re-upholstered – with leatherette sides and velour

on the backrests and squabs, carried through into the rear squabs, too. 'We're going to have new carpets made because it's got to be the red with the little black flecks to match properly; no-one's got the right red fabric, because it was such a rare colour at the time.'

There's an aftermarket Moto-Lita steering wheel, which is very good as far as the driving aspect is concerned and doesn't detract from the originality. There's a red weave strip across the base of the dash, and it has a sunroof, plus rear wiper and two external mirrors. The rest

of the instrumentation and controls are all in good shape, and note that reverse is now beneath fifth in the gate, a

Above: 2.4-litre 911S was the first 'S' to feature the new 915-series gearbox. Gone was the awkward dog-leg shift used in all 911s since the very beginning

Below left: the 2.4-litre engine produces a lot more torque than its predecessors but is less dramatic in its power delivery

Below right: Red Recaro interior is very rare and very striking. This is the only RHD 2.4 S that's so equipped

“YOU COULD ARGUE THAT MAKES IT MORE INVOLVING...”





Above left: Rebuilt 2.7-litre engine produces 180bhp and is less peaky in its power delivery, making the last of the 911Ss the easiest of all to drive

Above right: Tombstone seats and padded steering wheel are signs of the time when safety regulations were increasingly having an effect on car design

Below: Impact bumpers mark the changing face of car design thanks to the new US 5mph bumper laws.



manifestation of the all-new 915 transmission.

The 2.4 E-programme model is the first 911 to use the 915 gearbox, descended from the 910 racing car of 1968. This one also has the one year only feature of the external oil filler flap on the right-hand rear wing, as a result of the oil tank being relocated ahead of the right-side rear wheel in the interests of weight distribution. I head off down the runway. There's a strong sensation of torque from the 2.4-litre engine (#6322525), and I'd describe its performance as efficient rather than dramatic.

This 'S' runs on Koni dampers and has quite a hard ride, matched by accurate steering, and Alastair believes it might have done a little light competition work in a previous life. 'The previous owner had it quite a long time and I think he hillclimbed it a bit.'

And, finally, up comes the 2.7 S, the only left-hooker here, having been bought from a Los Angeles-based Porsche dealer in 1976. That year, production of California-spec 911Ss totalled 2174 units, though considerably more 49-state 911Ss were shipped. It's a narrow-bodied shell with impact bumpers, but what does make it considerably rarer is the presumed unique special-order colour; it's not dissimilar to Mexico Blue,

though somewhat paler in hue.

Alastair is delighted with it: 'It only had two owners in the States before it came to me, it's still got the factory underseal, and that mileage is genuine at 19,000. It was a high-spec car in America because it was equipped with air-con, either factory-fit or fitted at the dealer, and that I've personally never seen before. The black Blaupunkt rear speakers are quite unusual, too, and the seats have black leather perforated centres.'

It was spec'd with Bilstein Sports dampers, 6Jx15in Fuchs wheels – currently running Pirelli P6000s – a 380mm-diameter 'competition' steering wheel, electric windows and sunroof, and black window trim instead of chrome. Its US headlamp bezels have been changed to European ones, and the heavy-duty rubber bumper overrides have also been swapped accordingly.

Alastair loves the 2.2 S because of the way the 2.2 engine behaves. 'It's wonderful to drive, but the blue 2.7 S is probably the unsung hero, because it's the narrow body and the only difference is the impact bumpers – which don't detract from it – and it being slightly newer technology. It's so easy to drive, too. I took it to Le Mans Classic and didn't feel tired at all.'

As for the 2.7-litre engine, Alastair's had it rebuilt to 180bhp





TROFEO HUNTING

Alastair Iles founded Trofeo in 2010. 'It was a passion, a hobby really, that just suddenly spawned into a business. The name stems from the Alfasud racing cars that Alastair and Graham, his colleague, ran in the British Alfa Romeo Club (AROC) series. 'I hadn't really been dealing in them – I bought Porsches over the years, not to build up a collection particularly, because I've always bought cars that I like, or for customers, so buying and selling is an aside, and we mainly specialise in buying and looking after other people's cars, and we don't have a huge amount of sale-or-return stock, or anything like that, it's about getting them right.'

The Trofeo collection amounts to seven Porsches, including the four 911Ss, and a remarkable Kremer-935 flat-nose, a conversion wrought by Kremer for pop music impresario Mickie Most in 1979. That in itself is a fascinating story: the car started life as a 2.7 RS cld in the 1973 Frankfurt motor show 930 Turbo body – in silver, bought new by RAK Records boss Mickie Most in 1974.

By the end of the decade, Most was on at Kremer to turn it into a 935 lookalike, which they resisted, preferring to sell him a genuine one. But it seems EMI Records exerted some influence, and Kremer performed the slant-nose conversion on the bodywork, plus suspension upgrades, and turned it into a street Kremer 935. The numberplate still reflects Most's RAK record label.

Another of Alastair's special cars is an original 1974 Alfasud Trofeo race car, and he and his engineers Mike and Graham look after around 40 more Porsches belonging to clients. 'Those might get taken out by the owners and used a bit, brought back and then re-fitted. But they need constant maintenance, so we take them out once a month and they get checked over, pressures, fluids and so on, every two weeks.'

One of the most remarkable Porsches to pass through Alastair's hands recently was a 911 GT1. 'That belonged to an old client of mine from the property business, and he'd had that car from new when it was built in '97. We finally sold it last year, and in fact I could have probably sold it 20 or 30 times: I'd probably get a phone call every week from people wanting to buy it, but the GT1 was always going to go up in value as soon as Porsche went back to Le Mans, and then won at Le Mans again, so he hung on to it until they said they were pulling out again and going electric.'

'The GT1 was amazing to drive around these roads because it never bottomed out once, and that's typical of Porsche, given how low the car was, it was an incredible feat. It was interesting trying to service it, because it had a completely flat floor underneath.'

factory spec, but in its original '76 California specification it had retarded cams, thermal reactors and exhaust gas recirculation, dropping power to a more modest 160bhp.

In 1976 the I-programme 911s ushered in zinc-coated body panels, a major advance on predecessors whose floorpans only were galvanised. The quarter-light and rear three-quarter windows no longer opened, but the single 'elephant's ear' door mirror was electrically adjustable, while electric windows were standard across the range.

The 'S' was getting much more civilised. Little did we know, this was the last incarnation of the 911S until the once much vaunted S-suffix was revived on upgraded versions of the turbocharged 964, 993 and 996 models, as well as the 4WD 996 C4S. By this time, so many other performance embellishments existed that the formerly significant 'S' moniker had become rather overlooked.

Paradoxically, the values are all over the place: 'the blue one is a third of the value of the orange one and the ivory car, and the 2.4 is worth a little bit less than both of them. A 2.4 is less than a 2.2 as it's not quite as rare.'

But back to the reality of the 2.7 S. I climb aboard to take a turn behind the wheel, and immediately it feels like a modern 911. The high-back tombstone seats with their integral headrests and longer seat squabs were introduced in 1974, providing

better leg and back support every which way, and the 2.7 cabin is thus a more relaxed and better composed environment than the older models. Repa inertia reel seat belts were standard, too, while door handles and bins took on the modern aspect.

This 2.7 has done a modest 19,000 miles, so in practice it's hardly been anywhere and, of the four cars, it does feel the most modern, and personally I love the fact that it's a left hooker – even the way the doors shut, the more logical door furniture and the operation of the 915 gearshift.

Everything about it feels newer, a sort of mid-generation car: whereas the others are out-and-out classics This 2.7 S comes into the same bracket as a Carrera 3.0 and SC, almost a Carrera 3.2, despite its narrow body, though it contrives to feel some way livelier than the bigger-engined models. That, as well as the impact bumpers, makes it fundamentally different to the trio of older models.

The engine also feels more flexible and able to dispense power in a lower rev range than its older siblings, and the 915's gearing is longer, too. It is also very much the quickest in terms of acceleration and getting off the line and, all in all, a very sprightly car. Definitely an 'S' for the esses. The steering is well-weighted, it also feels light, and actually this is quite a remarkable find: in practical terms, it's the one out of the four in which I would drive home. **CP**

Above: With trousers to match the top-tint of the windscreen, our man Tipler is a true fashion icon...allegedly. Despite loving the three early cars, he came away highly impressed by the 2.7-litre 'S'

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LET'S GO AND PLAY WITH LEGO!

You're never too old to play with Lego, come on admit it. We couldn't help but fall in love with this new boxed set that features not only a new 919 Hybrid Le Mans car, but also a replica of the 1970 Le Mans-winning 917 of Richard Attwood and Hans Herrmann!

As Lego says, 'Play out your own action-packed race day with the Porsche team, matching the vintage Porsche 917K against the modern 919 Hybrid. Prepare for the race with the

car lift and assorted tools in the dual-purpose garage. Then fold out fully to create a pit stop and monitor the race for the checkered flag!'

The kit includes five mini-figures: a vintage Porsche racing driver, modern Porsche racing driver, two mechanics and a race official. The set is priced at £74.99, or if you're a Porsche Club GB member, you'll pay just £67.50! What better birthday present could a big kid wish for?

Get yours at www.porscheclubgb.com/shop

THEON DESIGN

Theon Design are independent Porsche specialists who have just opened a workshop in Deddington, Oxfordshire, to restore and recreate the air-cooled Porsche 911 to the highest standards.

They are wildly passionate about creating, to quote, 'recreations that optimise the iconic Porsche 911 as well as restoring cars back to their former glory with impeccable attention to detail'.

Founder and Managing Director Adam Hawley, who has been a car designer for the last 15 years, built a 'recreation prototype' which received such a phenomenal response that it's resulted in him and his team setting up a prestigious workshop in Oxfordshire.

Theon Design have now opened their order books for bespoke recreations and also have their first car for sale, a 1970 Porsche 911E 2.2 MFI Coupe which has undergone a full restoration. For more information, call 07931 738447 or 01869 337176, or e-mail lucinda.argy@theondesign.com www.theondesign.com



ALL ROADS LEAD TO WESTCOTT



Here's an exciting date for your midsummer diary. On Saturday 18th August, renowned air-cooled specialist BS Motorsport of Westcott, Buckinghamshire, is holding its first open day in five years, with free admission for all. And as anyone who attended the last such event will surely testify, having witnessed proprietor Neil Bainbridge spiritedly demonstrating Mike Moore's Martini RSR tribute car at three-figure speeds, it promises to be another one to remember.

The precise format of the day is still being finalised, but it is expected that visitors will be able to look round the engine-building facility – one of the best-

equipped in the country – and to view a recently reassembled 930 Turbo unit being put through its paces on the dyno.

Also on show will be the company's state-of-the-art Bosch MFI test-rig in action, possibly with a 12-cylinder 917 pump 'on the table', and the no less sophisticated box of tricks by means of which historic Porsches reveal the sometimes nefariously hidden secrets of their chassis numbers.

Best bring your credit card or some cash, too. The company's hoard of air-cooled 911 parts from the south of France (see the news story on page 17 of issue #51) has been sorted and catalogued, and is ready and waiting to give life to potentially hundreds of projects.

The company is also extending an invitation to other Porsche specialists and individuals who wish to sell surplus spares. 'We want to recreate the atmosphere of the sale days that used to take place at Husborne Crawley, and perhaps even to make this an annual event, as that was,' says office manager Nicole Parish. 'A three-metre pitch will cost just £50, a six-metre plot £80, or for £120 vendors can have a full 10-metre-long space. We are also inviting onto the site a number of mobile catering vehicles offering good-quality hot and cold food and drinks.'

Your favourite Porsche magazines plan to be there, too, with members of both the *911 & Porsche World* and *Classic Porsche* teams present to share the fun, and to dispense not only the two latest editions of each title but also the back copies that remain so popular – and, of course, just to chat.

More details in the next couple of issues of the magazine, but in the meantime call 01296 658422 or log onto:

www.bsmotorsport.co.uk

WALTER RÖHRL MEETS TITANIC...

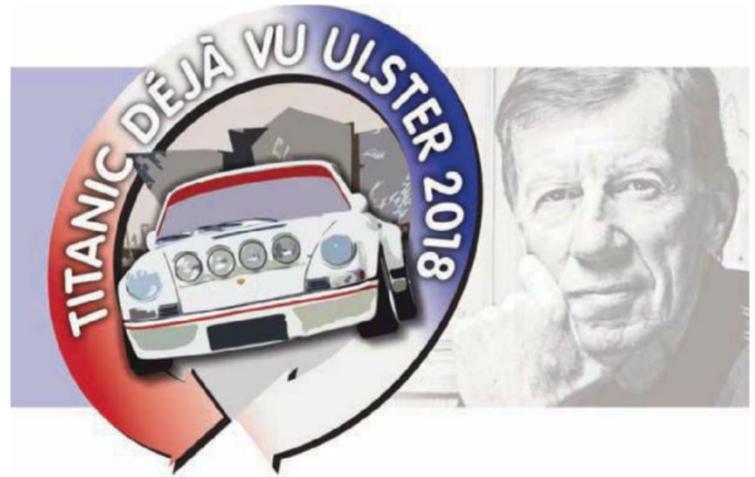
The Agnew Group's spectacular new Porsche Centre in Belfast's Titanic Quarter will throw open its doors on the 31st August to Walter Röhrl and a host of other rally entrants at Titanic Déjà Vu Ulster ready to participate in the event which takes in a tour through many of the famous Texaco, Ulster and Circuit of Ireland rally stages in County Antrim, and the chance to enjoy an evening of entertainment and interviews at a gala dinner in Titanic Belfast.

'We are delighted to support the arrival of this rallying superstar to our city and we must congratulate the Déjà Vu organiser in attracting such a star studded entry for what promises to be an outstanding weekend.' said Carl Russell of the Belfast Porsche Centre.

Titanic Déjà Vu Ulster registration will take place in the new £6 million centre during the afternoon and the Centre will host a 'Meet Walter Röhrl Reception' for the event entrants and their customers on Friday evening.

Walter Röhrl, voted 'the rally driver of the millennium', and his co-driver Christian Geistdörfer annihilated the opposition on the Ulster International Rally thirty-four years ago in one of the most remembered displays of speed ever witnessed in Northern Ireland.

For full details of the event, go to www.rpm-motorsport.com



TURBOS AT BROOKLANDS AUCTION

It seems these days that, like London buses, you can wait around all day for a 930 Turbo to come to auction, and then three come along at once. And it definitely seems that right now the 930 is the car of choice at the major auction houses.

Take this 1989 model in Linen Grey with full Silk Grey leather interior. It's covered less than 30,000 miles and has a comprehensive history – the current owner bought the car 23 years ago and has kept it in impeccable condition. The estimate is

£135–155,000 and it will be for sale with Historics at their auction on 19th May at Brooklands.

That's not all, though, for in the same auction are two more 930 Turbos, one a 1980 RHD model with, it says, £25,000 of factory upgrades – that's estimated at £80–85,000 – and also a 1986 LHD model in GP White with an estimate of just £72–80,000, which sounds like a bargain to us these days...

Go to historics.co.uk for details

BRANDS PORSCHE FESTIVAL

The Porsche Classic Trophy will be among the many highlights when Festival of Porsche returns to Brands Hatch on Sunday 2nd September 2018. Entries are now being taken for the race, which is open to all models built between 1953 and 1973. The 30-car grid will showcase the likes of the 356 and 911, as well as being open to more focused machinery such as the 550, 904 and even the legendary Group 5 and 6 racers.

Supported by Porsche Cars GB, which is running a 1965 911 SWB in historic racing throughout 2018 in conjunction with its four Classic Partner Centres, the

race will take place on the challenging Indy Circuit.

The on-track action also includes the Porsche Club Championship and will be accompanied by a wealth of other attractions at the famous Kent venue, as the Festival of Porsche celebrates 70 years of production. Organised by MotorSport Vision (MSV) in association with Porsche Club GB, the event will include a wealth of other attractions on and off the circuit, including demonstrations and displays of Porsche cars throughout the years, and a marquee timeline of hand-picked Porsches from the past seven decades.

For information visit www.porscheclubgb.com



KARMANN KONNECTION NEWS

Ritchie King, whose 356 Roadster is featured in this issue, tells us he's been working hard overseas to find his latest haul of rare and original parts for your Porsche 356/911/912. 'We've had a small selection arrive at the Karmann Konnection shop in Southend,' he says, 'so if you are looking for that rare item, or good used original part, then get in touch.'

The big news is that the restoration of Ritchie's fantastic matching-numbers 1958 356 Carrera is coming along nicely. This promises to be an incredible car when done, the rebuild using the majority of its original parts. Keep an eye out at classic meetings through the year, where you can see this latest project from the workshops at KK HQ.

If you require any light restoration



from underbody treatment and rust proofing to mechanical work on your treasured classic Porsche, give KK a call on 01702 340613 or send an e-mail to paul@karmannkonnection.com



NEWS & PRODUCTS

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providing a thorough cleaning action that leaves a harmless and safe water-soluble residue.

The soda blasting pistol is available now from your Laser Tools stockist and very good value at a typical price of £60.94; a 5kg tub of soda blast media (part number 7138) is available at £27.43 (prices include VAT). Remember to check your local Laser stockist for the best price and special offers.

More details from www.lasertools.co.uk



CLASSIC PORSCHE BACK ISSUES AND BINDERS

Every issue of *Classic Porsche* is available digitally (pocketmags.com), but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 10, 13, 14, 16, 17 and 18–52. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)1883 731150, or email: chp@chpltd.com

And since *Classic Porsche* is 53 issues old you'll be needing a suitable means of storing all those back copies. Our official binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 issues of your favourite Porsche magazine and is shipped in a robust carton. 15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive 15 per cent discount on the normal retail price. Prices are as follows (subscriber prices in brackets): UK – £10 (£8.50); Europe – £13 (£11.05); Rest of World – £15 (£12.75). To order your binders call us on +44 (0)1883 731150, or email: chp@chpltd.com



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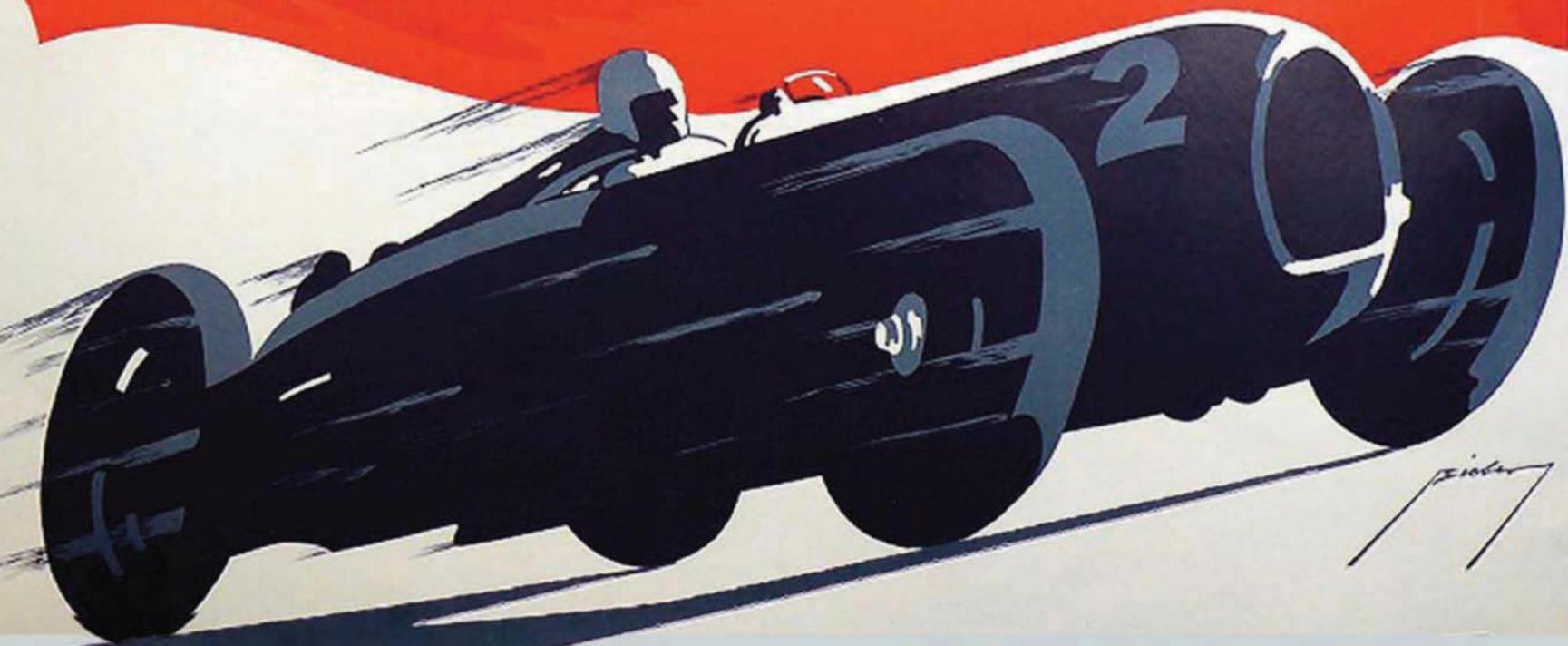
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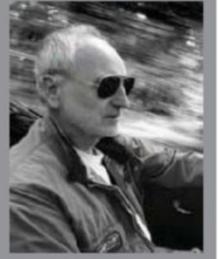
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DELWYN MALLETT

IT MAY BE 70 YEARS SINCE PORSCHE BEGAN BUILDING SPORTS CARS, BUT THIS YEAR ALSO MARKS 80 YEARS OF THE VW FACTORY, WHERE THE STORY REALLY BEGINS...

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...



There can't be a Porsche enthusiast anywhere in the world who has failed to notice that the company is celebrating the 70th anniversary of the creation of the first car to carry the family name. However, not all will have spotted, or even know, that it's also the 80th anniversary of the laying of the foundation stone of the factory that would, a decade later, ensure that a cash-strapped Porsche would survive the immediate post-war years and ultimately prosper.

The ceremonial cornerstone of the Volkswagen factory was laid by Adolf Hitler on the 26th of May 1938, Ascension Day and a German national holiday. Ten years and one month later, using Volkswagen mechanical components the first Porsche rolled out of the Gmünd woodsheds, where it had been hand built by Porsche's artisans.

