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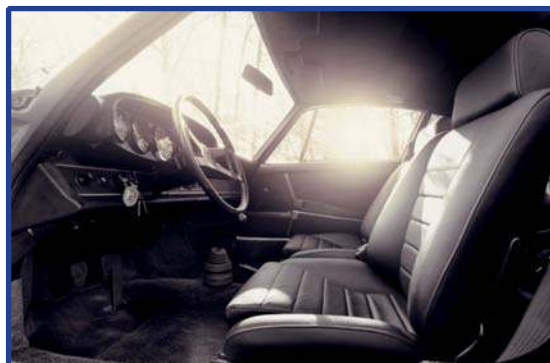


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# Classic PORSCHE

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We have a real mixed bag for you this time around, everything from a gorgeous 2.4-litre 911S (our cover star) and a RHD 356A Cabriolet, to a very nice 912 'driver' and a unique coachbuilt coupé built by students in the early 1960s. But that's not all, for we have had access to the original photographs (and text) from a German magazine's photoshoot of the almost mythical Count Rossi Porsche 917.

Seeing the original images of this car on the street back in the '70s brought a smile to our faces. Can you imagine driving

## "PORSCHE – THEY REALLY ARE SPECIAL, AREN'T THEY?..."

across Germany and France, into the heart of Paris in a 917? It's no wonder the border guards (remember them?) were so keen to check the paperwork and give the vehicle a once-over...

We're delighted to include a free double-sided poster with this issue – another opportunity for us to say thanks for your support. On the one side is the legendary 'Moby Dick' Porsche 935/78, on the other the car that started it all back in 1948: chassis number 356.001. There's a feature in this issue on Moby Dick and its little brother, the famous 'Baby' 935 – that's a great story. Who other than Porsche would build a car specifically for one event to gain TV coverage, and then retire it for ever? Porsches – they really are special, aren't they?

**Keith Seume**  
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Words: Keith Seume Photos: Antony Fraser

# SILVER DREAM

For many, the 2.4-litre 911S is the very best of all the 'hot' 911s. It certainly impressed roadtesters of the time who felt it deserved to be regarded as one of the finest GT cars in the world. We tracked down this freshly-restored example in deepest Dorset, home of marque specialist Canford Classics...





*Below: Blue skies, the open road and the scream of a flat-six edged towards the red line. Can there be a more perfect day out?*

Fantasy, it often seems to us, features as strongly in the minds of many designers of expensive GT cars as it does in the daydreams of the blindly admiring public. So begins *Motor's* roadtest of the then new 2.4-litre 911S, before continuing, The fact is that many costly motor cars do not live up to their exulted reputations... One of the few exceptions to this rule is the Porsche 911.

*Motor's* team of roadtesters were not easy people to impress. Along with rival publication *Autocar*, *Motor* was never backwards in coming forwards when a car failed to meet its exacting demands for quality, performance and handling, but the new 911S clearly won them over: 'We have never been at pains to hide our admiration for Porsche, a feeling that is enhanced by the latest 911S 2.4; after more than 2000 miles of test driving, we are convinced that it is not only the best 911 yet made but also one of the world's finest GT cars. High praise indeed.

And they were right. Even alongside the mighty 2.7-litre Carrera RS, the 2.4 911S can hold its head high. Introduced for the 1972 model year, the 2.4 was praised for its power delivery, its predecessors, the 2.0-litre and 2.2, being more

revvy concoctions, requiring the driver to make full use of the available gear ratios if their performance was to be exploited to the maximum.

The increase in capacity from 2195cc to 2341cc (the 2.4 moniker was down to the marketing department's imagination...) was achieved by increasing the stroke of the crankshaft from 66mm to 70.4mm, the bore remaining the same as before at 84mm. The long-stroke crank was accommodated without making the engine any wider by reducing the diameter of the big-end bearing journals and shortening the con-rods by 2.2mm. The compression ratio was reduced, too, to allow the engine to run on 91RON petrol – a sign of the times as emission regulations began to make their impact felt. Previous *Esses* had required the use of Super 98RON fuel.