The cornerstone ceremony was a propaganda extravaganza displaying all of the pomp and circumstance typical of the massive spectacles organised by the Nazi party – draped with gigantic swastika-bedecked red banners and policed by hundreds of SS troops in their super-cool but sinister black Hugo Boss uniforms. There were three Volkswagens on display that day: a standard saloon, a full-length sunroof saloon and a convertible.

After a speech in which Hitler announced, much to Professor Porsche's surprise and dismay, that the new 'Volkswagen' would in fact be called the 'KdF-Wagen', (*Kraft durch Freude Wagen* or 'Strength Through Joy Car'), Ferry Porsche, driving the cabriolet, chauffeured a happy Hitler back to his special train waiting at the Fallersleben railway station. Professor Porsche sat in the back and Ferry recalled in his autobiography that he and his father were the only officials at the ceremony that were not in uniform.

The factory was located on the Mittellandkanal in lower Saxony and had been selected as a site by Dr Bodo Lafferentz, assistant to Robert Ley, the virulently antisemitic drunken head of the *Deutsche Arbeitsfront* (DAF or German Labour Front). Lafferentz used a small aircraft to search for a suitable site, finally settling on a twenty-square-mile parcel of land split between the estates of Count von Schulenberg and Herr von Wense. In typical Nazi fashion the land was appropriated and derisory compensation paid to the owners. The land pinched from von Schulenberg included the Wolfsburg castle that eventually gave its name to the factory, but initially it was referred to as the Fallersleben factory after the nearby town.

The factory was designed by Austrian-born architect Peter Koller, with Hitler's favourite architect Albert Speer as a consultant. Koller also planned the adjacent new town of Wolfsburg, built to house the workers and their families.

Due to a last minute switch of labour to the western defences, Hitler had to call on his Italian dictator buddy, Mussolini, to ship in a 7000-strong top-up labour force. The rate of work was unbelievably fast: from corner stone ceremony to completion took a mere 18-months.

The factory wasn't just big, at a mile-long it was massive, and at the time the world's largest automobile factory under a single roof. The first year's production target was 400,000 cars, to be produced on a two-shift rota system – 10,000 workers on the first shift and 7500 on the second. Expansion was planned for 30,000 workers and production of between 800,000 and 1,000,000 KdFs a year. A staggering objective when one considers that at that time there were only 1.1 million cars on Germany's roads. (Incidentally, 1958 was the first year in which more than 400,000 Beetles left the factory, 1965 the first year to break a million.)

The factory was put on a war footing before Beetle production got under way, eventually producing over 50,000 *Kübelwagens* as well as repairing aircraft and building V1 flying bombs. In common with most other industries in Germany, the VW factory made extensive use of slave labour.

It was purely chance that allowed the Volkswagen factory to survive the hostilities in a condition – just – that allowed post-war production to recommence. Despite American bombs destroying up to 80 per cent of the construction halls, by some miracle the enormous power-generating turbine halls were unscathed. If they had been destroyed the factory would probably have been demolished.

American troops arrived at the *Stadt des KdF-Wagens* in March 1945, which was the second favourable hand that fate dealt. If it had been in the Russian zone the factory would have been picked bare and the spoils shipped back to the motherland.

And the third piece of good fortune was that the Americans handed the factory over to the British who put in a baby sitter in the form of Major Ivan Hirst of the British Royal Electrical and Mechanical Engineers (REME) to look after the site. Despite the devastation, Hirst thought that it would help local moral to keep its unemployed and defeated men busy by getting the plant running again. Quickly knocking together a Beetle from existing parts he presented it to the Army who placed an order for 20,000! More than 20-million would follow.

Before the war, Porsche had agreed a royalty for each Volkswagen sold but that deal had, of course, evaporated along with the dream of a Thousand Year Reich. However, in 1948 Ferry negotiated a new deal with Heinz Nordhoff, the new head of VW, which guaranteed Porsche continued design collaboration with the factory, plus the supply of mechanical components for the 356. Porsche was safe, the rest is history – and you are driving it. **CP**



Hitler addresses the masses at the cornerstone ceremony to celebrate the building of the all-new Volkswagen (or strictly-speaking, KdF-Wagen) factory in 1938...

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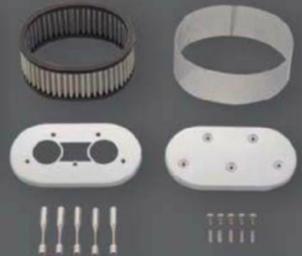
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ROBERT BARRIE

RECOVERING FROM A FREEZING COLD GOODWOOD MEMBERS' MEETING, ROBERT LOOKS AT BRITISH 904s AND HOW THE CLASSIC MARKET IS GOING THROUGH A PERIOD OF ADJUSTMENT

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



There is some coverage of the excellent, if extremely cold, Goodwood Members' Meeting elsewhere in this issue. The first race on the card was the Ronnie Hoare Trophy, named after the founder of Maranello Concessionaires. I guess the idea was that a Ferrari might win. In the event, the grid was dominated by more than a dozen Porsches and, despite Vincent Gaye's best efforts in his lovely 275 GTB/C, the winner was Ferrari specialist James Cottingham in a 904.

I have heard it said that the Colonel, as Hoare was frequently known, might not have approved. I wouldn't know, but I can reveal that he was – if briefly – a 904 owner himself. Jenkinson lists the small number of examples that came to the UK in period in *From Chain-drive to Turbocharger*. He suggests Hoare owned chassis 092 in 1965.

Olczyk and Morris's *Porsche 904: The Truth and Rumours* says the car initially went to Godin de Beaufort in the Netherlands before coming to F English in the UK. For those who don't know, F English was Hoare's large and successful Ford dealership in Bournemouth. In the early days, Maranello Concessionaires wasn't much more than a couple of bays in the workshop.

The car seems to have moved on again after a few months, remaining in the UK under the registration AFX 1B. There are pictures of it hill-climbing at Prescott and Ollon-Villars. A young Alain de Cadenet owned it for a while and raced it at Silverstone before the car went to the US and, from there, the Matsuda Collection in Japan. There is a book about the car, but you read of the Ronnie Hoare connection first – and possibly last – here.

The ex-Ronnie Hoare car may not have made it to Goodwood, but the ex-Dickie Stoop 904 – chassis 045 – did so along, remarkably, with seven other examples. I doubt if so many have been seen in the same place at the same time in the UK before. It was a welcome return to the circuit for the Irish Green car, looking very smart indeed following a race prep at Macted-Page.

The car and its history were profiled in issue 27 of this magazine in Jan/Feb 2015. The story is that Stoop originally ordered it with special ratios to suit Goodwood, but final checks at the factory found they hadn't been fitted. The correct ratios were made in double-quick time and Stoop duly collected the car from AFN in March 1964. The handover is recorded in a series of pictures

taken outside the Isleworth showroom.

It's possible Stoop wanted the special ratios for testing at the circuit – he knew Goodwood well. In any event, his first race in the car – with the registration YOU 4 previously seen on his 356 Carrera – was at Silverstone in May. He took a class win in the Archie Scott-Brown Memorial Race at Snetterton in July, before coming to Goodwood for the TT meeting in August.

Stoop led the two-litre support race early on, but finished second to Mike

Spence's Chequered Flag Elan, ahead of Mike de'Udy in third in another 904. He also took the car to Germany for a race and a hillclimb or two, towing it behind a BMW saloon with the registration OU 4. A great combination and surely something for the current owner to consider!

We've talked about the HAGI historic car price index before. It's typically been one of the more bullish metrics of the old car market, but it's not so bullish now. The most recent observation shows the first annual fall since the period after the financial crisis. It shouldn't come as a surprise. And not before time, some might even say.

The re-rating of old cars as a lifestyle accessory – of which the events at Goodwood and elsewhere have been a key part – as well as a plausible investment seems, for the most part, to have played itself out. With interest rates set to rise, further progress looks some way off. We'll see. In the meantime, we need to get used to the new normal – including those of us who protested that we didn't care what our cars



YOU 4 was the original registration number used on Dickie Stoop's AFN-supplied 904 Carrera GTs, seen here competing at this year's memorably cold Goodwood Members' Meeting

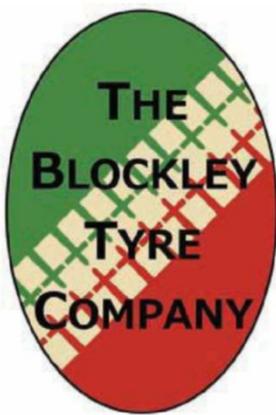
“STOOP ORDERED IT WITH SPECIAL RATIOS...”

were worth in the first place!

It's not the end of the world or anything like it. There is still a market and there are still buyers for old cars – plenty of them actually, but fewer who'll match the prices of two to three years ago. A period of flat to falling prices is also likely to challenge some of the assumptions made when they were rising.

Has a restoration or re-build cost more and taken longer than expected? Don't worry, the car is worth more, too. Did you buy through a dealer or an auction house? No problem, you'll soon cover their commission. They may even buy it back for more. Do you keep cars in storage? Good idea, best to stay fully invested.

It's possible that disappointment in some of these areas may occasionally turn into dispute. That, too, is a familiar feature of corrections and I see from the newspapers that it may already have started. Watch this space. **CP**



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TRIGGERING MEMORIES

I have to tell you how much I enjoyed reading the latest issues (#51 and 52) of *Classic Porsche* magazine. I was particularly drawn to the features on Stirling Moss and Dan Gurney, both of whom I admired greatly when growing up as a car-crazy teenager in the late 1950s and early 1960s.

I was fortunate to see both drivers race on several occasions, including watching 'Dan the man' at the wheel of the red Volkswagen he drove in the Bahamas! My dad was a keen yachtsman and he sailed from Florida down to Nassau in time for us to watch the races.

I had heard that Gurney had been entered, but was also surprised when I discovered that Indianapolis legend A J Foyt was also there driving a VW. The rivalry between the two drivers was intense, with real bumper-to-bumper action all the way down the straight. Quite how they didn't punt each other off the course I'll never know. It was wonderful to watch.

I also enjoyed the feature on Porsches at Goodwood. It was clearly well-researched and most informative. I attended races at Goodwood until the end, watching the likes of Moss and Hawthorn at their very best. I was there on the sad day that Moss had his massive crash, and can still clearly recall seeing the pieces of bodywork flying through the air. I recall there was a stunned silence when it was announced that Moss had crashed – he normally kept out of trouble.

These days I try to get to some meetings, but they are not the same – I enjoy the Members' Meeting, but find the Revival a bit of a circus. It was fun in the early days, but too much of a crush now.

Anyway, without wishing to take up more of your valuable time, can I thank you for bringing us such an excellent magazine.

William Stephenson, via E-mail

Keith Seume replies: Many thanks for the kind words, William. You certainly lived through the best days of racing – I was too young to witness the likes of Moss and Hawthorn, although having grown up in Surrey, 'The Farnham Flyer' was very much part of my youth. I never got to see Moss in his heyday, but enjoyed watching him at the classic meetings he attended until his retirement. As for Gurney, as a VW enthusiast, I always find it sad that his adventures at Nassau rarely get a mention in the general press.

PETERSEN PERFECTION

I was recently on a business trip to the west coast of the USA and settled down on the flight to read the latest issue of your magazine. My plans were to be in Los Angeles for two or three days before flying back to the UK. I had no idea how I would fill in my time between meetings – that is, until I saw the article on the Petersen Museum's Porsche exhibition.

The display of cars looked second to none – I had never seen the Type 64 Berlin-Rome car – so I mentally made changes to my itinerary so that I could spend half a day at the museum.

On the second day of my visit, I headed to Wilshire Boulevard and was immediately blown away by the architecture of the museum building. If it looked this good on the outside, I told myself, how good must it be on the inside? I was not to be disappointed.

I have visited many of the world's best car museums including, naturally, Porsche's own in Stuttgart, but nothing prepared me for the Petersen display. Yes, it lacked the permanency of the factory museum, but the incredible selection of cars was nothing short of mind-blowing.

The biggest problem I had was self-created: I took too long going round the whole exhibition, and succeeded in missing a business appointment the same afternoon! Fortunately I was able to reschedule it for the next day.

So, I can thoroughly recommend your readers make time to visit the Petersen Museum if they find themselves in Los Angeles this summer. Trust me, it beats Disneyland hands down...

Peter Knight, via E-mail

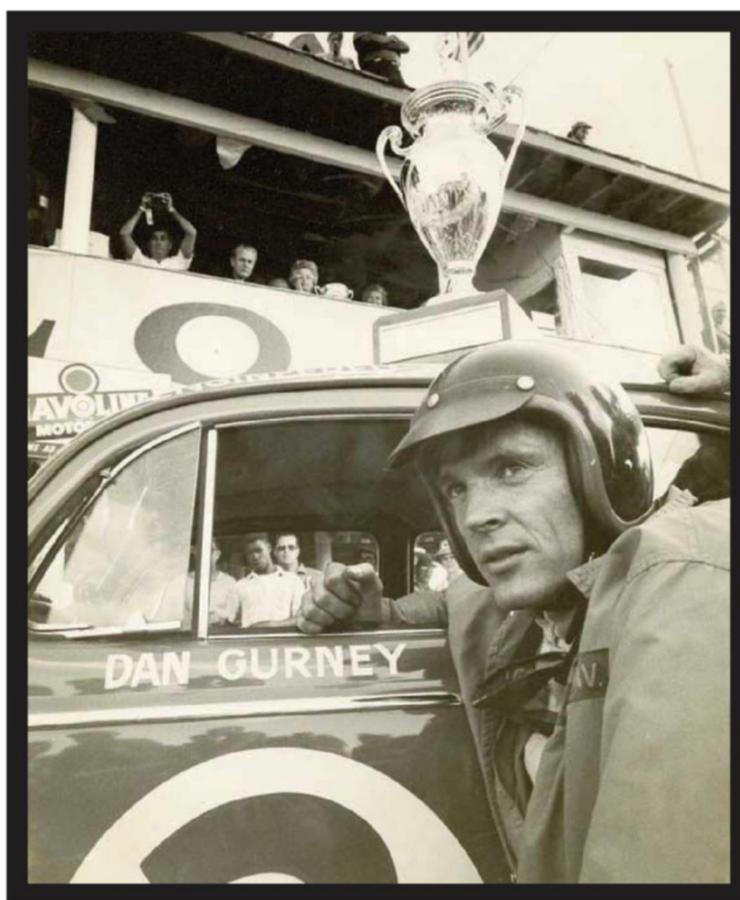
INSPIRATION

Thank you for making my life difficult. I bought a retirement project last year in the form of a rather rusty 1968 912.

My original plan was to rebuild the car along the lines of an old SCCS racer, but with a mildly tuned

engine. But now having read the 'Sport Utility' feature in the last issue, I have decided that I need to go down the pseudo-long-distance rally route, with roof rack and all. The problem is, I had already started to buy parts to make my car a race replica... So thank you for upsetting my plans. Joking aside, what a great car – I love the whole rally look. I'll send you photos when mine's done.

Paul Canning, via E-mail



The little-known side of Dan Gurney's race career: racing the EMPI-backed Volkswagen at the Nassau GP in the Bahamas. He won in 1963, but was disqualified the year after for allegedly running 'illegal' valve springs!

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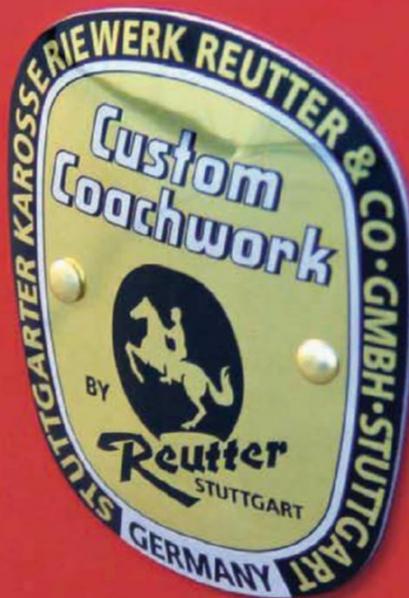
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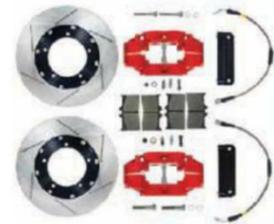
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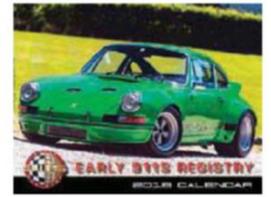
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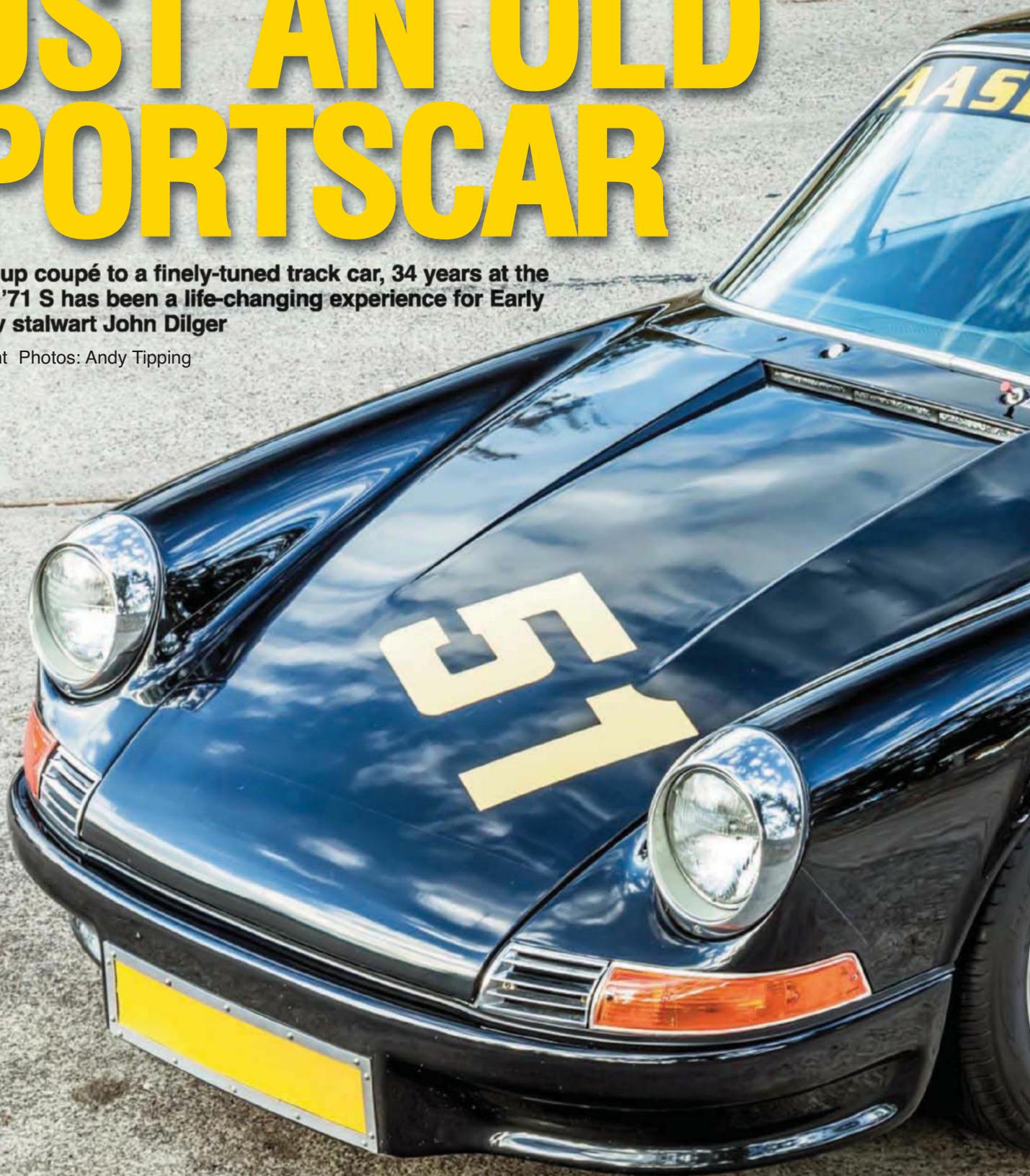
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JUST AN OLD SPORTSCAR

From beaten up coupé to a finely-tuned track car, 34 years at the wheel of this '71 S has been a life-changing experience for Early 911S Registry stalwart John Dilger

Words: Alex Grant Photos: Andy Tipping





Porsche's history in motorsport is the stuff of legend; decades of winning races in almost every discipline and at every level, from the pinnacle of works endurance teams to the daily-driven weekend track day warriors. A combination of performance, low weight, precision and durability that's meant there's no shortage of global knowledge when it comes to wringing the most out of Stuttgart's coupés. But we're not exaggerating when we say John Dilger knows more than most enthusiasts.

If your taste in Porsches is rooted in the beginnings of the 911 era, his is a name you may well already know. In the 34 years since he took ownership of this '71 S, what had started as a simple build has become a lifestyle. A three-decade pursuit of the ultimate track-ready road-legal 911, in parallel with becoming a core part of the classic

Porsche scene in the United States. John not only co-runs the Early 911S Registry, but he's the guy behind the features and photography in *Esses*, the club's magazine, and an R-Gruppe member, too. Being on the other side of the lens is a break from the norm.

And the roots of this story go even further back: 'I finished college in '72, and found a job in the *Lawn Ads* – a local Porsche dealership was looking for a salesman,' he explains. 'I'd bought a 914 from them a year beforehand, so I had a little connection. But I got hired to sell Porsches, and at the time we all got a demonstrator, with free gas and insurance. We'd drive them for 5000 miles, and sell them with a new car warranty. So I had four new cars a year, for eight years, and I was making good money. It was the best time, it really was.'

A steady stream of new Porsches wasn't the only perk.



Suddenly faced with a good salary and a redundant 914 at home, John quickly realised he was in a position to get involved with California's thriving trackday scene. Backed by dealer sponsorship, the 914 got a Speedster-style rebuild with a race-spec engine, and a liveried pickup truck to take it to events. Track sessions were friendly, he says, and he'd found himself living a pretty enviable lifestyle.

Except it didn't last. The fallout from a messy divorce in 1980 left him without the funds to go racing, or the Porsche to do it with. It began a four-year hiatus from track work while he recovered and, naturally, when his bank balance allowed, he'd already found a good home for some of it.

'It was tough, it took until '84 before I got to the point where I could buy this car – and it was pretty rough, too,' he laughs. 'It was just an old sports car, with a bash in the front right fender and the hood was a little hurt, but it ran fine and was just what I was looking for, for a track car; sports seats, no A/C, no sunroof. And it had been in the family since new, it

had belonged to this guy's mother and she'd given it to him when he graduated college.'

If the original owners would struggle to recognise it now, so would John's younger self. This had started out as a simple build; the usual package of sway bars and torsion bars, stripped interior and rebuilt close-ratio transmission with a limited-slip differential – the basic foundations for what turned into ten years of Porsche Owners' Club events around California, and also for getting linked in with the Early 911S Registry.

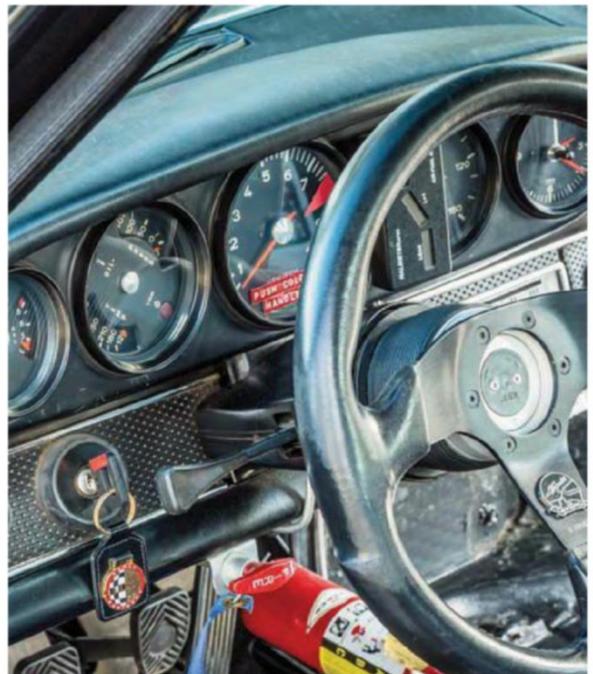
'That had started with a couple on the East Coast in 1985, to keep track of the 911S cars as they moved from owner to owner,' he says. 'Then around four years later they were going to quit, so eight of us got together out here and took it over – we had an attorney, an ex-teacher, a banker, a technical guy, everyone brought what they did best to it. I fell into the photographer role, I'd find interesting cars at Monterey Historics and interview the owners.'

Above: Custom-made exhaust system helps keep the decibel levels to a legal maximum for trackdays, but still allows the 220bhp engine to breathe easily

Below left: John Dilger is the main man behind the Early 911S Registry magazine, 'Esses'. His first ever job was selling new Porsches...

Below right: Engine features a 2.4 crank in conjunction with the original 2.2 cylinders and pistons. It's fed by MFI





Above, left and right: Interior has changed a lot over the years as John kept pace with changing regulations. Oil gauge is turned to make it easier to read through the steering wheel

With other owners as a source of inspiration and advice, plenty of track time to learn and cure the car's weak points, and Jeff Erickson and the team at Porsche tuning specialist Aase Motors on board as a sponsor – a 30-year relationship that's still going strong – things began to snowball. Including the pursuit of the last couple of tenths to really make it a fully-fledged track car. The learning curve was steep.

'Riverside Raceway had a series of S-bends, five curves that tightened as you got to the end,' he explains. 'As I was getting faster and the tyres were getting better, I realised the torsion bars were too small. I could run over the kerbs easily but, by turn six, which was a 180-degree turn up and down a hill, my car would lift the inside front tyre, which made it hard to steer.'

'I finally went from 24mm to 26mm torsion bars at the front, and from 26mm to 30mm at the rear. Then I had to readjust the sway bars. Two things happened; I couldn't run over the kerbs any more, but the car was faster and it turned much better. So that was a real eye-opener.'

The harder he pushed, the deeper the rabbit warren of upgrades became. Faster lap times were resulting in

warped brake discs, cured by using the same cryogenic treatment given to gun barrels to improve accuracy. And alterations to the torsion bar setup are now paired with Elephant Racing bushes, hollow sway bars and adjustable spring-plates for perfect corner-weighting. John runs identical 7x15-inch wheels on road and track, the latter with R-compound Yokohama race tyres, and both get the same care and attention. It's an important component.

'I run nitrogen as it doesn't have water vapour it – I let the air out, fill it with nitrogen, let it out and then fill it again. I have enough experience and know how the car is going to react, so I can set the tyres to a cold pressure, come in after a practice and I'm usually within a couple of pounds of where

I want to be when I'm hot. Stable pressures help an enormous amount with the predictability of the car.'

Of course, this wasn't just a process of engineering extra precision into the 911's lightweight chassis. Faced with an engine rebuild, John took the sensible step of swapping to a 2.4-litre crank with the 2.2-litre's original high-compression pistons and cylinders. Even with the limitations of meeting

'TOOK THE SENSIBLE STEP OF SWAPPING TO A 2.4 CRANK...'

Below left: Licence plate surround shows John's allegiance – as a leading member of the Registry, we shouldn't be surprised!

Below right: R Gruppe, DDK and Early 911S Registry badges are all proudly on show on the engine grille



increasingly strict trackside noise regulations, which meant designing a 'loud but not too loud' exhaust system, it puts out a reliable 220bhp.

Actually, the biggest challenges on the engine front came from the oil system.

High-revving track use was causing the seals on the mechanical fuel pump to blow out, which meant running an additional drain line to the cam cover on the left side of the engine. John also swapped to a newer Mazda cooler, and added a ten-quart tank with baffles to keep the engine supplied with oil under heavy cornering. It's the sort of ongoing development that only happens with regular, flat-out use.

'I have the oil pressure and temperature gauges at an angle, so I can see them through the steering wheel when

I'm strapped into the seat. My compromise was, I couldn't see the oil pressure gauge, which meant it was high enough to be safe, but I could see the full temperature range,' he explains. 'The temperatures here in California

can easily be 110 degrees, so the system is designed to run 30 minutes on the track at that sort of heat, but with the oil staying at 210 degrees. It does that the whole time, and I think that's been a big reason why the engine has been so reliable.'

Changing regulations over the course of 34

years have meant most of the original interior parts have long since made way for newer replacements. Within an FIA-approved rollcage, the seats and harnesses are relatively new, while the switch panel replaced the eight-track tape player it had come with. One of the wiper holes

Below: Ducktail spoiler is believed to be an original RS panel, which John picked up 20 years ago for just \$150. Bargain!

'ONLY HAPPENS WITH REGULAR FLAT-OUT USE...'





Above: Envious looks from the Harley rider as John pauses at a stop light. Although the 911 is modified for serious track use, it still sees duty on the street

Below left: Spare fuel pump and CDI unit are tucked away in the smuggler's box, while RSR-style strut brace adds much needed rigidity

Below right: John's owned the car since 1984 and has no thoughts about moving on. Three decades of experience are priceless...

is plugged with an electrical cut-off, while the aerial made way for the switch for the plumbed-in fire extinguisher – the secondary, hand-held extinguisher means he can put out minor fires without writing off the entire weekend by activating the larger system.

Ironically, though, it's on the road where he's had worse luck. The 911 survived years of track use almost unscathed before being hit by another driver and pushed into the car in front. It gave an unplanned opportunity to top up the repairs with a bare-metal restoration – a five-month process, but the flawless black paintwork still looks fresh 15 years later.

'I bought the ducktail 20 years ago for \$150,' he says. 'I think it's a real RS one, from what I've been told. There are two little holes where the factory put the tie-downs, and at the Werks Reunion I did a story on a factory RSR which had the same. I don't think the seller knew what it was.'

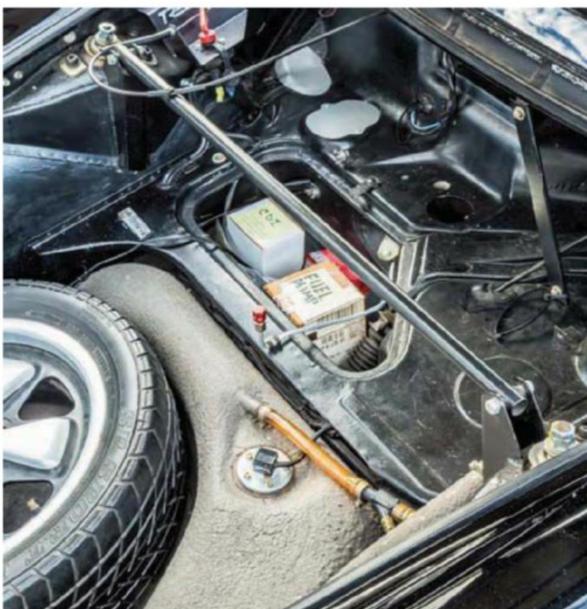
That said, most of what you can see is carved out of its own time on track. The oversized numbers were fitted for POC events, big enough to be seen across from the other side of California Speedway. Originally fitted as a temporary measure, John admits he's 'got lazy' and left them on between track

sessions, to the extent that they've become a signature feature of the car. And his name on the dashboard isn't inspired by other racers, it makes it easier for videographers to work out whose in-car footage they're looking at.

They're hints of a lifestyle it doesn't get to live quite so often these days: 'I was going to run in a series about eight years ago, but two things happened. The cars suddenly got real valuable – this was around the time the first early 911 passed the auction block at more than \$100,000 over at Monterey. And the racing had got real aggressive, so I was thinking I didn't know if I wanted to do this any more.'

'So we're still running time trials, and I still have fun with the car. It can be a little tough on the body if you're driving to Monterey for six hours, but I like to drive it on the street. It's just a really fun car, on track and around town.'

And no longer just an old sports car, either. What had started out as a basic track build has become an on-track legend in its own right, taking John along with it. There's no shortage of advice when it comes to building quick early 911s – but three decades of hands-on experience is pretty hard to beat. **CP**



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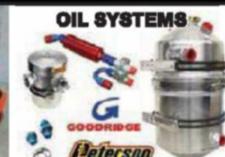
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Words Richard King/Paul Knight Photos: Paul Knight

RITCHIE'S ROADSTER

Well-known Porsche aficionado, Richard King is lucky enough to have some pretty special cars in his collection, but this, his 1960 Drauz-bodied Roadster, is one of his personal favourites





Above: Out on the road, the Drauz-bodied Roadster cuts a minimalist dash, with the scalloped paintwork, lack of bumpers and hubcaps all adding to the hot-rod style

Eight, seven, nine, zero, one' chanted a tall guy in front of the Karmann Konnection parts stand at the Phoenix Club Porsche meet in Anaheim. I instantly recognised this series of numbers to be the chassis number of the 1960 Drauz Roadster I had recently bought, and the man behind the friendly face was Rick Kreiskott, who had owned the car for 10 years previously.

'So, how do you like the car?' he enquired, to which I replied, 'I love it!' We exchanged pleasantries and stories before heading off to look over his superb, original paint '72 911, which was parked in the car display on the grass.

I had actually purchased the Roadster via Bob Campbell the year before (2003) that meeting. I was initially hoping to find a nice Speedster but good ones were just out of my price range. And then, Bob emailed me the details of 87901 and I was excited, as it sounded like it could be just my kind of car.

The message read, '1960 T5 Roadster, originally Aetna blue with red interior, now white with tan. The car has never been taken apart and all the numbers match (including panels, motor, transmission, wheels and hubcaps). No rust or accident damage as the car has been in Arizona and

California since new. It's had a cheap respray in white (masked up/not dismantled) and an older retrim in light tan vinyl with German carpets, but underneath it's all original underseal and floor pans etc. The convertible top canvas and top frame paint are good, too'.

As well as all the original parts it came with some nice extras, too. These included a tuned 1720cc 356C motor, a rebuilt transmission, an 80-litre long-range fuel tank, a set of five 4-in wide RSK steel/alloy wheels, plus many NOS spares. It was priced at \$49.5k for the complete package up-and-running with the tuned C motor and wheels, or \$40k with just the original parts (and not running). I opted for the complete package, which Bob kindly delivered straight to the shipping company for me. Eight weeks later the car arrived and I was pleased to find that Bob's description had been very accurate.

I started work on the car that week, first removing the bumpers and fitting a Bursch performance exhaust. Next I fitted a pair of aluminium Speedster seats trimmed in matching beige leather. While I was working inside the car, I went on to fit a restored (dished) Les Leston wood rim steering wheel along with a period radio and under-dash faceplate, too.

Below left: Iron Cross torsion bar covers – another once popular hot-rod touch!

Below right: Although the badge says Super 90, the car is actually equipped with a tuned 1720cc 356C motor





Moving to the body, a pair of original US-spec headlights with period, custom machine-turned inserts and halogen bulbs were installed, along with a pair of Iron Cross torsion bar hole covers. I went on to source an original blue vinyl toolbag and made up a correct kit, and also found an original blue T5 travel kit.

I then set about buffing up the cheap paintjob and sunk countless hours into removing overspray (due to poor masking) from much of the trim. It was worth the effort, though, as the car looks far better than it did upon arrival.

After a few days of getting to know the Roadster, I decided to fit a fresh set of Koni dampers to tighten things up a little. I also fitted an uprated front anti-roll bar and new torsion bar before greasing the suspension (as this probably hadn't been done for years!). While I was under the car I also checked the brakes over before adjusting them up, which certainly inspired a little more

confidence when driving hard!

I enjoyed the car for a few months but, with some overseas adventures looming, I decided to service the engine before booking a rolling road session at John Mowatt's where Mick, who sadly is no longer with us, saw a respectable 97bhp at the rear wheels.

Its first major outing was to the Porsche 356 International in Deauville, Normandy, and I'm pleased to say that the car performed faultlessly. Driving along some fast country roads back to our hotel on the Friday with Tom Pead and John Hearn, I was struggling to catch up with a little blue car ahead.

I continued to push on, determined to show this modern car what a classic Porsche could do but, as I came alongside to overtake, I spotted the large Gendarmerie lettering on the side, hence I jammed on the brakes and tucked in behind him. I saw him smile and guessed he was thinking 'Stupide Anglais!' I later heard that the local Police

Above: Speedster side trim helps to visually lengthen and lower the car. Steel-alloy RSK-style wheels are fitted with Avon CR road/race tyres

“WE SAW A RESPECTABLE 97BHP AT THE REAR WHEELS...”

Below left: Ritchie added one of his dished Les Leston wood-rimmed steering wheels for a personal touch

Below right: He also fitted a pair of Speedster seats, trimmed to match the rest of the tan interior





Above left: 80-litre long-range fuel tank takes up a fair amount of luggage space



Above right: Although similar to a Speedster in many ways, the taller windscreen and roll-up windows give the Roadster a touch of luxury

Below: Bursch performance exhaust system was one of the first things that Ritchie chose to fit, giving the car a purposeful growl...

had been briefed about the meeting and had agreed to be very tolerant in the name of tourism!

The next big trip was to La Sarthe to attend the Le Mans Classic gathering. This was a memorable trip for many reasons...including a few cases of food poisoning, someone stealing our champagne, Jez Parsons' mad 911-powered Volkswagen Deluxe Bus, and the Geoff Turrell and Delwyn Mallett comedy duo.

The Roadster was loving the long, straight French roads and Geoff clocked us at 125mph as we came alongside his GT3 (with the Roadster's tacho firmly in the red!).

I had a set of Empi five-spoke split-rim wheels on the car at this time, which had been clearanced to fit over the B brakes, and were fitted with some old (read 'hard') Michelin ZX tyres. After a couple of unnerving 90mph slides in the wet (!), I decided it was time for a change, hence I fitted the

genuine RSK steel alloys with Avon CR road/race tyres, which instantly improved the handling and safety (although it has to be said, these rare, period rims did require some fairly large balance weights).

Angela and I attended a few more 356 International meetings in the car, which involved driving to Holland, Belgium, Italy and also a tour of Germany, which included the picturesque Black Forest region. There really isn't anything like a grand road trip in a classic Porsche, and the Roadster certainly proved to be reliable, capable and a blast to drive on the open roads.

Angela then bought a '58 Speedster, which became our main transport to many 356 and classic car meetings in following years. Incidentally, there was no real reason to retire the Roadster from regular service other than the fact that we wanted to enjoy driving the Speedster for a change!





It was about this time (circa 2009) that I was contacted by a previous owner, Dick McNulty, who had owned the Roadster back in the 1980s while living in Arizona. He told me that when he purchased the car some engine spares had been left inside and had spilled some oily deposits on the carpets and trim. Therefore, he removed the seats in order to clean the interior properly, which is when he found a small metal plate with the chassis number 87901 stamped into it, which he kindly sent to me. It was painted Aetna blue and had a hole drilled in the corner so it could be tied or attached to the car. I deduced that perhaps every Porsche of that era may well have had a similar tag whilst on the production line to ensure it was painted the correct colour, and that these were typically removed on completion/final inspection. Has anyone seen this before? I'd certainly like to hear from you if so.

The T5 Roadsters weigh about 850 kilograms, and I have lightened this one by about 100 kilos in total. Coupled with

the extra power of the 1720cc motor, it really is quite quick – in fact, I'd gauge the performance as being somewhere between a 911T and a 911E. The handling and brakes are very good and it is nimble and great fun to slide around! Like

Speedsters, the Roadster is best driven with the top down, although the vision through the glass wind-up windows is much better than the Speedster plastic side curtains. All in all, these really are great fun cars. Like most Porsches, you either like them, or REALLY like them!

After a five-year sojourn, we began recommissioning the Roadster around three years ago and now it is regularly used for outings to

Classics at the Castle, the Kingshead Klassik and other meets – often with our son, Charlie, at the wheel. I would like to do a few more European trips in it and maybe even restore it to original spec one day, as I do like Aetna blue (especially with a red interior). For now, I'm just enjoying this survivor while I ponder over these plans for the future... Here's to another fun 15 years! **CP**

“I WOULD LIKE TO DO A FEW MORE EUROPEAN TRIPS IN IT...”

Above: Keep your eyes on the road! Rain or shine the Roadster sees plenty of action – just the way it should be

Below left: 1720cc 356C engine gives the car plenty of 'go' – 97bhp at the wheels gets the job done!

Below right: RSK wheels required a lot of weights to get the balance right. Spacers, Koni dampers and an uprated front anti-roll bar sharpen up the handling



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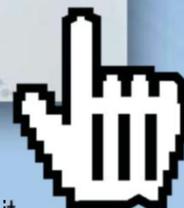
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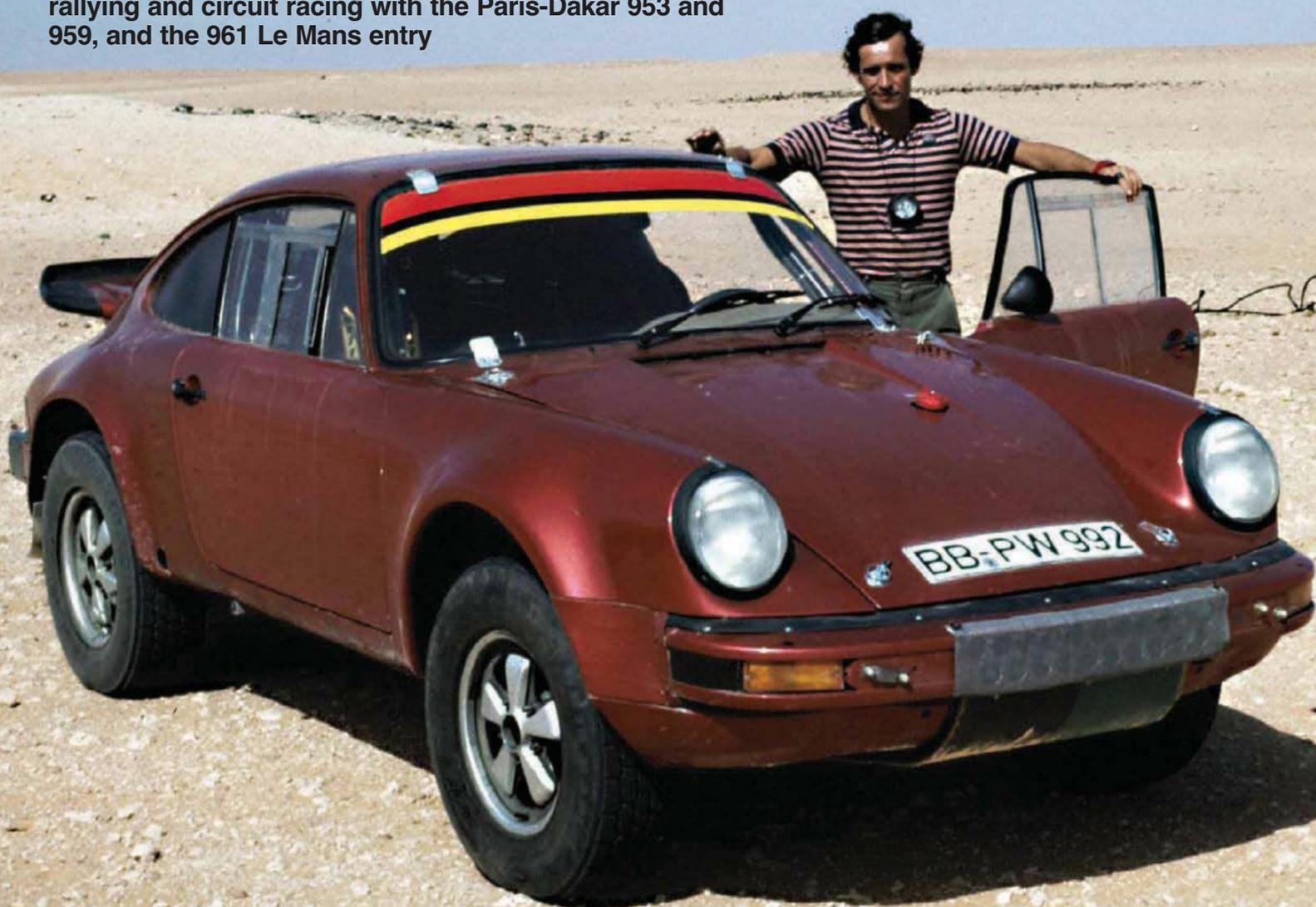
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Words: Keith Seume Photos: Porsche Archiv

FOUR TO THE FORE

As part of our celebration of Porsche's 70 years as a sportscar manufacturer, we delve into the archives to take a look at the company's forays into long-distance rallying and circuit racing with the Paris-Dakar 953 and 959, and the 961 Le Mans entry





Above: A one-off four-wheel drive Turbo Cabriolet was put on display at the 1981 Frankfurt motor show. It featured a rigid torque tube connecting the front differential housing to the rear-mounted transaxle

As far back as 1979, Ferry Porsche had come to appreciate the advantages of four-wheel-drive. Audi had already taken the world – the rally world, that is – by storm with its all-conquering quattro, the five-cylinder turbocharged Group 5 monster tearing up the forest tracks and mountain passes, leaving the opposition choking in its dust. With world-class drivers like Walter Röhrl and Michelle Mouton at the wheel, the boxy Audis simply destroyed the opposition.