With its larger inlet ports and manifold, the 2.4 911S produced a respectable 190bhp, compared to 180bhp of the outgoing model. That may not seem a big increase and both models produced maximum power at the same 6500rpm, but the accompanying increase in torque helped, rising from 146lb ft at 5200rpm to 159lb ft, also at 5200rpm. Still doesn't seem much, does it, but the power and torque curves of the new model were less peaky than before, making for a better







(one can hardly say relaxed) driving experience.

The biggest improvement made on all 2.4 models was the introduction of the new 915 transmission, a five-speed unit with a conventional H-pattern shift layout. Gone was the weaker dog-leg 901 transmission, which invited inattentive drivers to kiss reverse gear while shifting quickly from first to second. The 915 would ultimately be the subject of criticism for its lack of refinement, but it was strong and would see Porsche through until 1986 and the introduction of the far superior G50 gearbox with its hydraulic clutch operation.

When the new 1972MY 911s were brought to market in August 1971, there was one defining feature which set them apart from all others: the oil tank filler flap on the right-side rear wing, just behind the door. It signified the new location of the dry-sump oil tank, which had previously been mounted low and to the rear of the car behind the right-side quarter bumper. Relocating the tank to ahead of the rear wheel was done to improve weight distribution, but the feature lasted just one year – in August 1972, the oil tank returned to its original location. The

reason for this reversion was said to be because too many gas station attendants mistook the oil filler for the petrol filler flap, with disastrous consequences.

Other features which helped set the 2.4s apart from the 2.2s included black engine grilles, gunmetal badging (including a 2.4 logo), black-rimmed turn signals and, in the case of the 911S, a new lipped front valance, the aim of which was to reduce front-end lift.

*Motors* roadtest was full of praise for the new model, citing its ability to top 150mph and cruise happily at 120–130mph for several hundred miles. My, how times have changed – there are few places in Europe (or anywhere) where that is possible these days! *Motor* recorded a 0–60mph time of 6.2 seconds, and 0–100mph in 17.1secs, with a standing quarter mile time of 14.7 seconds. OK, so not dramatic by today's standards but very respectable 45 years ago.

So, what about the example you see here? It's a 1973 model whose owner readily admits he was seduced by the 911 from the very beginning. I bought the Porsche in 1999. The

*Above: Driving any 911S is a thrill, but stepping behind the wheel of a freshly-restored example of this quality is a wonderful experience*

*Below: When launched in 1972, the 2.4 S featured an oil filler in the rear quarter – that feature lasted one year. All 1973 models, such as this, had plain rear quarters, with the oil tank relocated at the rear of the car*





A silver Porsche 914 is shown from a front-three-quarter perspective, driving on a paved road that curves to the right. The car is positioned in the lower half of the frame, angled towards the viewer. The background is a dense forest of tall, thin trees with green and yellow foliage, suggesting an autumn setting. The lighting is bright, casting soft shadows. The car's license plate is 'GED 387L'.

***“MOTOR’S  
ROADTEST WAS  
FULL OF PRAISE FOR  
THE NEW MODEL”***





circumstances of the purchase were not particularly conventional, he smiles. I came out of a pub in Fulham one Saturday afternoon and found myself passing a classic car garage (which has long since disappeared). I swear I saw the 911S wink at me as I did so and ventured inside. Not long afterwards I found myself the proud but rather nervous owner of the car, having cleared out what savings I had at the time!

So, was he a longtime Porsche enthusiast who knew exactly what he was looking for? He doesn't deny it had been an impulse decision: I really knew very little about early 911s, or any type of Porsches for that matter. I just loved the look of the car. And I

have to admit that I didn't even get it properly looked over. But it has turned out to be a gem and a fun part of my life over the last 20 years. For many of those years it was my only car and was parked out in the streets of Fulham year round in all weathers.

He used the car as most people would use any daily driver,

adding seat belts to the rear seats so he could carry his young children, and headed all round Europe on family holidays. He also took part in a classic car rally from Paris to Valencia in 2002, in the company of sundry E-type Jaguars, Ferrari Dinos and early Aston Martins. It all helped him bond even more strongly with his silver S.