Ferry Porsche was no fool – while he would always stand by his company’s rear-engine, rear-wheel-drive doctrine, he knew that this was not time to rest on hard-won laurels. Porsche approached star engineer Ernst Fuhrmann to look into the idea of converting the 911 to all-wheel-drive. On paper at least it wasn’t that tall an order, for the original VW transmission had been modified relatively easily (in engineering terms) to provide drive to both the front and rear wheels of the amphibious Type 166 *Schwimmwagen* and the *Kommandeurwagen* Type 82E staff car.

It is a matter of record that Fuhrmann didn’t share Porsche’s enthusiasm for the concept. Certainly he could see that there were some advantages, but to him they didn’t quite outweigh the development costs and, possibly, rather limited sales benefits. Historically, Porsche had used its competition vehicles to act as test beds for new technology – only half a decade earlier, the turbocharged race cars laid the foundations for the road-going 930 Turbo, for example – but it would be a few more years before the idea of a four-wheel-drive 911 would bubble to the surface once more.

The seed from which the new technology would grow was the Type 954. This is better known outside the factory as the 911SC/RS, a lightweight competition version of the production 911SC. Built to allow Porsche to enter Group B competition, there had to be a run of at least 200 production cars from which the evolution model would be derived. With the 911SC being the mainstay of the Porsche line-up at the time, there was no problem satisfying the FIA in that respect.

Just 20 SC/RSs would be built, each powered by a 3.0-litre

motor producing 250bhp at 7000rpm, and 184lb ft of torque at a slightly lower 6500rpm. The cylinder heads were those of the turbocharged race-only 935, with 10.3:1 compression. Adequate cooling was achieved by the use of two oil radiators placed on each side of the nose. To offer protection against rock damage, the pipes were routed through the sills.

The 911SC/RS was a two-wheel-drive design, with the revised 915-style transmission derived from that of the contemporary production cars. The rear suspension was lifted from the production Turbo model, as were the brakes, while the front end was identical to that used in the old 1974 Carrera.

Each 911SC/RS weighed just under 1060kg, almost 100kg overweight compared to the Group B minimum set by the FIA, despite the use of aluminium body panels and glassfibre mouldings for the front and rear bumpers. The SC/RS was an obvious choice to adapt to four-wheel-drive, the benefits of which were clear to anyone who monitored world class rallying.

In 1981, Porsche displayed a one-off four-wheel-drive Turbo Cabriolet at the Frankfurt show, the purpose of which was to prove to sceptics that Porsche was capable of thinking outside its own apparently rather restricted box.

Although there hadn’t been much evidence of development in this direction, the lessons learned from the Type 597 *Jagdwagen* in the 1950s and other military projects in more recent times gave Porsche engineers the confidence to pursue this new technology with renewed enthusiasm.

The Frankfurt show car used a front-mounted differential connected to the nose of the rear transaxle unit by a rigid torque tube, similar to that used on the front-engine, rear-drive 924 and 928. It has to be said, in hindsight the choice of a cabriolet as the base for this one-off seems slightly strange but doubtless Bott had his reasons... However, outside forces were about to have a major influence over future Porsche drivetrain design.

Rothmans, the tobacco company which was a major sponsor of Porsche’s racing efforts, had its sights set on winning the gruelling Paris-Dakar rally. This long-distance event had grabbed the attention of the world’s press and was an obvious place for sponsors to promote their wares, and for manufacturers to demonstrate their grasp of all-wheel-drive

“OUTSIDE FORCES WERE ABOUT TO HAVE A MAJOR INFLUENCE...”

Left: Jack Ickx stands alongside the Type 953 prototype in Niger. Powered by a detuned (225bhp) engine, it used an Audi five-speed transaxle modified to allow drive to be taken to the front wheels



technology. Rothmans' dream gave Porsche the impetus to go full steam ahead, taking the 911SC/RS as the inspiration for a new car, the Type 953.

This four-wheel-drive machine used the production Carrera 3.2 as its base, rather than the 911SC of its predecessor, complete with a detuned version of its 3164cc engine. Developing just 225bhp, the engine was built with a reduced compression ratio to cope with poor fuel and high ambient temperatures in the desert.

This robust and well-proven engine was bolted to a five-speed Audi transaxle which had been modified to allow drive to be taken from the nose of the casing forward to the front-mounted differential unit. This forward differential was a conventional design but that in the rear Audi transaxle was replaced by a spool – a solid locked unit, much like that fitted to many of the endurance racing Porsches of the time.

Adapting the 911's unitary body and suspension to accept a four-wheel-drive drivetrain presented certain problems at both the rear (the torsion bar housing was in the way!), and the front. Here, the regular lower wishbone assemblies were retained but the standard front struts could no longer be used as they had no provision for the driveshafts. Instead, a short upper A-arm assembly was used in conjunction with a new hub-carrier, with a pair of telescopic dampers fitted on each side.

Time was fast running out if the new car was to be ready for

the Paris-Dakar, which was scheduled to take place in January 1984. A crash course (not quite literally, but not far off...) of testing was carried out at a military off-road facility at Ehra-Lessen in Germany and also at a similar site in southern France. Once happy with the initial results, further tests were carried out in Niger, the majority of which was in the hands of Le Mans legend, Jack Ickx.

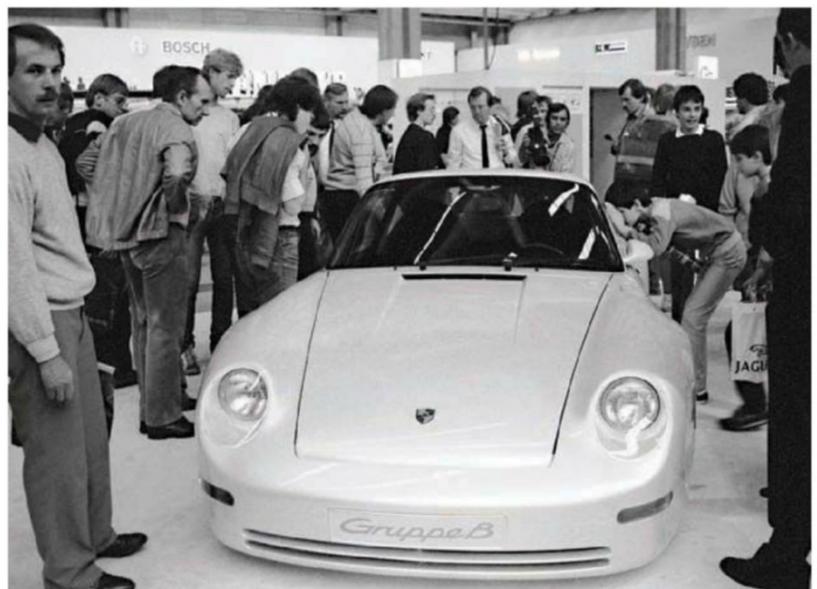
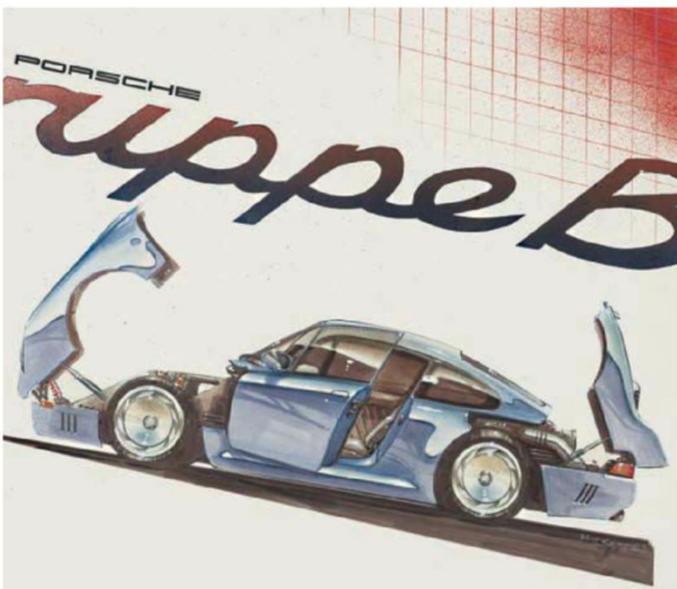
Rothmans-Porsche entered three cars in the Paris-Dakar rally, driven by Jacky Ickx (co-piloted by Claude Brasseur), René Metge (with Dominique Lemoyne) and Roland Kussmaul (Erich Lerner). Kussmaul finished a lowly 26th despite making a promising start, while Ickx finished a creditable sixth. The surprise winner (only because few expected such a relatively untried car to be so instantly successful) was Metge, who completed the course over two hours quicker than second-placed Zaniroli/Da Silva in their Range Rover.

Over the years, there have been many examples of the benefits of going racing (or rallying) as a way to develop new technology. Disc brakes, a feature we take so much for granted today, were perfected on the race track, as has been more recent technology, such as Porsche's famous PDK semi-automatic twin-clutch transmission, first used in competition as far back as 1986. And as far as four-wheel-drive was concerned, matters were no different.

The foundations laid by the 1983/4 Type 953 served as the

Above: Much of the testing of the four-wheel-drive Type 953 was carried out at a military facility at Ehra-Lessen in Germany and also at another located in the south of France

Below left and right: The Gruppe B project was the forerunner of the later and technologically brilliant 959. It was shown to the public at the 1984 Frankfurt show



base on which to build a whole new car aimed squarely at Group B competition. Helmuth Bott was the driving force behind this project which, on paper at least, promised to be very special. Even before reading through the Group B rule book, Bott knew that Porsche would have to build 200 cars to satisfy the regulations, as in this instance there was no current production model on which to base the new car. This would, therefore, have to be an entirely new venture.

Bott's plan was to build a four-wheel-drive coupé powered by a remarkable new engine. His proposal called for a 2.8-litre flat-six, with water-cooled cylinder heads, each with four valves per cylinder – this multi-valve technology had proved successful in the contemporary water-cooled 944 and 928 siblings. The engine was to have titanium con-rods, double overhead camshafts per cylinder bank and two sequential turbochargers. With a multiplication factor of 1.4 imposed by the FIA on all supercharged cars, this was the equivalent of a 4.0-litre engine, and it was expected to produce anything between 400 and 550bhp depending on whether it was for use in a road or competition car.

The plan was to use this new engine with a drivetrain consisting of a rigid torque tube connecting a front-mounted differential to the rear- (or, strictly speaking, mid-) mounted PDK transmission, similar to that developed in the 962 Group C cars.

The car was to be a veritable technological *tour de force*, with self-levelling, height-adjustable suspension, the damper rates being adjustable from within the cockpit (common practice today, with so many cars having 'Sport' and 'Comfort' settings selected by the press of a button, but an exciting development back then).

Wishing to exploit the regulations to the full, Bott anticipated

that the new car should weigh no more than 1100kg, the minimum demanded by the FIA Group B rule book. Obviously, with the proposed all-wheel-drive system, complex suspension and a somewhat complicated dual-turbocharged engine, Bott's new baby would be no lightweight under the skin. So, to keep the overall weight to as low as possible, it was decided that the new car make as much use as possible of aluminium and composite components.

Referred to by its internal project number, Type 959, this revolutionary Porsche was recognisable as a member of the 911 family, yet stood alone as a model in its own right. With approval given in March 1983, the aim was to have the car ready for homologation by 1985.

Two versions were proposed, the first being a 400bhp road car, the second a 450bhp (or more) rally version, with the eventual aim being to build a new 911, called the 961, which would be powered by a more conventional 3.2-litre motor. That idea, however, never reached fruition, but the same number was used for another project, as we shall see.

There were plenty of problems to overcome as far as the drivetrain was concerned. By its very nature, all-wheel-drive means that a car becomes less 'throwable', even by an experienced driver. Among the possibilities considered was some way of disconnecting drive to the front wheels by way of a foot-operated switch which the driver could operate.

In the end, the system chosen featured what was referred to as PSK (*Porsche-Steuer Kupplung*, or 'Porsche Control Clutch'). Drive was taken from the front of the rear transaxle via a small-diameter shaft inside the torque tube to the front differential unit. In this was fitted the PSK unit – a multi-plate clutch system, which varied the front-rear torque split according to road

“BOTT'S PLAN WAS TO BUILD A FOUR-WHEEL-DRIVE COUPÉ...”

Below: The first of the Type 953 rally cars being prepared at Weissach. Note laid out on the floor in the foreground is the torque tube connecting the modified five-speed Audi transaxle to the front differential





conditions and driver preference. It sounds simple but was not. The PSK determined the optimum torque split after analysing four main parameters: throttle position, g-force (lateral and linear), turbo boost and steering angle.

PSK was very advanced for its day, offering the driver the choice of four different settings. Most of the time, the PSK distributed torque in a 40:60 ratio, front-to-rear, but under hard acceleration as much as 80 per cent of drive was transferred to the rear. If the road conditions were poor, such as in heavy rain, then the split would be an even 50:50, front-to-rear. When conditions were particularly severe, the 'Traction' setting locked the front differential completely, effectively turning it into a spool.

Speed sensors on each wheel worked in conjunction with a throttle position sensor, and information was also gathered from the management system to monitor turbo boost. This way, the 959 was able to deliver optimum suspension and driveline settings according to both road conditions and driving style. It was as near foolproof as you could get – especially in the mid-1980s.

The 959 used a Borg-Warner transmission, referred to as the Type 950. It was decided that the new car should be equipped with a six-speed gearbox in deference to its anticipated use as a rally car. However, adding the extra ratio would add to the overall weight and possibly cause packaging problems due to its increased length. Although defined as a six-speed unit, the Type 950 was really a '5 + 1', with the lowest ratio marked 'Gelande' – off-road. This was intended solely for arduous conditions where slow speed might be essential, such as in heavy snow or mud. For most purposes,

the 959 was driven as if it had a five-speed gearbox.

One of the main aims of the whole project was to allow Porsche to participate in Group B competition in both rallying and circuit racing. The first test was to be a second crack at the Paris-Dakar event, which had been such a success for Porsche in 1984. The specially-built vehicles were 959s by shape and name, but under the lightweight Kevlar-reinforced plastic body panels they were quite different to the normal 'production' version.

The engine was, once again, the normally-aspirated Carrera 3.2-derived unit, this time featuring a lighter magnesium crankcase in place of the original aluminium casting. However, in a reversal of that situation, the 959's drivetrain, which normally featured magnesium castings, was remade using aluminium for greater strength.

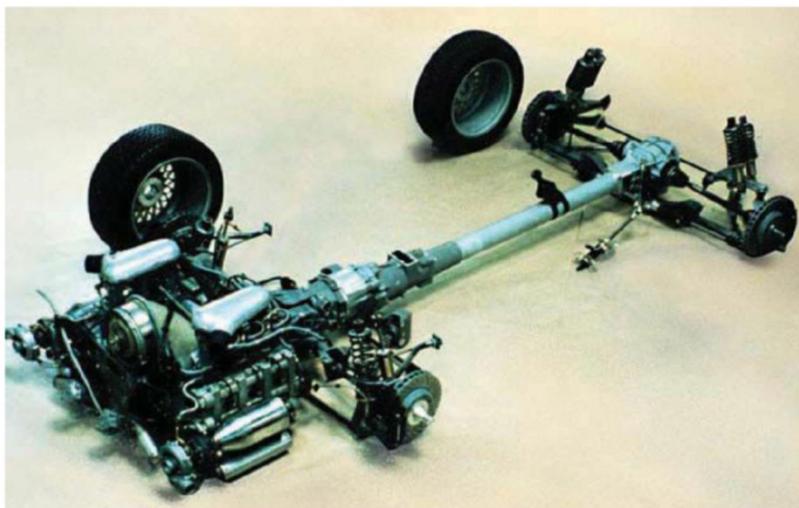
The PSK system was retained and also incorporated at the rear, with the driver having total control over the settings. This way he could alter the effect of either differential, running with little or no lock-up at the front for most of the time, with a 40- to 50 per cent lock-up at the rear.

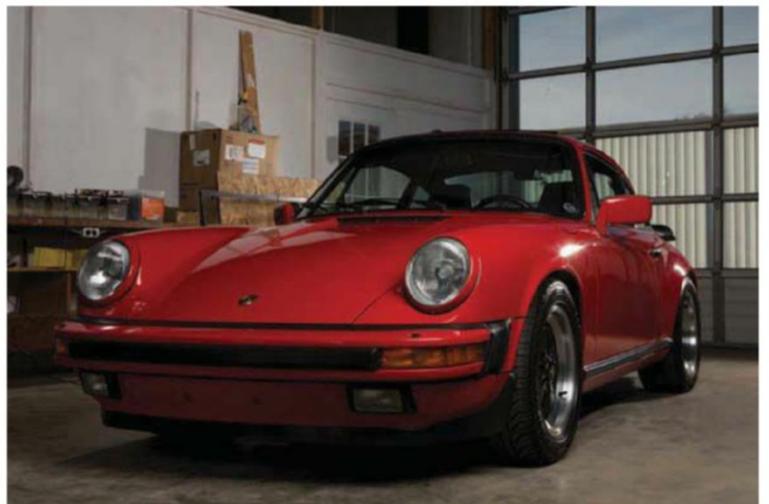
As for front-to-rear torque distribution, drivers tended to prefer a rear bias to allow the car to be thrown around more easily, with an even 50:50 split favoured for high speed sections.

Taking new cars to Paris-Dakar for a second year in succession was a brave move. Early testing showed weaknesses in the rear suspension, necessitating eleventh-hour remedial work to solve the problem. However, in the end, all three Rothmans-liveried cars failed to finish, Ickx and Mass crashing out, while Metge's steed lost most of its oil.

Above: The 961 – the race version of the 959 – had a superb first outing, finishing sixth overall at Le Mans, beaten only by five Group C 962s. It was a most impressive debut

Below left and right: the 959 laid bare. The brainchild of Helmuth Bott, this was a technological tour de force for Porsche. With all-wheel-drive, twin-turbos, a six-speed gearbox and self-levelling suspension, the 959 had it all!





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Above left: Seen here resplendent in the iconic Rothmans livery, the 961 represented the ultimate incarnation of the 959



Above right: Porsche hoped to repeat the previous year's success at the 1985 Paris-Dakar with the 959, but it was not to be, all three works cars failing to finish

Porsche returned to the Paris-Dakar in 1986, using cars which were more akin to the production 959. This time the PSK system could be activated by means of a stalk on the steering column, which offered four different settings once more. However, one of these allowed the driver to manually adjust the torque split rather than relying on specific settings, such as 30:70, 40:60 or 50:50, front-to-rear respectively.

Another interesting departure was that when the driver applied the brakes, the PSK system locked the front:rear drive, helping to prevent wheel lock-up as there was no ABS fitted.

In the end, after what has been described as the toughest Paris-Dakar ever, Porsche emerged victorious, Metge finishing in first place with Ickx second, almost two hours in arrears. The third 959, driven by Kussmaul, finished in sixth place.

So the 959 had proved itself on the dirt, now how about Tarmac – and, more specifically, endurance racing? That was the task of the Type 961. Helmut Flegl was entrusted with investigating the aerodynamics of the new project, as it was felt that for circuit racing it was better to concentrate on keeping the car glued to the road using managed airflow rather than relying solely on complex suspension technology.

Indeed, to achieve maximum downforce, the production 959's 'answer' was to raise the tail slightly, relying on the air to push the nose of the car more firmly against the road surface. That, of course, meant the centre of gravity was higher, a far from optimum situation for a race car, mid-corner. Flegl spent six

months developing a computer model which allowed his team to carry out a detailed study of the 961's aerodynamics, leading to a programme of wind tunnel testing using 1/5th-scale models.

The new car, powered by a 600bhp version of the 959's twin-turbocharged multi-valve 'six', was readied for its first outing at the Le Mans test day in May, where René Metge found the car unstable at speed (it was capable of over 200mph on the Mulsanne Straight) and nervous on the quicker corners. As it turns out, much of this instability was probably caused by faulty rear suspension mountings, rather than poor aerodynamics.

The 961 became the first four-wheel-drive car ever to run at Le Mans. Because it didn't exactly fit into any existing FIA class, it ran under IMSA GTX rules for the purposes of Le Mans – that was fitting as Porsche hoped to sell the 961 to US customers.

At the chequered flag, the sole 961 crossed the line in a creditable sixth place, beaten only by five other Porsches, all running in the much faster Group C class. It was a worthy demonstration of Porsche technology at its best.

Between the two events, Paris-Dakar and Le Mans had allowed Porsche to prove beyond doubt that its complex four-wheel-drive system was the best in the world.

Realistically, of course, it was far too costly to put to use on a regular production car, such as the forthcoming Porsche 964 Carrera 4, launched in 1988. What the exercise did suggest, though, was that four-wheel-drive was going to play a major part in Porsche's future. **CP**

Below: Porsche may have failed to win Paris-Dakar in 1985, but they returned a year later to finish one-two



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Rémi Dargen

SNOW, SNOW, QUICK, QUICK, SNOW

One of the most anticipated race meetings of the year, the 2018 Goodwood Members' Meeting was blessed with an impressive Porsche entry, ranging from 356s, to 911s, 904s, 906s and 910s – plus Group 5 monsters like 'Moby Dick'. Oh, and it snowed, too...

Words: Robert Barrie Photos: As captioned

The Goodwood Members' Meeting took place in difficult circumstances. It was cold and damp and only a few days after circuit stalwart and regular commentator Henry Hope-Frost's death in a road accident. However, the event was carried along by the enthusiasm and can-do spirit of all concerned.

There was also an unusually strong Porsche content, with a long line of cars displayed across the main part of the paddock. Hats off to the competitions team for their inspired selections – but if you can do it once, you can do it again!

The first race on the card was the Ronnie Hoare Trophy for mid-'60s GT and sports cars, with qualifying early on Saturday morning and the race in the afternoon. More than a dozen 904s and 911s outnumbered the lone Ferrari. James

Cottingham put his Tricolore-striped silver 904 on pole with Vincent Gaye alongside in his metallic blue 275 GTB/C.

Some sensible restraint was shown early in the race – the track was mostly dry, but temperatures were still well down – before the headlights came on and the pace started to pick up. Cottingham retook the lead soon enough and held on to it until the flag.

Gaye had a grassy moment at St Mary's and let Billy Bellinger past into second in the Morgan SLR, while Mark Bates and Ambrogio Perfetti both slid wide at Madgwick during an entertaining and often tail-out tussle in their 911s. Bates eventually came out on top. There were well turned-out cars up and down the field, not least Lee Maxted-Page's red 901, James Turner's green 911 and Jason Barron's green 904.

The snow started to fall around midday on Saturday and

Above: The photo sums up the weekend – fantastic cars (in this case, Hans Schewe's 910) and unbelievable weather! Snow and freezing temperatures were unwelcome visitors, but that didn't put off the dedicated spectators – or drivers...



Rémi Dargegen

Above left: Jochen Mass must have enjoyed himself at the wheel of the legendary Moby Dick 935/78

Above right: Sam Tordoff and Tim Sugden shared the driving in the former's well-known 356 in the Moss Trophy race

Below: Frank Trouillard in full flight on the pit straight in his 906 in the Gurney Cup. The car was originally supplied by AFN and raced by first owner Mike de'Udy

the conditions quickly became more tricky. I am sure I heard someone say that people were skiing on the nearby Downs. The motorbikes assembled, but headed back to the paddock. The Salvadori Cup, for mid- to late-'50s sports cars and sports-racers, saw Andy Prill out in a rare Pooper – a Cooper Bobtail with a 356 engine.

Next up, in qualifying for the two-driver Moss Trophy for early-'60s GT and sports cars, were some 356s. Gareth Burnett – paired with some ballast in the form of Robert Barrie – set a strong pace in a silver GT-spec B, with Tordoff and Sugden not far behind in a white-with-green pre-A. With the track seemingly covered in an oily slush, I was saving any unlikely heroics for the following day's race.

However, in the morning, the talk in the paddock was that something had been put on the circuit overnight to stop the snow settling. We never found out what, if anything, was involved, but the uncertainty meant a few cars were pulled from the racing, including ours. A bit cautious perhaps, as the track was slowly drying, but understandable and rightly the owner's call.



Jayson Fong

Meanwhile, the bikes stayed put again and some Formula 5000s shuffled round in another snow shower. At a loose end, I headed off to spend some time with the heater in the drivers' changing room. I wasn't the only one. A former BTCC star and a current sports car driver were chatting about the vagaries of compound interest before a Le Mans veteran started on the relative merits of gin and vodka. Ah yes, that locker room banter!

For the record, the Moss Trophy saw some very good racing and a win for the Minshaw and Keen E-type roadster from the Meins and Huff E-type coupé and the wonderful Ferrari 250 Breadvan of Pirro and Halusa. It would have been great to have been part of it – hopefully next time the weather will behave itself!

Fastest race of the weekend was the Gurney Cup for mid-'60s sports racers and prototypes. The lovely 906s of Armin Zumtobel and Franck Trouillard – the latter one of the green ex-Mike de'Udy cars – and the similarly pretty 910 of Hans Schewe were outgunned by the bigger-engined cars.

The race was won by David Hart's GT40 with the Cobra Daytona coupés of Andrew Smith and Olivier Hart in second



Jayson Fong



Wouter Melissen

and third respectively. The 906s and 910s effectively closed the period in which Porsche competed with two-litre engines.

In contrast, the Group 5 demonstrations, on Saturday and Sunday afternoon, jumped forward a few generations, and sets of regulations, to highlight the production special period cars from the mid-'70s to the early-'80s. Unlike the Revival, which closely reflects the grids – and much else – from the circuit's heyday, the wider remit of the Members' Meeting means it also features more modern machinery.

Together with Hans Huber's flame-throwing 934/5, there

were a number of 935 variants in the demonstration, headed by Jochen Mass in the monstrous Moby Dick, as well as Richard Attwood in the slightly less overstated 924 GTP. Call me old-fashioned but, away from the iconic Martini stripes, I still struggle with some of the liveries from this period, though I do accept that the cars look bare without them. Savings banks and sun-tan oil anyone?

There was absolutely no call for the latter at the Members' Meeting, but well done and many thanks to everyone who made it happen. **CP**

Above: James Cottingham leads Vincent Gaye's 275 GTB/C in his 904 GTS

Below left: Mark Bates hangs out the tail of his 911

Below right: Lee Maxted-Page in his 901 in the Ronnie Hoare Trophy



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TECHNO ESSEN 2018

Once again, the biggest classic car show in Europe, if not the world, draws us back like moths to a flame. This year's event clashed with Retro Classics at Stuttgart, but there was still plenty to impress in Essen...

Words & photos: Keith Seume

Above: Our star of the show was the 1969 911S driven by Björn Waldegaard in the 1970 Monte Carlo Rally, and then used as a 'T' car on the '71 Targa Florio by Jo Siffert

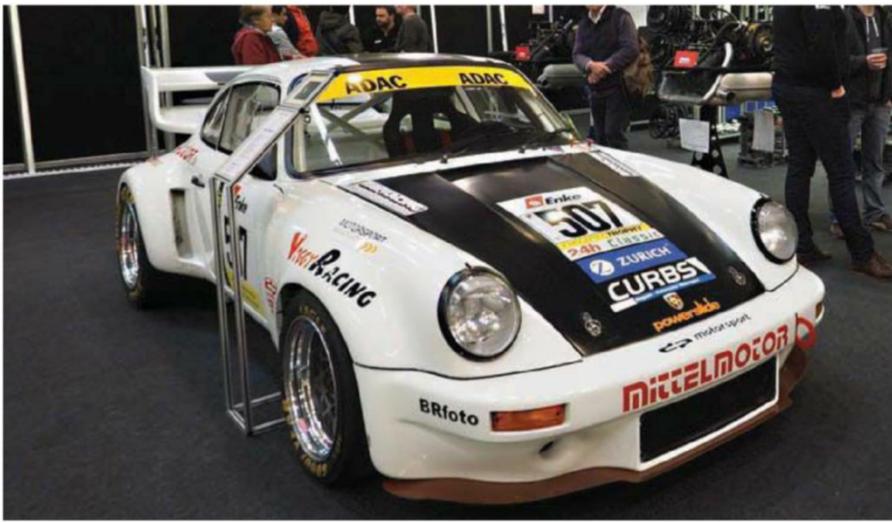
Below left: 356A Carrera on the Knebel Classic stand shared space with grey 959

Bottom left: 962C (#131) formed part of the impressive Ascott Collection

Left: Mark Wegh's Porsche Classic Gelderland display



Opposite page from top: Mittelmotor's Group 5 RSR – yours for €159,000...; or buy their 390bhp 4.0-litre RSR engine to go in your project; Le Mans Legends display included the 1966 entry of Gregg and Axelsson, chassis #906-112; Porsche Classic department showed this bare-metalled shell to demonstrate the quality of workmanship; M471 Carrera RS was near perfect; Porsche Centre Leeds had this 911E on the Porsche Classic stand; past CP cover star Pre-A was in Coys auction; stripped 'shell' is that of the fire tender 911 that sped to the scene of Niki Lauda's firey crash; rusty shell is oldest known 912



Normally, the decision whether to go to Techno Classica Essen or not is an easy one to make – after all, it's the biggest classic car show you'll ever see, and the sheer quantity and quality of cars on display beggars belief. There is, quite literally, nothing else like it. But, as has happened in the past, this year's show clashed dates with the relatively new Retro Classics in Stuttgart. Decisions, decisions...

In the end, we decided to head to Essen once again – we just knew if we didn't go there would be 'that' car – the one we'd only ever read about, and now everybody else would be talking about, but we didn't get to see. As it happens, this year's Essen was, in our view, slight lacklustre in some respects, but whether that's a consequence of having attended the show for the last 15 or more years, or because of the clash with Stuttgart, we're not sure.

Star car for many Porsche aficionados was the ex-Waldegaard 911S, which ran in the 1970 Monte Carlo Rally and was also used as a 'T' (recce) car by Jo Siffert in the following year's Targa Florio. Resplendent in bright orange, it was breathtaking.

The Porsche Classic display was largely centered around 30 years of the Porsche 964 (is it really that old!) but there was also a 959 and a stripped 356 'shell' to show off the restoration shop's talents. Across the way was the huge display put on by the Porsche Classic Partners (PCs with a classic department offshoot), each of whom showed a car they had restored or were offering for sale.

So, what else caught our eye? Tucked away was what was reputed to be the oldest 912 in existence – currently little more than a rusted rolling 'shell', but destined for restoration, we're sure – and the stripped remains of the 911 fire tender which rushed to Niki Lauda's rescue following his crash at the Nürburgring.

This is the reason for a visit to Techno Classica: if you're prepared to walk the halls two or three times, you'll be amazed at what little gems show up that you missed on a first 'tour'. That's what makes it so hard to consider going to alternative shows... CP

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RALLY RARITY

When was the last time you saw a 904 Carrera GTS being blasted through the forests on a rally stage? Sure, it's not a common sight, but it's easy to forget that the 904 was conceived as a road, rally and race car – arguably Porsche's last true multi-purpose machine

Words: Gunnar Dackevall Photos: Peter Gunnars





The roar fills the whole valley in an almost frightening way. We are standing alongside the legendary rally world championship stage known as 'The Rubbish Bin', north of Gräsmark in Värmland, Sweden, waiting for a little red sports car with a two-litre engine to appear in the photographer's field of view. But judging by the background noise, a thunderstorm is about to erupt from the north, out of a seemingly clear blue summer sky.

Suddenly a dust cloud appears, the little red sports car with its unmistakable 1960s contours fills the full width of the curve and, as it exits both the exhaust megaphones point straight at us, the tone of the roar transformed into a sharp, almost painful, howl.

After a few seconds it has disappeared from our field

of vision, leaving behind only the thunderous echoes bouncing off the nearby hills.

There are primarily three men to thank for this wonderful feast for the dulled senses of a Porsche enthusiast, including Ernst Fuhrmann, the designer of Porsche's first race engine. It was to power everything the factory raced with for a ten year period from 1955, including early versions of the F1 car and the highly successful 718 Spyder, and it can still liven up the entire Värmland area with its distinctive song.

We also need to thank the man who is responsible for the design, Ferdinand Alexander 'Butzi' Porsche. He created the body shape thought by many today to be Porsche's most beautiful.

And, of course, the man who ensures that this Porsche



“ESTABLISHED ITSELF AS ONE OF THE ICONS OF THE CAR WORLD...”

904, chassis number 037, is still driven in the attacking style it was once built for: Lasse Jönsson, car connoisseur and well-known Porsche trader from Karlstad, who still masters the art of driving a Porsche quickly.

Although the 904 was designed in just a few months, built in even less time and then killed off by Porsche's then new technical manager, Ferdinand Piëch, it has established itself as one of the real icons of the car world.

The fact that considerably more than a million euros swap bank accounts when a car changes hands is living proof of the appreciation for it. That's an awful lot of money for a car of which almost 120 examples were built, including prototypes and cars built from components that were later given a chassis number by the factory.

The story of the car which had found its way to Värmland's gravel stage on this fine June day, got a kick-start in 1963 when the International Automobile Federation decided to stop the development of prohibitively expensive specials in GT

racing, and required manufacturers to build a series of 100 cars during a twelve month period.

Porsche was well into the final development stages of the 901, the 365 replacement later renamed '911', and didn't really have the resources to manufacture so many special cars in the short time available. The solution was found at aircraft manufacturers Heinkel in Speyer, who had a lot of experience of using glassfibre and lightweight construction methods – and most importantly, surplus production capacity.

In 1962 Porsche, following the decision to pull out of Formula One racing, had decided to race only with cars closely tied to their production sports cars. So when the regulations became clear, they could just press a button and start developing the new car that during the project stage was given the name 904 (and later, Carrera GTS).

When reading the story of how the car was built, in *Porsche 904 – die komplette Dokumentation* by Jürgen Barth, it is striking how quickly and efficiently the team behind the

Above: The 904 is the most used car in Lasse Jönsson's dream collection of sports and racing cars. And look how he drives it!

Below: Unlike many 904s, Lasse's retains its original four-cam engine. Many 904s in regular use today have been converted to run a later six-cylinder engine for reasons of reliability and running costs. Engine was rebuilt by Lasse Jönsson



Below: Clamshell rear bodywork gives excellent access to the engine. There's plenty of space to fit a six-cylinder engine – or one of the F1-spec flat-eights if desired

car worked – and the extent to which its customers were actively involved in the development work.

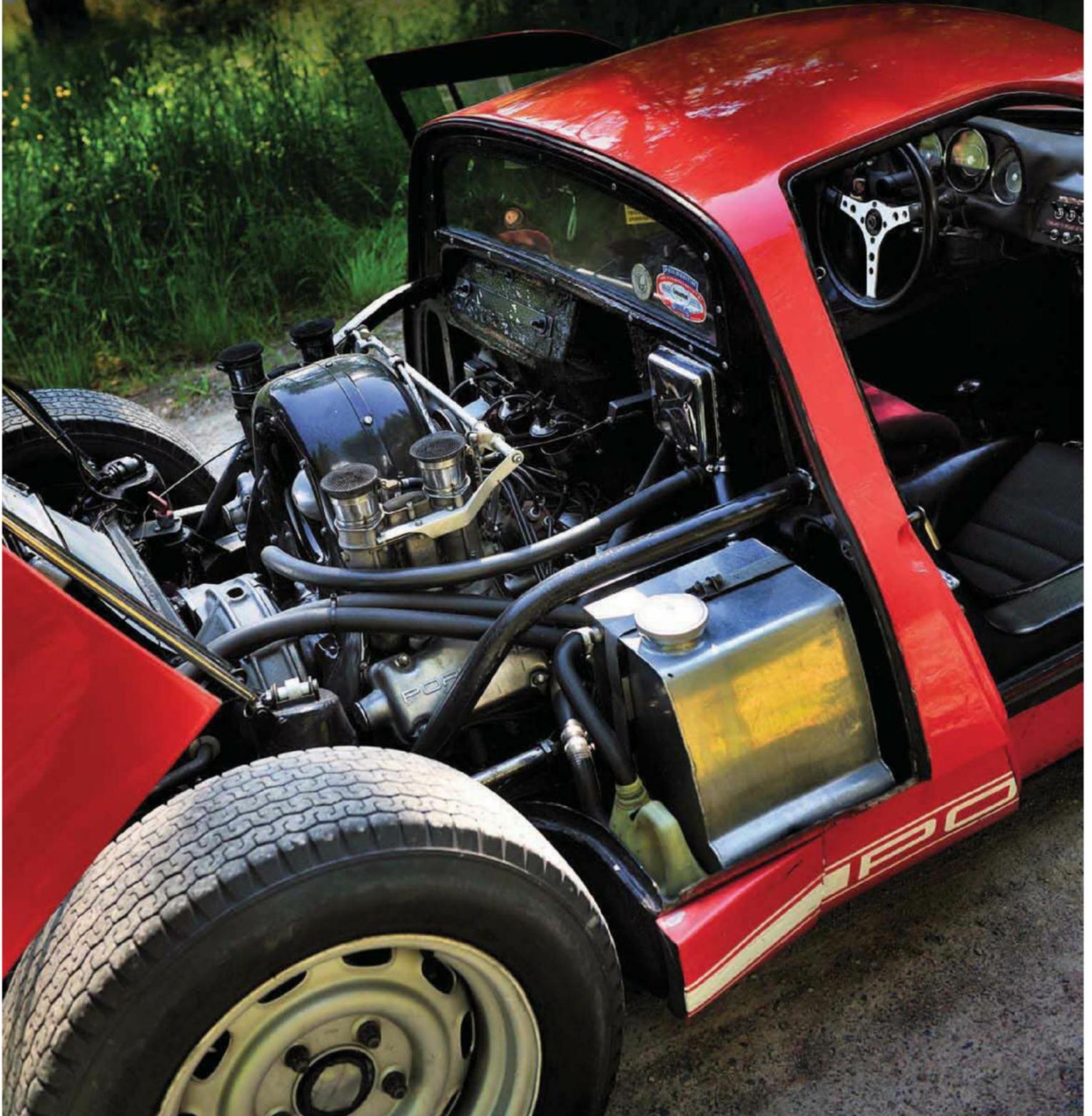
The car was designed in spring 1963 and, to save weight and cost, it was decided to make a glassfibre body bonded to a steel frame, like the Chevrolet Corvette.

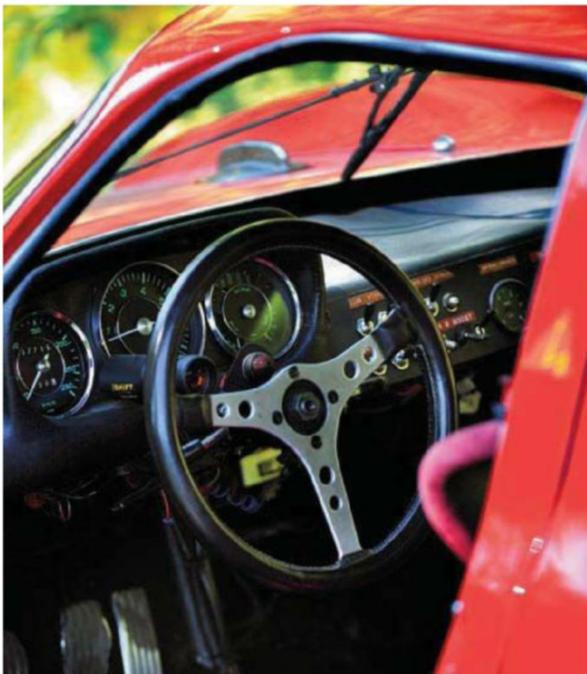
Butzi's body was a radical departure from the rear-engined 911 that he had just overseen, but it's only when standing next to a 911 that you realise how small the 904 really is. The frontal area is extremely compact, just 1.06 x 1.54 metres in height and width.

When it came to the engine, there were a number to choose from: the proven twin-cam four-cylinder, the totally

unproven flat-six in the 911 and the rather more extreme flat-eight developed for the F1 car and used with great success in the 718 Spyder. All the engines were two-litre, which fitted well with the idea that the car could dominate the two-litre class and also have a good chance of holding its own overall.

As they wouldn't have time to develop the flat-six for competitive use, and the eight-cylinder was too expensive to manufacture, it was decided to use the engine from the 356 Carrera, 400 examples of which had already been built and proven to be reliable. But at the same time, room would be needed for the six and the





eight-cylinder engines in order to further develop the car.

It was a tough timetable. The first prototype was to be tested at the end of August 1963, production was to start in November and the entire series of 100 cars was to be built by March of the following year so that the team could get started before the season.

Any manufacturer today would shake their heads at such rapid development of a car that was to function both in normal traffic and be a killer on the track. Not even the experienced team at Porsche could work magic – updating the car actually took all of the 1964 season, with constant changes and improvements to the cars already built.

To get sales moving, a press viewing was held at the Solitude track in Stuttgart at the end of November 1963, before the development team had even tested the car on the road! But by inviting journalists with a racing background, they could get them to overlook some of the 'comfort elements' that were still missing (heating, fuel gauge, lack of engine compartment insulation, etc.) and instead concentrate their attention on the car's performance.

The speed was extremely impressive for the time. Thanks to 180bhp (with the sports exhaust system fitted to the test car), a low drag factor (the Cd was just 0.34) and a dry weight of 640kg, the 904 Carrera GTS proved quick. Top speed was over 250kph (depending on the gear ratio chosen, four sets of ratios were available to choose from: Nürburgring, Mountain, Airport or Le Mans) which few, if any, sports cars

designed for street use could match in 1964.

All the journalists present agreed that the car was a winner as well as being easy to drive, which was great news for the test team which had mainly focused its efforts on making an initially fairly hard to drive chassis reliable and predictable.

The suspension had mostly been borrowed from the Formula 1 chassis with the geometry adapted to work with the longer suspension travel and greater weight. The front was conventional with double wishbones and the rear was in fact an earlier variety of contemporary rear-end multi-link suspension, which caused very small changes in geometry.

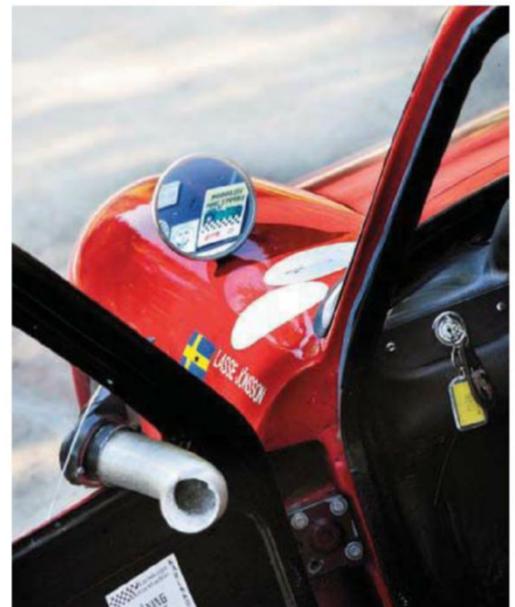
The engine, with the internal number 587/3, perhaps looks a little lost in its cradle in front of the gearbox, but it's a real technical delight. To avoid long cam chains and rows of gears, Ernst Fuhrmann used a very special design. He used shafts and bevel gears to drive the exhaust cams, which in turn drive the intake cams via short shafts. According to Lasse Jönsson, the design requires a lot of patience and skill to set up correctly, but if the job is done properly the engine is absolutely perfect.