At the time of purchase, the car had been treated (if that's the right word) to a typically period upgrade in the form of wider Carrera-style rear wings and an RS-style front spoiler. However, the turning point in the car's aesthetic history came about when he hit standing water on the notorious Parisian Périphérique, aqua-planing his way backwards into the central

reservation. The enforced repair job saw the reinstatement of the correct '73 rear quarters in place of the RS flares. And it looked much better for it, he says.

He is fortunate in having the full history of the car under previous owners, and learnt that the S started life as a

*Above: The 2.4 S was the first to be fitted with the lip spoiler on the front valance – it was only available as an option on other models*

## “I SWEAR I SAW THE 911S WINK AT ME...”

*Below left: Fresh back from being stripped, the bodyshell resembled a lace doily in places – typical of an early RHD 911, in fact*

*Below right: After a new coat of the original silver, the shell was fitted back up in Canford Classics' impressive workshop in Dorset*







*Above, left and right: Period radio, perfectly restored gauges – driving this S was like stepping back in time...*

demonstrator at a dealership in Ayr, before being sold to its first private owner. I discovered quite bizarrely that it had been owned by someone who, years later, lived on the same street as me in Battersea and whose kids went to the same school as mine. When the car was parked outside my house one day (by this stage I had it mainly garaged) he knocked on my door to ask who owned the car. He was astonished to find out it was me! Small world, or what?

No matter how well a 911 of this age is looked after, there comes a time when it will inevitably require work. Over the years whatever remedial work was necessary was carried out, but this was very much done on an as-needed piecemeal basis, our man tells us. A few years ago it became increasingly clear that I had to bite the bullet and get the car fully restored or sell it. I decided to go for a restoration and looked around at a few places, including Canford Classics.

I opted to go with Canford Classics partly on the back of recommendations I had received and, of course, my own impressions. I particularly liked the fact that they offered a bodywork and engine restoration service all under one roof.

I was happy to let Alan Drayson and his team get on

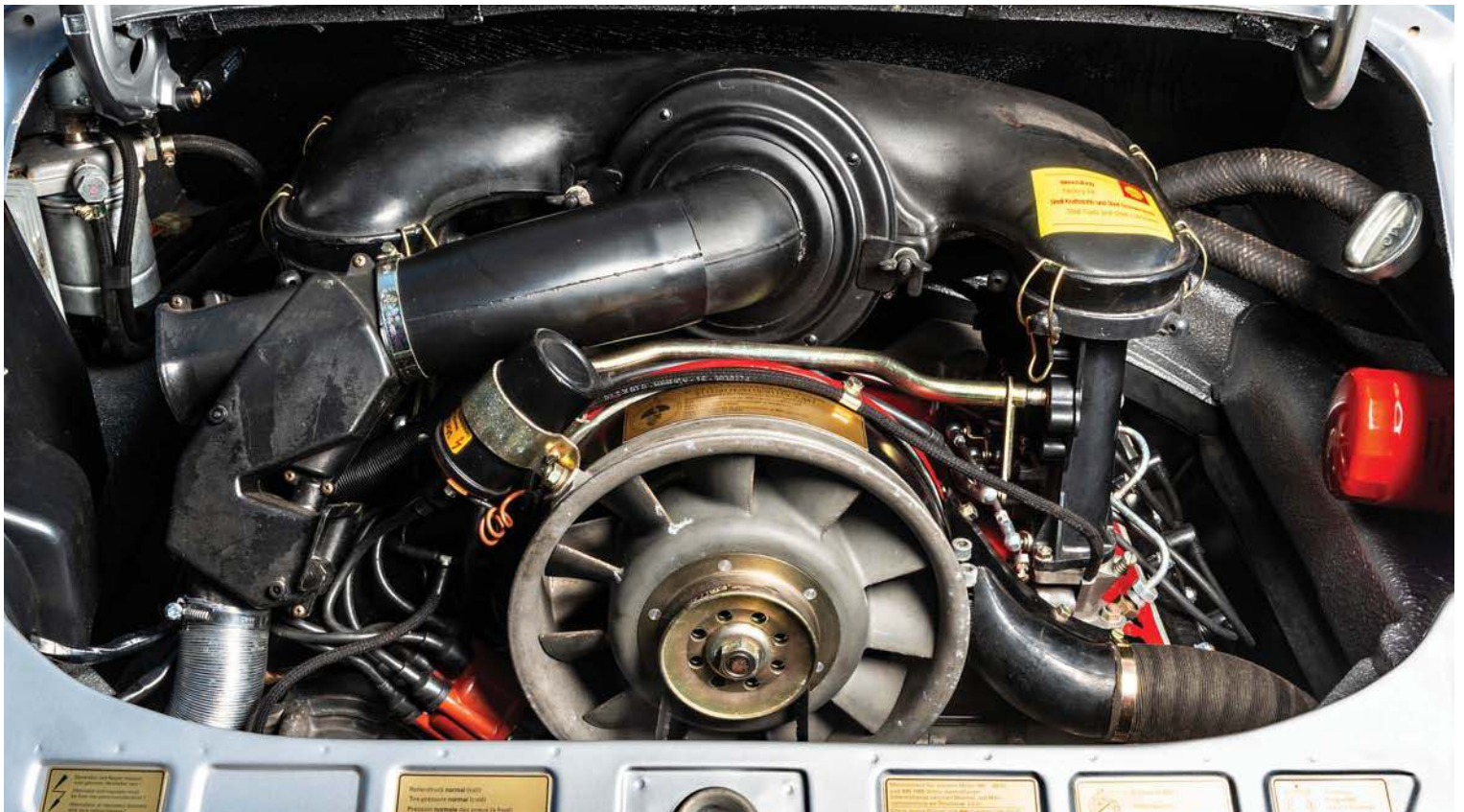
with the job. I did visit them after the body had come back from being stripped and dipped when I was able to appreciate quite how extensive the required bodywork restoration was. In areas the car looked like a string vest...