Each cylinder is equipped with two spark plugs fed by one of two ignition coils and distributors, and the short stroke and large bore give extra space for larger valves. Together, all this gives the engine an explosive character. While most pushrod flat-four engines lose their 'puff' somewhere around 5000rpm, Fuhrmann's engine carried on to 7500rpm (or as much as 10,000rpm in the F1 engines).

Above: Interior is best described as functional. Dymo tape labels remind driver of which switch is which. This is first and foremost a rally car, so form very much follows function...

Below left: The owner is not afraid to make full use of the 904, regardless of its value on the open market...

Below right: Snorkel supplies fresh air to the driver – it gets hot in that tiny cockpit



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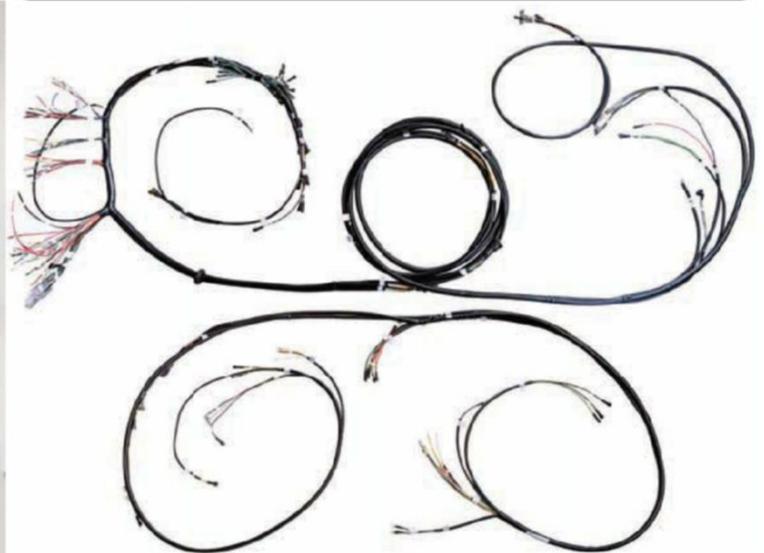


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When the 904 appeared on the covers of car magazines around the world, the orders began to pour in and, by Christmas 1963, project manager Hans Tomala could breathe a little as the last cars were ordered. Each customer had to pay a deposit of 10,000DM and the remaining 20,000 on delivery, which was not an outrageous price considering the 911 (at 130 hp) was launched with a price of 21,900DM.

One of the cars was ordered by the Swedish importer Scania-Vabis, it had chassis number 053 and was to be driven by Hasse Radefalk in the 1964 Targa Florio, but it crashed in practice and didn't take part. This car was later sold to the USA.

At least six of the over one hundred 904s built have a partly Swedish history, but none have as much as Lasse Jönsson's car. It was purchased by the Swedish BP oil company before the 1965 season on behalf of Gunnar 'Persbergarn' Carlsson. He raced the car (but was regularly beaten by Picko Troberg and Sten Axelsson in identical cars) for the greater part of the 1965 season.

Chassis number 037 was sold – without its engine – after

the season to Gustaf Dieden, who fitted a 911 flat-six and drove some races before it got to serve as a road vehicle for fast drives on Swedish roads (there were no speed limits...).

Lasse Jönsson, who runs a classic car sales and restoration business (see contact details right) bought the car in 1979, restored it and managed to build a new engine from spare parts and get it marked by the factory with the original number – the original engine had apparently been scrapped.

Chassis number 037 has not had much respite since then, as the active Jönsson has been eagerly racing it in historic events around Europe. As well as circuit racing, it has also done a few rallies – not unknown terrain for the 904, which in 1967 achieved second overall in the Monte Carlo Rally.

And Lasse has still not succumbed to over-restoration – the car has the 'correct' race patina but is in top condition engine-wise. It doesn't take many hundred metres behind the wheel to understand why the 904 is the model he ranks highest of all the Porsches he's owned throughout the years.

I have never before experienced a Porsche as light, as well-balanced and as charismatic. Or as beautiful, either. **CP**

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ABARTH PORSCHE

Among many riddles Karl Ludvigsen had to solve in his updating of his seminal work *Excellence Was Expected* was the true identity of the makers of the bodies for the Abarth-built Carrera GTL, not to mention the number of cars produced...

Words: Karl Ludvigsen Photos: Ludvigsen and Porsche Archiv

In 1960, when the Abarth-bodied Porsche Carrera came to life, I was the editor of *Car and Driver* at Number One Park Avenue, New York. I received a brief report and photos of the new model from my British friend and colleague Edward Eves. We published his information that the bodies were being made to Abarth's design by Milan coachbuilder Zagato. When I wrote my history of Porsche I said the same thing. This got me in a lot of trouble.

As researchers dug into the story of these exotic cars, the Zagato attribution looked more and more fragile. For example, Zagato denied having anything to do with them — kind of a clue there. Other coachbuilders started to be mentioned. It looked like I had some work to do for updated versions of *Excellence Was Expected*.

It's time for the back story. Porsche's motivation for improving its Carrera for the 1960 season wasn't to gain better racing performance in its 1600cc GT class. The MG Twin-Cam had proved less than a menace. But competition between Lotus Elites and Alfa Romeo Giuliettas in the 1300cc GT class was so intense that they were closing in on the Carrera's lap times. To avoid the embarrassment of being overtaken by these small fry, Porsche moved to enhance its Carrera for 1960.

The FIA's GT-class rules allowed a different body as long as the car's weight remained above the homologated figure — an invitingly low 1712 pounds. In the summer of 1959 Porsche asked two suppliers for bids on the manufacture of 20 special lightweight bodies for the 356B chassis: Wandler, the nearby maker of Spyder bodies, and prime suspect Zagato.

Above: In the prototype of the Carrera Abarth the oil cooler was placed under the nose in a highly provisional manner. In later cars it would be fed by a duct in the nose



Above: Pictured with a Type 356B, the Italian version showed how cleverly the standard rear lamps were turned through 90 degrees to suit the space available on the Abarth's tail

As so often happens in Italy, news of a new project spread quickly. During the rest of 1959, past and present friends of Porsche got in touch to inquire about this body-building opportunity. Among them was Turin's Karl 'Carlo' Abarth. In 1958 and '59 Abarth and his aide Renzo Avidano were successfully building and selling small-displacement Fiat-based rear-engine sports-racers that were, indeed, bodied by Milan's Zagato.

Dirk-Michael Conradt's research tells us that Abarth journeyed to Frankfurt for its auto show in September of 1959. At the Frankfurter Hof hotel he met on the 18th with the top men of Porsche: Ferry Porsche, sales chief Walter Schmidt and technical boss Klaus von Rucker.

For one million lire each, said Abarth, he would body 20 Carreras — this price to include his creation of the wooden pattern for the shape. Further orders of the bodies, which were to be 'as light as possible', would cost 800,000 lire apiece. Porsche would send Abarth a chassis drawing right away and by 1st October 1959 would have a chassis ready to send to Turin, albeit with a non-running engine.

The cautious Ferry agreed in principle but asked that Abarth start by building one such body as a sample. October 21st was proposed as a deadline for Abarth to inform Porsche about the kind of body he would build and for Schmidt's department to confirm its sales objective and likely pricing.

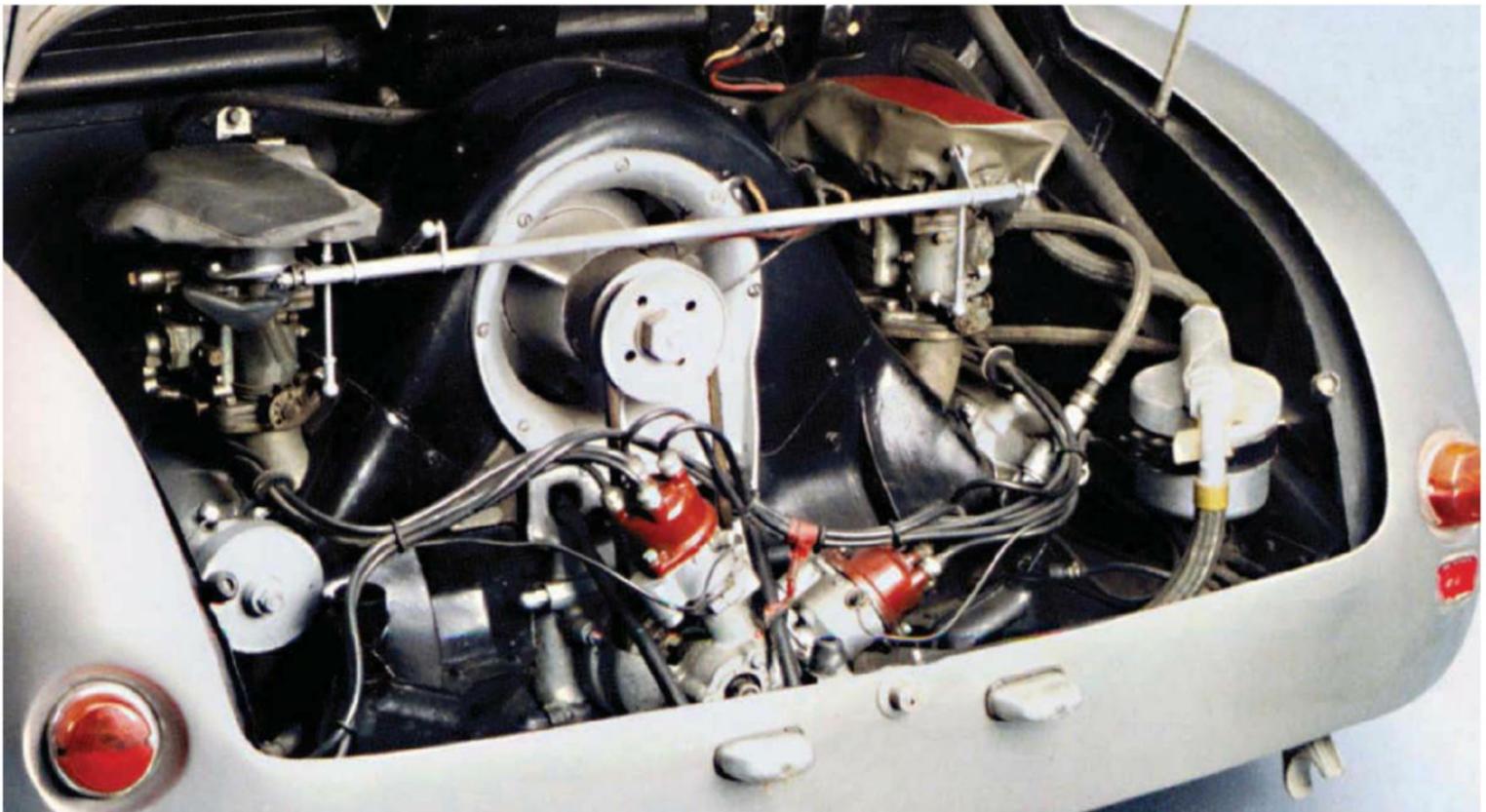
Porsche named the experienced Franz Xaver Reimspiess as its liaison man for the project. He travelled to Turin to meet with Abarth on October 6th and 7th to go over project details. Reimspiess set out Porsche's requirements for the design, such as oil-tank location and engine-bay ventilation. Staying in Turin from the 5th to the 9th, Reimspiess also called on stylist/builder Nuccio Bertone and Carlo Dusio, son of Piero Dusio for whose Cisitalia company Porsche had designed sports and racing cars after the war. Abarth would not be Porsche's only option.

Although Porsche initially had thoughts of contributing to the design, this went by the boards after Carlo Abarth engaged respected designer Franco Scaglione to prepare suggestions for the body. Scaglione was a well-known stylist-engineer of sports-car bodies who had shown a special knack for aerodynamics. Reimspiess saw his first efforts during his visit. Reported the Porsche engineer, 'Abarth will have the bodies made at Zagato, where of course he will closely observe the execution of the work.' Abarth also raised the idea that after this series was built for Porsche he might carry on the building and selling of such cars on his own account.

Franco Scaglione and Abarth were successful in achieving one of their main goals: a sharp reduction in the Porsche Carrera's frontal area. They slashed 5.2 inches from its height, reducing it to 47.2 inches, and cut the width down by 4.7

Below: Pictured by Ted Eves at Abarth's headquarters on the outskirts of Turin, the first Italian-bodied Carrera had a rakish profile and gentle bulges for its rear fenders





Above: Late Carrera GTLs like this one had circular tail lamps. Some cars were retrofitted with the improved Type 692/3a engine with crankshaft-driven distributors

inches to 61.0. This had the effect of reducing the frontal area by about 15 per cent.

Scaglione's shape was also successful in the drag department, having a Cd of 0.365 with the engine-cooling flap closed and 0.376 with it open, usefully below the standard 356B body with its drag coefficient of 0.398. These figures may well have been taken with Plexiglas fairings in place over the headlamps, as planned by Scaglione. A 1988 test in Porsche's new wind tunnel gave a Cd of 0.414 for a car without such fairings and marred by unsightly nose protuberances for horns.

The Carrera's Italian cure achieved a reasonable if not striking weight loss. Its body was made entirely of aluminium. Its structure was beefed up in order to increase the overall strength of the chassis, yet the first car weighed only about 1760 pounds. This made it some 100 pounds lighter than the Reutter GT and a safe 50 pounds heavier than the homologated minimum allowed for its class.

But who was actually making the bodies? This was a turbulent period for Abarth, who in fact was just then severing his relationships with Milan's Zagato and sourcing his bodies from small and less-experienced Turin-based companies.

Instead of Zagato, as planned, he changed to just such a company to make the prototype. Historian Peter Vack attributes the first body, and perhaps more than one, to nearby coachbuilder Viarenzo & Filliponi.

Carlo Abarth wasn't eager to disclose that he had changed body sources. When the car was first revealed at Abarth's factory in Italy, Ted Eves was told that Zagato was its coachbuilder. However Zagato later confirmed to researcher Donald Peter Cain that it had not, after all, been involved in the Carrera GTL project. Abarth may not have wanted Porsche to know that he was using a different — and doubtless cheaper — source for his bodies. Such a revelation could have led to a downward readjustment of the price he was being paid for the work.

Franz Xaver Reimspiess visited Abarth again between 25th and 29th January to assess the outlook for deliveries of completed cars. The outlook, he reported, was 'not rosy'. Porsche could expect two cars in February, one in March, five in April and six more in both May and June to complete the score ordered. Nonetheless he was impressed by what he had seen of Italy's body-building skills, saying that 'it is unbelievable what

Below: A comparison between a 356B Porsche and Erwin Strähle's Abarth Carrera 'V-1' shows the much slimmer lines of the Italian-bodied version



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capabilities the Italian metal specialists possess.'

Seats were among things that needed changing when the first Carrera GTL — as the new car was officially named — arrived in Zuffenhausen at the end of February 1960. This was much later than been hoped, Abarth having spoken at one point of having a rough car to look at as early as the end of the previous October. His change to a smaller company to make the 'Abarth' prototype added to the considerable delay.

Late-winter rain found the first car leaking profusely on delivery. There was next to no headroom, even for the shorter Porsche men. This was remedied by relocation of the seat tracks and changes in the seat cushioning and the back angle to add several inches of headroom. Porsche also found that the front-wheel openings were trimmed so tightly that steering lock was limited, especially when a wheel moved upward on jounce. In spite of the instructions given by Reimspiess the mounting of the oil tank was unsatisfactory, its cooling inadequate.

Some of these faults were caught on the second Turin-built car, which was bought by Carrera ace Paul Ernst Strähle. It was raced by him and Herbert Linge in the Targa Florio in early May. 'Straight from Abarth to Porsche,' said Strähle, 'from Porsche to Strähle, from Strähle to Sicily. We start. It goes.

After eight hours, ten minutes, ten seconds we are finished. Carrera from new car at the factory the same week finishes sixth in Targa, first in class.' With an uprated engine and Antonio Pucci co-driving Strähle would duplicate that performance in the following year's Targa.

The rear of both the prototype and Strähle's Abarth were changed visibly before that 1960 Targa start. The engine-room cover was shot full of louvres, with extra sets at the upper corners above the carburetors and two new rows down the centre. This need for more cooling-air area suggested that the GTL, with its short, stumpy tail, was afflicted by the same malaise as the similarly-built America Roadster of eight years earlier: an excessive amount of recirculation of warm air from the underside of the car to the cooling-blower inlet.

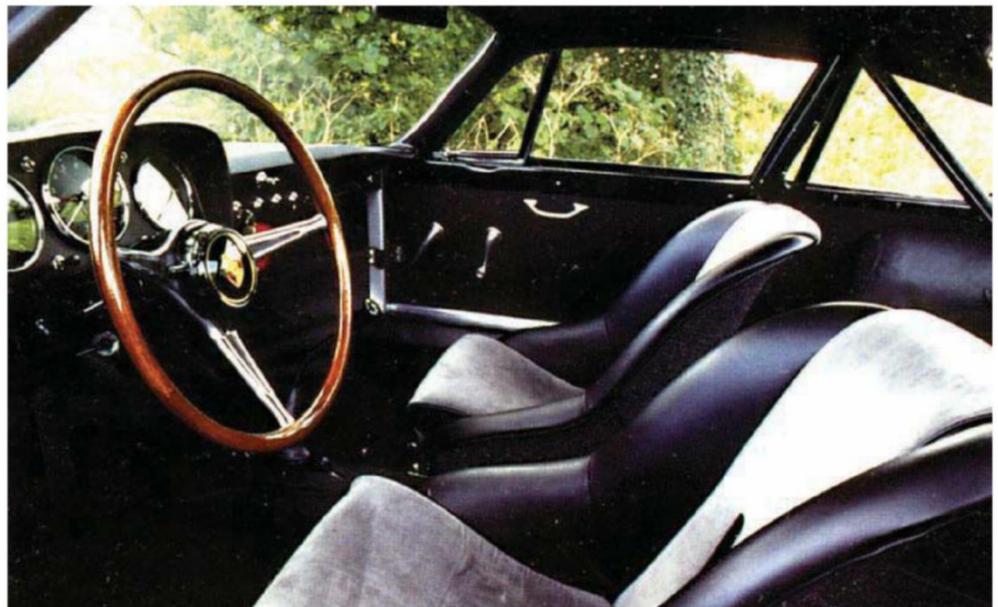
Another change to the first GTL was the removal of its window regulators. These were replaced by lighter retaining straps. The jacking points that had protruded from the body sides of the first two cars were faired in instead. This required additional reinforcement of the square jacking tube.

With problems like these resolved, the run of production cars was bodied for Abarth by the Turin workshop of Rocco Motto. Motto's flexible facility was staffed by '45 men and three power

Above: Fritz Hahn, Jr. drove this Carrera GTL in the Tourist Trophy at Goodwood on 19th August 1961, finishing second in class and 10th overall. Its rear-quarter windows were a different construction seen on some cars. Here the headlamp fairings were in place

Below left: Large capacity fuel tank necessary for long-distance events

Below right: Tweaking of the ascetic interior of the Carrera GTL was enough to give reasonable accommodation for most drivers. Window regulators shown here were rare; most had window straps



hammers,' as he put it, proudly including the hammers among the staff. Motto was well prepared for the visit by Carlo Abarth who, he said, 'was a rough diamond and was always shouting. I told him "no". He made me change my opinion; now he seemed like a well-mannered friend. Such times!'

Motto's work made a positive impression on the engineers from Zuffenhausen. 'The German engineers were full of enthusiasm and suggested that I should go to Germany,' said the coachbuilder. 'They were prepared to create a section just for me. If they had proposed that I would be able to lord it over them there, I would have gone. But just to work, Turin was better.'

After being equipped with Porsche's experimental disc brakes, the prototype GTL was driven by Linge and Greger in the 1000-kilometre race at the Nürburgring, two weeks after the Targa. They placed seventh overall and second in the 1600cc Sports class (to which they had been assigned by the addition of the experimental brakes). Their best lap of 10:23 was some 20 seconds quicker than the prevailing class record.

Strähle (with #1002) and Gerhard Koch, owner of the third GTL (#1003), also ran their cars at the 'Ring, placing first and third in their GT class respectively.

Fitted with two driving lights faired into its nose, the first GTL (#1001) was given its normal brakes so it could be the sole Porsche factory entry in the GT category at Le Mans in June. There Herbert Linge and Hans-Joachim Walter found that the still-leaky body let in lots of rain while the Porsche frame kept it from draining out, forcing them to run for hours with their seats and floorboards swamped.

This was not news to Abarth pioneer Paul Strähle: 'In races

in the rain, water came in everywhere—in windows, in the body. There was always rain coming into the car from the sides and from the bottom. But it would always drain out. We put in big holes.' In winter rallies, however, 'inside was ice. And the ice didn't go out through the holes!'

At Le Mans in 1960, Walter and Linge were the class winners and the first Porsche to finish, placing tenth overall. Le Mans confirmed what Porsche had already proved privately: that the Abarth version was indeed faster than the Reutter Carrera. It was clocked at 138mph on the Mulsanne straight—at a point, Linge said, where the car was still six miles per hour short of its maximum speed.

After Le Mans several journalists had a chance to drive this first Abarth Carrera. 'A superb driving position is one of the finest attributes of the Abarth car,' reported Jesse Alexander in *Sports Cars Illustrated*. 'Getting behind the wheel is another story, the occupants being forced to double over almost in half and ease in slowly, so low is the roof line. The distance between the top of the driver's head and the roof is minimal yet adequate,

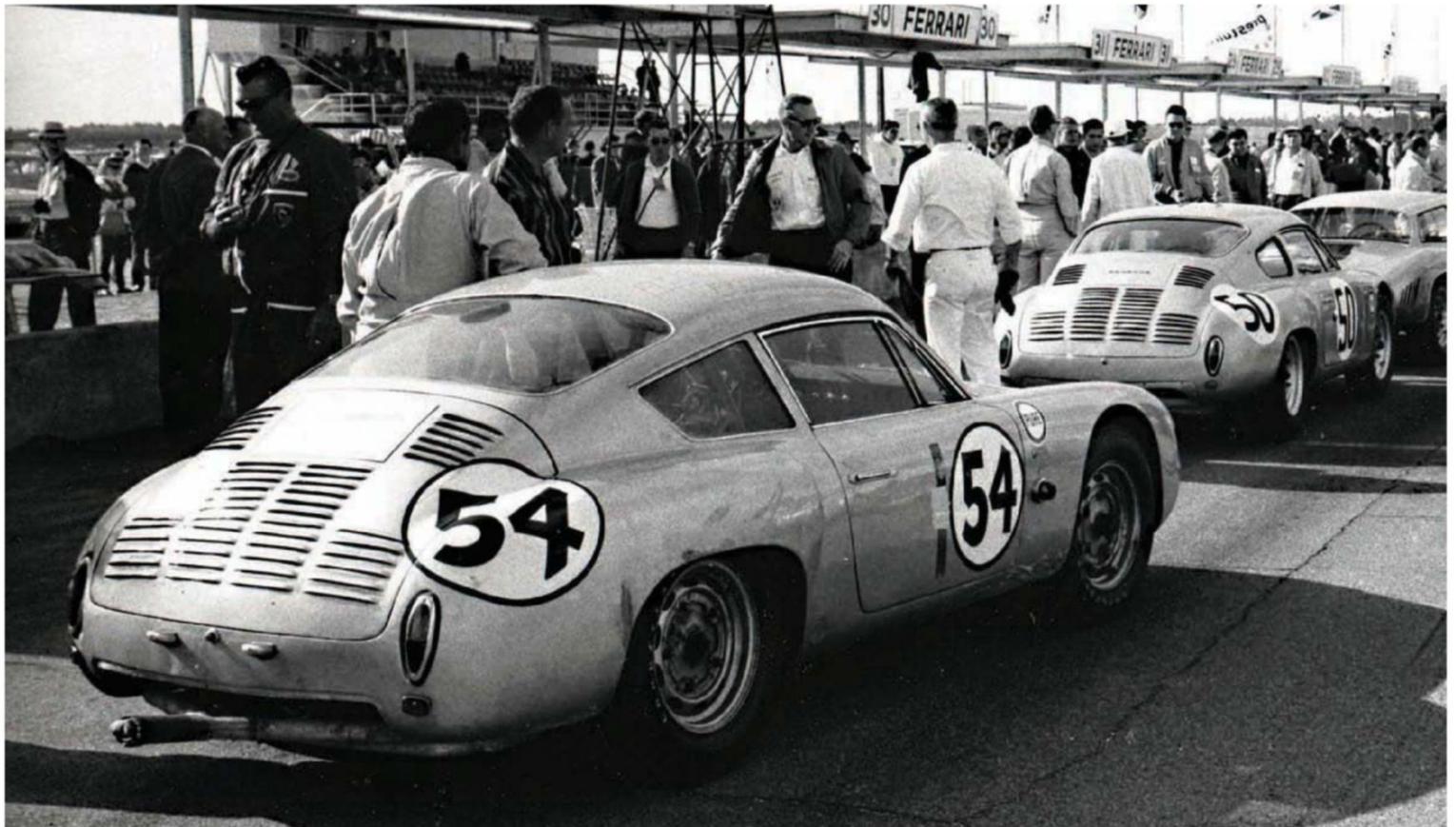
but anybody over six feet would have a real problem.

'A fast run on the Autobahn in a sports-racing car can be an amusing experience,' Alexander continued. 'Even the police turn and look with envy as you roar by at 110mph. Engine noise is brutal at high speeds and if a window is lowered the noise and turbulence are violent. This four-wheeled projectile is pointed rather than steered and can be described as a Spyder with a roof.'

The engine 'makes such an infernal racket that you think you're sitting in a racing car,' said Uli Wieselmann, and 'it really comes in at 5500rpm, so when you open the throttle in second

“THE GERMAN ENGINEERS WERE FULL OF ENTHUSIASM...”

Below: The differing rear-quarter window designs were shown on two GTLs entered in the 2000 Kilometres of Daytona on 16th February 1964. Neither #50 of Cassel and Pabst nor #54 of Merini/Torrullas reached the finishing line





or third gear it feels like you're getting a punch in the chest. Further there's the impression, not objectively documented but subjectively present, that this car holds the road somewhat better than the normal Carrera, perhaps because of its lower centre of gravity.' Powered by a Type 692/3a engine, the car tried by *Auto motor und sport* reached 60mph from rest in 8.7 seconds and 100mph in just under 21 seconds—the best Carrera performance yet.

Starting with Strähle, during 1960 private owners took delivery of their GTLs. The silver racers were priced at DM25,000 in Germany, a premium of DM3500 over the Reutter-bodied Carrera. Americans paid \$6300. The number of chassis provided to Abarth by Porsche was 20, making that the total population of Abarth-Porsches. Kept by the factory for works entries, cars #1013 and #1018 differed in their more extended oil-tank fillers. Bodies varied as well in such details as side-window curvature, positioning of licence-plate lamps and design of the taillamps.

Earlier stories about the Abarth Carreras enumerated 21 such cars as evidenced by the official Kardex cards of the production series. Research by Marco Martinello disclosed that serial number 1021, supposedly the 21st Abarth, was actually awarded by the works to a 356A cabriolet specially built and equipped for the father of an engineer then working at Porsche. It married a 'B' drivetrain and Super 90 engine to an 'A' body whose appearance he preferred.

Rocco Motto built an unofficial '21st GTL' on a fire-damaged

356B chassis for a French Porsche dealer, who took part in several races with it in 1963. It remains in circulation, further to confuse – as if it were necessary – the Abarth Carrera story.

There could have been even more Abarth Carreras. In September of 1962, at Monza for the Italian Grand Prix, Huschke von Hanstein huddled with none other than Carlo Abarth to discuss a brainwave. Huschke said that he was thinking of taking the bodies off his 1.6-litre Carreras and putting them on the new 2.0-litre Carrera 2 chassis. 'To be sure he did not find this solution very elegant,' Huschke reported Abarth's reaction.

Carlo Abarth told the Porsche racing chief that he'd be glad to build new bodies to the same pattern for Porsche. He would require, however, an order for at least 25 bodies to make the project economical, even if he didn't expect to make much money, he told Huschke: 'By mentioning his name the Porsche-Carrera-Abarths have brought him so much world-wide publicity that he has no need whatsoever to make a profit' on the new Porsche job.'

This contact was followed up in October by Porsche with the view of having the 25 bodies completed by 25th June 1963, the latest date at which they felt they could be assured of selling the cars. By the end of 1962, however, the idea was dropped. Instead, craftsmen back home at Porsche were assigned the job of making a new light body for the Carrera 2. Its shape would be the responsibility of Ferdinand 'Butzi' Porsche. It would open a new era in styling at Zuffenhausen. **CP**

Above: On 30 June 1963 Herbert Linge drove a Carrera GTL in a 52-mile race at Berlin's Avus for sports cars. He was third behind a Jaguar and a Ferrari in his works car with exposed front-deck fuel filler

Below left: An early discovery by Porsche was that the proposed tail design of the Carrera GTL was inefficient at disposing of the engine's warm air. Comprehensive louvreing was the answer. Below right: Scoops for ingesting air were open on the two GTL Carreras competing at Sebring on 24 March 1962. Barth and Strähle drive 49 (#1016) to second in class and 9th overall while its sister (#1013) took Holbert and Gurney to the class win and seventh overall



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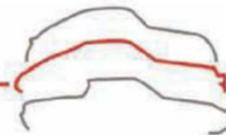
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Words: Johnny Tipler Photos: Alex Denham & Johnny Tipler

SLIDES RULE

Tails out, 38 classic Porsches tackle the Monte Carlo Rallye Historique up in the Alps: we brave the drifts to catch the action!

**“THE DIVERSITY OF
ENTRIES NEVER
FAILS TO AMAZE...”**



Above: Clocking in under the time-control gazebo at the Champ-de-Mars parc fermé in Valence

What persuades more than 300 rally crews – 38 of them in Porsches – to brave the winter elements, covering 3000 kilometres across continental Europe? To catch a couple of days' Mediterranean sunshine, that's what! Well, there's more to it than that, lot's more, but essentially that's why the Monte Carlo Rallye was invented, to provide northern European motoring enthusiasts with an opportunity to thaw themselves out for a few days.

That was 107-years ago, and, along with many top-line competition events, the WRC Monte has a historical shadow, the Rallye Historique, introduced in 1998, and which runs a few days later, almost exactly in the studded tyre tracks of the FIA event.

Invariably staged in late January and early February, this year's 21st Historique attracted 317 entries, with six start cities including Glasgow, Reims, Oslo, Bad Homburg, Barcelona and Monte Carlo itself. Spurning the run north to Scotland – from whence the 12 Glasgow starters faced snow crossing the Pennines – instead, we make for Reims.

After the obligatory zoom around the former road circuit at Reims-Gueux, plus pits-side photocall, we attend the Reims start. A champagne reception (what else?) precedes the

8.00pm start, where 96 cars are flagged off from the ramp outside the Mairie at three-minute intervals, speeding through Friday evening's drizzle on their convoluted passage southbound to Valence.

That Rhône-side city is the confluence for the rest of the starters, all 317 of them, this year, as opposed to gathering en masse in Monte Carlo as had been customary, before heading back to Valence, for a couple of days' regularity stages in the Ardèche hills and Vercors mountains.

The diversity of entries never fails to amaze: from Alpine-Renaults and Alfa Romeo Giulias to Volvo PV544s and Wartburgs, even the odd Panhard and Vespa 400 – with an Austin Taxi the joker in the pack.

Many crews hadn't slept for 48-hours, and they queued long into the evening to be clocked through the time control gazebo and pass into Valence's ample Champ-de-Mars parc fermé. This is where the Historic Monte reverts to a social gathering, with special bonhomie between rival crews who've competed against each other many times, and certain bars literally heave with joshing rallyists.

They pace themselves in the restaurants as well as the regularities. The first cars clock out at 6.00am, heading for a series of stages in the forested Ardèche, 20 and 30kms west

Below: Brits Alexander McEwen and Alan Stark finished 29th in class in their 914/6 – surprisingly, it was the only such car in the event





Above: Ville and Jukka Sivasti from Finland finished second in the Pre-1962 class in their 356B

of Valence. Winding, narrow country lanes, centimetres deep in snow some years but mainly clear in 2018, though higher up the snow fields are unmelted.

Winners of the very first regularity are Tine and Torhild Hallre, mother and daughter, in their Norwegian VW 1303. That's right, it's not horsepower that counts, so much as navigational skills and stopwatch savvy. Later on the Saturday it's a tiny DKW and a Wartburg that top the charts.

Media types like Alex and me are allowed out onto the stages, displaying the appropriate press plaque in our Boxster windscreen. We clamber up steep banks and hover in ditches for best camera angles. But how do we know where the stages start and end? That in itself is obvious, given the roadside signage: red or orange A-signs with circular icons, then the red *Automobile Club de Monaco* gazebo with all the attendant electronic digital timing read-outs. Cars line up and are dispatched individually by a three-two-one countdown of the steward's fingers.

In the past I've located the stages using a set of local French Ordnance Survey maps of the concertina variety, obtained ten years ago when I followed Vic Elford and David Stone in their orange 911, and Quick Vic marked the stages in felt-tip for me. Now, though, although most of the stages remain the same, it's simpler to plumb in somewhere like Burzet, for instance, into the sat nav and arrive that way, with a

fair idea of how long it's going to take to get there, too.

There's another welcome respite in the evening as Valence comes magically alive with the fairy-lit trees by the bandstand in the park. Sunday's action is focused on the Vercors, foothills to the Alps proper, and we queue to follow Porsche gods Jürgen Barth and Roland Kussmaul up the Col de l'Echarasson in their 924 Turbo-based Carrera GTS, an exact replica of their 924 Carrera GTS that finished 20th in 1979 and 19th in 1980.

The stewards glance at our state of the art Vredestein Giugiaro winter tyres and shake their heads: got to have studs, it's that icy on this stage. We can walk into the wilderness, though, and with hindsight, this proves to be the most challenging stage of the whole rally from the competitors' point of view.

Surprisingly, given the prevailing snow and ice, power tells as an Alpine A310 and two German girls in an RS2000 head the rankings in the first of these Vercors stages. There's plenty of snow lying up here, though snow ploughs have cleared the bulk of it off the roads. Awesome icicles up to a couple of metres long hang precariously in tunnels, and it's uncanny driving through the clouds as if in an aircraft.

Covering the progress of the rally involves a certain amount of leap-frogging stages, otherwise we'd get left behind, and we spend up to an hour on each one, shifting to different vantage points along the route. It's difficult to see every car, and quite a

Below left: Manual Macho Estrada drove his 911SC to 11th position in the 1972-1979 category

Below right: Christine and Jonathan Miles were ninth in class in their 356B coupé

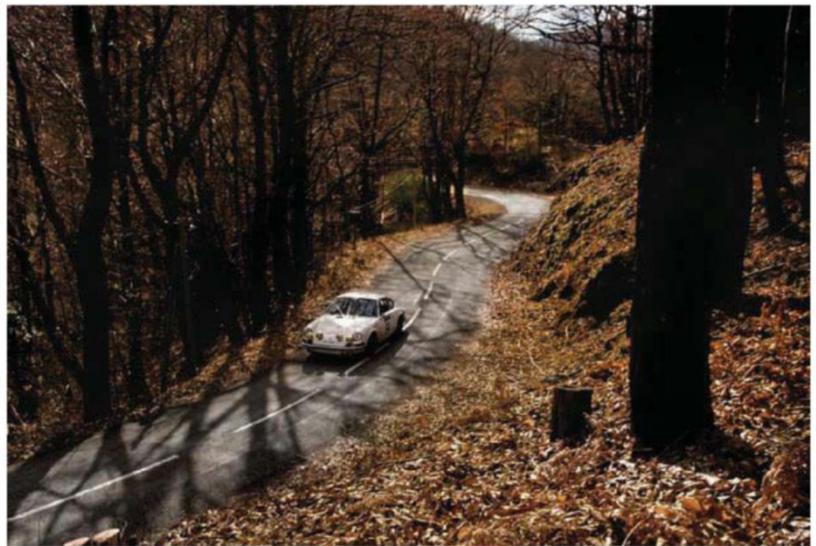




Above left: Ghislaine and Guillaume Gilbert in their 911SC finished third in class

Above right: Conditions varied from heavy snow to bright sunshine, meaning that drivers were kept on their toes at all times

Below: Victor and Victor Jr Sagi headed up from Spain in their 2.0-litre 911S, and clearly had fun. They finished 26th in class...



number we never see at all; and though it's possible to predict who might be where, to a certain extent, there's a good deal of luck involved in being at the right corner on the right stage to see a different batch come through.

The road from Col de Gaudissart descends to Col de Carri, and beside one corner in Saint-André-les-Alpes we watch a dog sled team uncouple their hounds. At Col de Perty we pause by a section looking down on innumerable hairpins, distracted from the rally cars by as many as 20 eagles soaring slowly overhead. What about the Ford Falcon, you ask? Ah yes, that's a big beast on these tight rural roads, and it came 1st on the Digne-les-Bains stage, but didn't make the finish, sadly.

We motor on the flat through Die (the appropriate quips unavoidable), and then back to Saint-Nazaire-le-Desert, where eventual overall victor Gianmaria Aghem's Lancia Fulvia bests the timings; he's been bubbling under for a while, as have some of the Porsches, though none sufficiently consistently to have an impact on the results.

After the final night's rest-up in Valence it's an even earlier start, this time over the Alps and down to Èze, just outside Monaco, where the entourage pauses ahead of the final push. Much of the route uses the awesome Route Napoleon, up

which the 19th century French Emperor journeyed to meet his destiny at Waterloo.

It's a blend of soaring rock faces, deep chasms, tunnels hewn through the mountains, ancient fortified towns, and the broad bed of the meandering River Var, amazingly bereft of water, even though the snows have obviously melted. On transit sections such as this the cars travel far faster than they do on the regularities, where to arrive at the end of the stage ahead of time is to incur swingeing penalties.

But on the largely empty public roads the crews let their hair down and really go for it. Even driving a Boxster hard it's difficult keeping up with seemingly mundane machines like an Opel Kadett, Ford Escort or Volvo Amazon, and I make a point of pulling over whenever a rally car catches us up.

The rally route runs out of spectacular Provençale country a few kilometres north of Nice, and there's little alternative to tossing a handful of shrapnel into the voracious Autoroute tolls as we make for picturesque Èze, high above the Med. The AC de Monaco has a staging post in a municipal building it's commandeered beside the marketplace car park, welcome relief after another full-on day's driving

We hang out with Jürgen Barth and Roland Kussmaul for a



“ON THE LARGELY EMPTY ROADS, THE CREWS LET THEIR HAIR DOWN...”



**“THERE’S A BRIEF
RESPIRE BEFORE
THE NOCTURNAL
SHOWDOWN...”**

while. They’re doing nicely, down in 105th, but not stressing; they lived that dream nearly forty years ago. It’s OK for us, too, but it’s not done yet, far from it. The rally crews are obliged to regroup down in Monaco, beside the mega-yachts on the Quai Albert 1er, home to the F1 pits garages during Grand Prix time.

For now, there’s brief respite before the nocturnal showdown, high in the mountain passes above Nice. That means another autoroute blast, and then a sinuous run up the never-ending single-track hairpins, via Sospel, Lantosque and Peira Cava, up to the legendary Cols de Turini and Saint-Sauveur-sur-Tinée.

The optimum strategy for journos and snappers, if you’re so inclined, is to miss the final starting ramp in Monte Carlo and head early for Turini where there are a couple of decent hotel restaurants, ahead of the rally retinue. Even for a pressman it’s not to be taken lightly: in previous years, I’ve encountered longhorn cattle lying in the road that wouldn’t budge, deep snow and ice, and once up there, the roadside scene at Turini is one of alcohol-fuelled mayhem, braziers, barbecues and crêpe stalls all a-go-go.

As the rally cars come through, a couple of minutes between each one, the volume of enthusiast acclaim drowns the engine noise and a hail of camera flashes blinds the crews. Another year, a bunch of Japanese fans plays tag with the cars as they slither by. Elsewhere, ‘fans’ kick snow onto the hairpins to help liven things up. By midnight we call time and wind our way back down to the Principality, along with rally cars similarly bound.

It’s late morning, and we bask in the much-revered sunshine as we stroll downtown to parc fermé. Quizzing some of the

crews as to conditions on Turini last night, most are dismissive: it wasn’t the challenge it usually is; little snow and ice and relatively easy: easy enough for vehicles as disparate as a Lancia Stratos and a VW Golf GTi to come out on top here.

Come midday the final reckonings are posted on the boards outside the AC de Monaco’s vast harbourside Portakabin. It’s important to point out that the Historic Monte has been won by Porsches in the past: a 2.0-litre 911 in 1999, a 914/6 in 2006, a 2.7 Carrera in 2007, and another 2.0-litre car in 2011 (which was leading in 2012 until it was disqualified for punting off a tardy Mini Cooper on the very last stage).

Have any of this year’s crop made it into the top ten? We scan down the lists: nope, it’s not a vintage year for Porsche; the highest-placed 911 is 14th, a 2.4 T crewed by Spanish pair, Alvaro Ochagavias-Temino and Marc Gutierrez-Dominguez. Then a gap to 21st, where there’s a 912 belonging to Spaniards Antonio Sainz-Cenamora and Secundino Suarez, with 911s (two 3.0 SCs and a 2.0 S) filling the next three places from 22nd to 24th, then a 2.2 and a 2.7 in 34th and 36th, and in 40th, a Finnish 356B. So, you can tell from that they’re fairly well spread out, with the 914/6 of Alex McEwan and Alan Stark the lowest placed Porsche at 215th.

The homeward run up the Autoroute starts off bathed in glorious sunlight, which lasts, ironically, until Valence. Thereafter, the weather deteriorates till we hit blizzards at Reims. Paradoxically, the conditions in northern France are worse than anything we’ve passed through on the actual rally. We’ve covered 3000 miles (5000km) in a week. Job done for another year! **CP**

Above: Night stages are always popular with the crowds, with camera flashes going off left, right and centre

Contact:

Thanks to Eurotunnel’s Shuttle for the hassle-free Channel crossings.

Below left: Ready for the off on the final night stage...

Below right: Soren Jensen and Jakob Knudsen from Denmark running wide in their 911SC on the way to 17th in class



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WINTERWONDERLAND

It's no secret: winter months put a dampener on social activities associated with the car hobby – unless you live in Los Angeles. Every year in March, the region plays host to 20 events revolving around our favourite marque, during an extended weekend. Follow us as we experience the mayhem, culminating with Sunday's All Porsche Swap & Car Display!

Words & photos Stephan Szantai



Left: A trio of Singers – Porsche 911 reimagined by Singer, to be correct – attracted attention all day at the Phoenix Club

Top right: Shin Watanabe's Convertible D replica fools most people who see it for the first time. It's 356 powered, too...

Middle right: 1952 Glöckler-Porsche Special is owned by Herb Wysard. '356' decal in front of the door denotes its presence at a past Goodwood Festival of Speed



Left: Popularly referred to on the internet as 'the steampunk Porsches', the 356 and 911 shown by John and Edison Sarkisyan were the talk of the SEMA show. The level of detailing was insane

Bottom right: 912s just keep growing in popularity – more and more are showing up at shows these days as people grow to appreciate the superb handling of the four-cylinder cars



Far left: Look at all the detailing on the big VW Type 4 engine in the Sarkisyan 356!

Left: The two cars may not be to everyone's taste, but they sure attracted attention...



European Porsche fans typically enjoy shows held over one or two days, with no other activities planned prior to it. So, not surprisingly, the concept of having 20 events hosted back-to-back during an extended weekend might seem rather puzzling. This ostensibly crazy idea works rather well, though, and visitors now travel from every corner of the world to experience the organised chaos. Nicknamed 'All Porsche Weekend', it spreads over four days in March every year.

Of course, these 20 meets did not appear overnight. It all started 35 years ago with the L.A. Literature & Toy Show, which inspired a few Porsche specialists to organise open houses during the same weekend. Having a major affair called the 'All Porsche Swap & Car Display' added to the programme on Sunday, starting 2005 (following the demise of the famous Dunkel Brothers show), truly brought the weekend to the next level.

Since 2009, the said event takes place at the Phoenix Club, located in Orange County, south of Los Angeles. This cultural centre dedicated to the German community houses a restaurant, a bar and a giant 11,500sq ft tent (the 'Festhalle', which comes in handy during the always popular Oktoberfest). Participation fees are very reasonable, with \$20 charged if you want to show your Porsche, \$40 for a swap meet space and \$10 for visitors. Note that part of the

**“FROM A 1952
GLÖCKLER-
PORSCHE TO A
MENTAL 918
SPYDER IN
MARTINI LIVERY,
IT'S ALL THERE!”**

proceeds went to the Orange County Cystic Fibrosis Foundation this year.

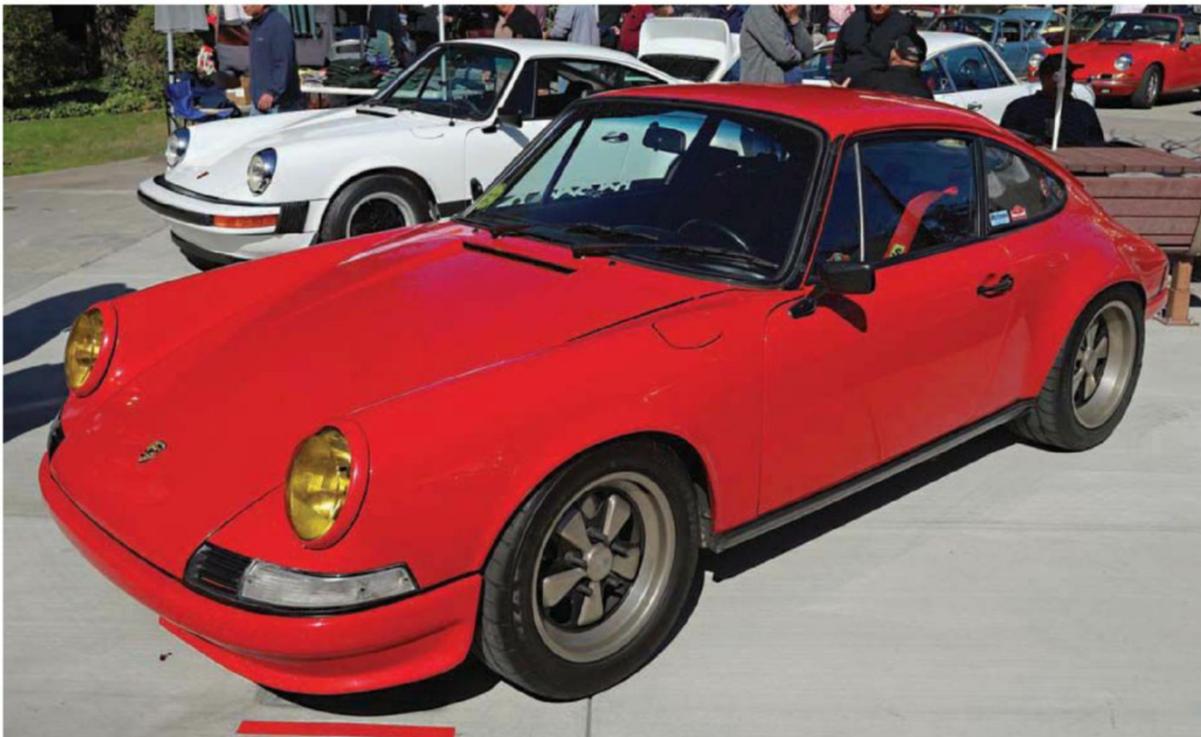
While the meet caters to all Porsche models, whatever their age, most vehicles found on site belong to the air-cooled family, led by a majority of pre-1974s. From a 1952 Glöckler-Porsche Special to a mental 918 Spyder in Martini livery, it's all there! A large portion of the cars take over a vast expanse of grass on a first-come, first-served basis; but another large troop (mainly 356s, early 911s and 912s) invade a paved area next to the Festhalle. The latter was home to a bunch of professional vendors, with a few more such as CPR (see *Classic Porsche* #52) settling outside, since they brought over half-a-dozen vehicles.

This year's get-together had some surprises in store, starting with a trio of 911 Singers. Having them parked next to each other allowed you to compare the differences from one example to another, based on the owners' wishes. Spectators loved the angry attitude of these three coupés and, not surprisingly, they attracted spectators all day long. So did several other outlaw-inspired models, including a pair of matching grey hot-rods, a 1963 356 and a 1968 912,



Far left: TRE Motorsports' 1978 Safari 911SC looking cool – and very tough!

Left: How's that for a trip? Three cars made it all the way from Florida (and then back) especially for the weekend



Top right: Pelican Parts laid on a great display, as always, including this Carrera RS and a very loud Viper Green RSR

Left: Sharp-looking 1973 911E running 7s and 8s, with slightly flared rear fenders, and an 'S' front bumper

Right: A touch of the Irish (Green) at Jim Liberty's shop. It is one of our favourite colours on an early 911



Right: Tony Callas at Callas Rennsport can be relied on to put on a great show, too, with several cars on display including this Carrera RS

Far left: Got carburettor trouble? If so, 356 Carburettor Rescue are the people to see

Left: Stoddard put on a great show of parts, as always...



Left: We never cease to be amazed by the workmanship on display at Steve Hogue – turning sheets of aluminium into works of art...

Right: Klasse 356 with a pair of 356As wearing US-specification bumper guards – they're something of a rarity in Europe and not all that common in the USA!



**“THE CROWD
COULD ENJOY A
VARIETY OF
OTHER EVENTS
AS WELL...”**

presented by John and Edison Sarkisyan. Both vehicles run a set of retro-styled Fifteen52 Outlaw 001rims, as well as incorporating a few unusual parts, some finely engraved. They were different, for sure!

Although Sunday's All Porsche Swap & Car Display hosted by the 356 Club remained the weekend's focal point, the crowd could enjoy a variety of other events as well, beginning Thursday – check out our sidebar below as we explore the rest of the weekend. **CP**

LET THE PARTY BEGIN!

From Thursday until Saturday, numerous companies hosted open houses, though an uninvited guest occasionally showed up – the rain. Thankfully, Sunday stayed dry and sunny. Visiting all the places listed on the programme proved impossible, due to the long distances separating some of the outlets; but we still managed to swing by 10 of the 18 companies listed on the always handy lalitandtoys.com website.

Stops included Willhoit Auto Restoration in Long Beach, a well-equipped workshop, which even has its own paint booth. Pelican Parts' 40,000 square-foot building and Steve Hogue Enterprises' smaller unit came next – note that Steve will have moved to a new place in Ventura further up the coast by the time you read this. Incidentally, *Classic Porsche* featured both these businesses in the last couple of years. (See issues #46 and #37 respectively).

We also managed to visit a few nearby shops, starting with Callas Rennsport (as featured in issue #44!), which offered interesting Tech Talks. Friday's agenda finished with Klasse 356 and its neighbour, Nicolas Hunziker's artist studio.

Saturday, after swinging by the L.A. Literature & Toy Show for a short while, our next leg brought us 45 miles southeast to the city of Costa Mesa. As you will see elsewhere in this issue of *Classic Porsche*, we managed to photograph European Collectibles' fantastic facility...before hundreds of guests invaded the grounds! More stopovers later involved Jim Liberty's shop and Carparc USA, located in Costa Mesa as well. Quite the journey, eh?



Left: If it was Porsche art you were after, whether of the four-wheeled variety or the sort you can hang on your wall, Nikolas Hunziker's shop was where you needed to be headed. Love his rally-inspired narrow-body

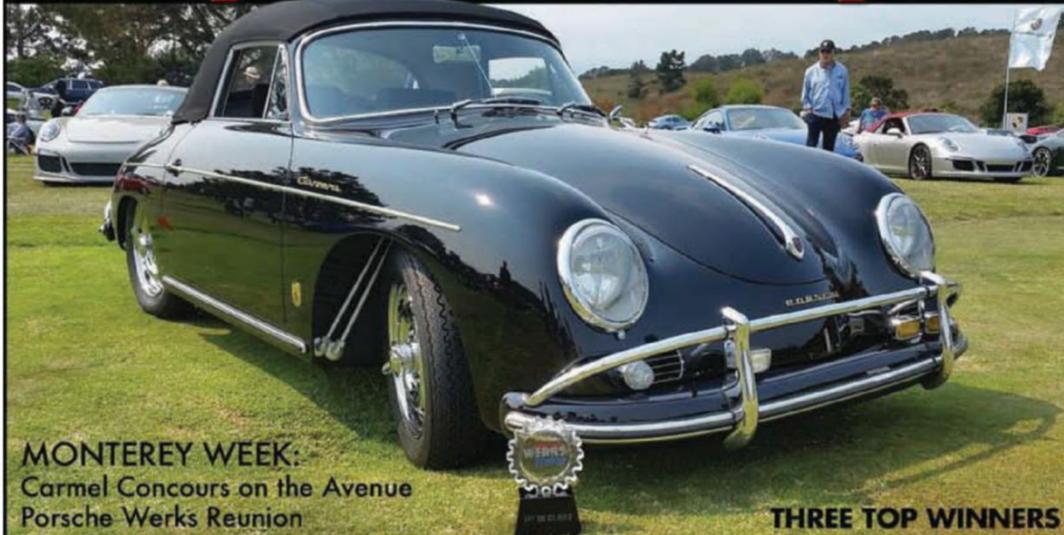


Left: John Willhoit Restorations showed off this hot-rod – check out the steel/aluminium wheels. You just know this car is built for some serious fun...



Left: Carparc USA can always be relied on to come up with an impressive selection of cars to drool over, and this year we weren't to be disappointed. We really like their 1965 Monte Carlo Rally tribute car. Yours for \$215,000

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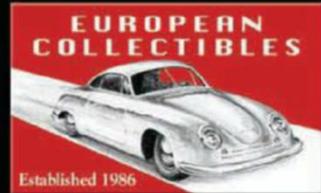
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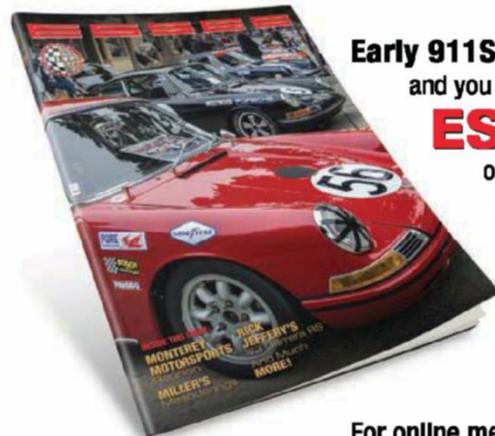
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COLLECTIBLE CLASSICS



Founded in 1986, European Collectibles built their reputation by trading a range of classic cars. However, eighteen years ago, the Southern Californian company shifted its attention to Porsches, under the guidance of owner Nick Clemence and sales manager Chris Casler. *Classic Porsche* dropped by to find out more...

Words & photos: Stephan Szantai



Elsewhere in this issue, *Classic Porsche* devotes several pages to Southern California's All Porsche Weekend, which has turned into a can't-miss series of events. Part of the festivities revolves around 18 open houses, hosted by prominent specialised shops and companies. One of the most popular stop-overs includes European Collectibles in Costa Mesa.

Looking at the pictures presented here, you will likely understand why. The brick building offers a great vibe, with literally dozens of desirable 356s, 911s and 912s, neatly lined up and ready to sell. Porsche outlets don't come much nicer than this place.

The saga of European Collectibles started in 1986, thanks to the vision of Nick Clemence. Growing up in New Zealand, he came to appreciate vintage cars and Porsches in particular at an early age. 'I began familiarising myself with German engineering as a teenager, by rebuilding any VW I could afford', he adds.

He moved to the USA in the '80s, becoming immersed in a career in the tool and die industry, although he embarked on buying/selling vintage vehicles as well. Back then, trading often entailed local ad papers, such as the *Recycler*, in which Nick would advertise for 'Any European Classic Cars: Dead or Alive'. This side business picked up; so much so that he decided to quit his day job and concentrate on developing his

“THE 1990S TRULY PUT EUROPEAN COLLECTIBLES ON THE MAP...”

car-oriented endeavour full time in '86. By the end of the decade, Nick had already built a faithful clientele including Australia, the UK, Europe and Japan, all helped by the strong overseas economies at the time.

The 1990s truly put European Collectibles on the map, as 1950s and '60s sports cars were once again being appreciated. Many transactions would still be done thanks to the weekly *Recycler* paper. Sales Manager Chris Casler, who has been with the company for over two decades, ponders: 'Back then, the *Recycler* didn't list one 911S or 356SC Sunroof coupé, but 10 of them. They would range from \$15,000 to \$25,000. It was the good old days and fun times. Today's business is much more challenging as we have to figure out where we'll find your next car.'

The bulk of European Collectibles' sales in the '90s involved British cars, mostly Jaguars, along with a handful of Austin Healeys, MGs, Triumphs and Aston Martins – not forgetting the odd Porsche here and there. Some of these vehicles required work, hence Nick and his crew embarked on an increasing number of light restorations. To get the cars up and running after being parked for five or ten years made them more valuable – many of them landed overseas.

In 1996, Chris Casler approached Nick for a sales position. Chris's expertise was with Porsche 356s, as he grew up with them. He was also involved with the 356 Club and had been carrying out restorations for several years prior to coming to European Collectibles. 'Just before the internet, *Hemmings*



Motor News ads were the most popular for the US market', he remembers. 'Photos were taken with film and had to be developed and sent through the US mail or, what was new back then, Federal Express. I manually printed price lists, advertising the entire inventory internationally and locally. After a few years, more Porsches started to roll into the business and more were being purchased and sold. European Collectibles' focus changed, as domestic US clients began taking notice of our Southern California-based outlet and the economy strengthened in the US.'

Hollywood's movie studios also contacted Nick, as they wanted a Jaguar E-type converted to right-hand drive and painted with the Union Jack flag. Nick thought this was going to be another movie that would come and go, but the 'Shaguar' was born, appearing in the Austin Powers movies. Today, this E-type could be amongst the most valuable in the world.

With Porsches becoming increasingly popular after the turn of the century, European Collectibles began focusing on 356s

and 911s, with help from enthusiasts such as Chris Casler and Jeff Trask, who sadly passed away last year. (Jeff was very active in the US Porsche scene as a past president of the 356 Club and founder of the 912 Registry.) In the meantime, the

British car market was losing steam, thus concentrating on air-cooled Porsches made sense on a business level.

Today's headquarters are a far cry from Nick's first shop. Indeed, he settled in Orange County, south of Los Angeles, in the 1990s – he used a single bay back then. But as trade continued to grow, so did the need for additional space; therefore, the firm has moved twice since. European

Collectibles has been on Babcock Street in Costa Mesa, less than two miles from the Pacific Ocean, for 12 years now. The lot housing the facility covers 30,000 square-feet, with a dozen employees attending to daily tasks.

At this point, we should point out that the company's speciality remains buying and selling classic cars, although you might think this is 'just another' repair shop by looking at the vehicles receiving attention in the various bays. These cars

Above left: Nick Clemence is the man behind European Collectibles, starting the business in 1986

Above: Smiles all round from the European Collectibles team – well, who wouldn't want to live in SoCal and work on old Porsches?

Below left: Now, how is that flat-six going to fit? European Collectibles also works on other marques and models, such as the Gullwing Mercedes 300SL

Below right: When we dropped by, there were no fewer than nine Speedsters on site, for sale or restoration

“EUROPEAN COLLECTIBLES BEGAN FOCUSING ON 356s AND 911s”



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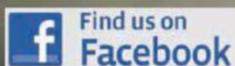
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are typically being pampered because European Collectibles has recently purchased them, hence they require some minor maintenance or repairs. It could be changing the seats and carpets, or rebuilding the gearbox and the carburetors... During our visit, the staff was working on a 1964 356C coupé that had been sitting for 10 years, so the fuel and brake systems, distributor and carbs all needed some TLC.

European Collectibles embarks on several complete restorations every year and, though lengthy and less common, these can spread over 18 to 24 months. The crew might spend 350 to 400 hours on 356 bodywork alone. This long process (which involves stripping, prepping, priming, blocking, sanding and painting) takes an average of four months to complete.

The main showroom accommodates over 25 cars, plus an additional five on display under the office building across the way – carports can include another eight vehicles. Moving to the work area, the first two bays equipped with lifts specialise in mechanical interventions, followed by the large assembly area with three more lifts. The next two bays house vehicles requiring bodywork, with the last door hiding the downdraft paint booth.

A separate unit accommodates the Undercarriage Department, which caters for stripping the undercarriage and carrying out rust repairs. The building next to it has a couple

of bays devoted to metalwork, in addition to a parts room stacked with bins filled with the most commonly used restoration components. Chris comments: 'We do everything in house, except chrome work and interiors. For upholstery, we use multiple local shops, depending on if we're working on a Mercedes 300SL, Ferrari 275, Jaguar XKE, Porsche 911 or 356.'

As European Collectibles benefits from a strong reputation, 50 per cent of the inventory for sales comes from repeat customers. Porsches ultimately represent the largest portion of the transactions to this day, although you might see the occasional vintage Jaguar, Mercedes, Ferrari, Aston Martin etc. Still on the Porsche front, 356s remain on top of the sales chart, followed by air-cooled 911s, with 912s in third place. The latter now receive more attention from clients, a far cry from the turn of the century when they were being ignored by many.

From nice turnkey drivers to concours-winning examples, European Collectibles truly has it all. Having a talented staff that can perform most everything on vintage Porsches enhances efficiency, while ensuring the highest level of quality control. But don't take our word for it... Next time you're in Southern California, just swing by the place to see what the fuss is all about! **CP**

Above: Three four-cam motors hint at the company's reputation within classic Porsche circles

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europeancollectibles.com

Below left: Display cabinets are crammed with rare trinkets for all models of early Porsche – especially 356s

Below right: How about a matching pair of Jade Green 1973 Carrera RSs?





TRIP TO THE **LE MANS 24 HOURS!**

15-17 June 2018

The 2018 Le Mans grid looks set to have the largest entry of LMP1 cars (the top class) since 2015, and with more privateer teams than for many years the race has all the potential to be an absolute classic. In the GTs, Porsche are going flat-out for a win with a four-car entry including a pair of mid-engined 911 RSRs, but with entries from Aston Martin, Ferrari, Ford, BMW and Chevrolet this is going to be tough. Add to the mix F1 legend Fernando Alonso behind the wheel of the top rated Toyota Hybrid and the world's oldest sport car race is going to be epic.

Once again *g11&PW* has joined forces with motorsport tour operator Wildside to offer a unique Le Mans hospitality and tented basecamp HQ, close to the track and on the infield, providing a free bar and freshly-cooked food for the whole 24 hours. Plus optional grandstand seats, a splendid hotel and a special Wildside back-road route taking in some great driving roads and avoiding traffic. Le Mans is much more than the greatest endurance race in the world.

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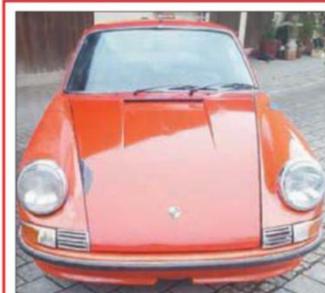
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964 RS America door cards, elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C53/013

Porsche centre caps, Fuchs chrome centre caps, excellent condition, £150; also 997 centre caps, £80. Tel: 07771 822832. Email: behaggm@yahoo.com (Hertfordshire). C53/019

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Miscellaneous

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Classic Porsche and other Porsche mags, *Classic Porsche* magazines complete set, missing issue 1. 911 & *Porsche World* mags from issue 4 (Spring 1991) to current issue (2018), missing 1993 and 1994 years. Total 911 mags from issue 1 (June 2005) to current issue (2018), missing only issue 53. *GT Porsche* mags from issue 1 (Nov 2003) to current issue (2018), missing only 2 issues. All in boxes, buyer collects, £400. Tel: 07791 865302. Email: markjordan964@gmail.com (Leicester). C53/001



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'A964 RUF' registration number, 'A964 RUF' is a perfect plate for a 964 RUF model, as a price comparison, registration '964 RUF' sold at the last DVLA live auction for a bid of £8100, resulting in a final cost of over £10,460. Number is currently on my Abarth, oiro £4950 invited. Tel: 07773 078074. Email: pcutthbert250@btinternet.com. C53/003



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P911 SCH	964 GC
POR 911Y	RSR 911K
WAG 944S	RSR 911T
S918 POR	RUF 911T
A911 DPG	WBZ 911
RS15 ACE	RED 911H
P993 POR	911 HDL
VOP 911S	911 WVS
CAB 911X	911 SCR
911 ADS	911 FEG
REG 911E	911 MSD
S911 LER	CAR232A
TON 997X	930 FF
POR 997T	XXX 911C
POR 911K	991 PD
993 POR	911 RWS
993 RUF	B911 RSR
X993 POR	A993 XXX
VNZ 911	D911 POR
964 MC	E944 POR

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EMAIL: erha300@aol.com

'KBO 911P', on a retention document, £1750. Tel: 07766 831220. Email: mark@linstoneclassics.co.uk. C53/023
'POR 911L' registration number, would suit any 911 (August 1972 or later), held on certificate of entitlement (V750), no further fees to pay, easy transfer, £6500. Tel: 07926 035523. Email: philipjelinek1960@gmail.com. C53/024



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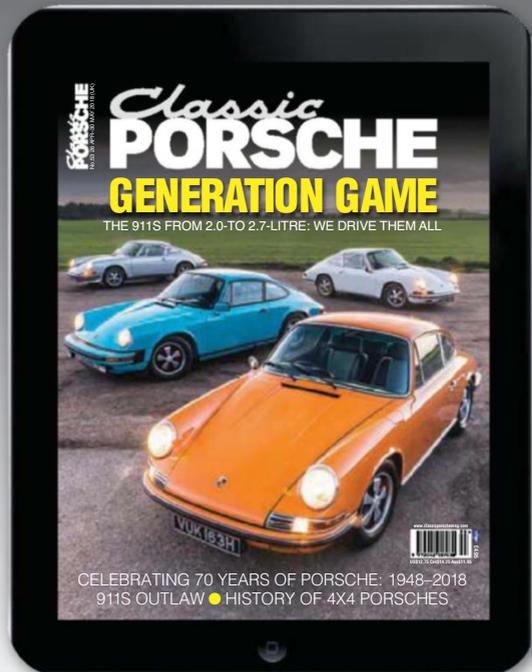
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