Alan Drayson remembers the start of the project well:

The car came in for some renovation but it turned into the old story of a typical right-hand drive car in as much as when you begin to strip the car and realise the severity of the bodywork required, once you've started you have to keep going. Then when you paint a car like this, all of a sudden the original trim doesn't look good any more, the tyres, the wheels, so from there it grew into a full restoration.

Previous work hadn't been carried out very well, but was probably typical of the time. Amongst the problems that Alan had to sort out was the roof, which had been replaced at some point. Unfortunately, whoever carried out the repairs hadn't folded the edges of the roof correctly, leaving seams sticking out like it was wearing a top hat, laughs Alan. In the end the new restoration saw the installation of new wings, door skins, roof, bonnet, engine lid, fuel tank support, floors, inner and outer sills, A-post, slam panels – you name it, the bodyside needed it.

*Below: 2341cc engine produced 190bhp at 6500rpm, so likes to be kept on the boil. Mechanical fuel-injection gives the engine a great soundtrack!*







In addition to the body repairs, the car's been the subject of a full mechanical restoration, too, with no stone left unturned: engine, transmission, suspension, brakes, wheels – all came under the watchful eye of the Canford Classics team. All the brightwork has been rechromed or reanodised back to standard spec, and the interior similarly retrimmed to factory spec. We retrimmed the dashtop, says Alan. Being a right-hand drive car, we couldn't find a new one, so had the original retrimmed instead. It's a real pain retrimming a dashtop properly in one piece with no folds and creases, but it's worth the effort.

The restoration was completed towards the end of last summer and, after the customer collected it, he and his wife took it for a trip round Cornwall. What a pleasure it was to be behind the wheel again after two years, he says, and it's fair to say it was the subject of a number of admiring comments along the way.

That comes as no surprise to us as we took the car out for a drive through the Dorset lanes for the photoshoot. It is indeed like stepping back in time, a taste of what it must have felt like to walk into a Porsche dealer in 1973. The doors shut with a firm clunk, the sports seats feel firm yet

supportive, the steering wheel a pleasure to hold.

A twist of the ignition key (always to the right of the steering column on a right-hand drive model, of course) sends the needle spinning round the tachometer as the crisp note of the freshly-rebuilt 2.4 fills the cabin. The clutch is relatively light in operation, gear selection positive rather than smooth. Once out on the road, it's obvious how much easier a 2.4 is to drive than earlier Esseys, especially in the original 2.0-litre format.

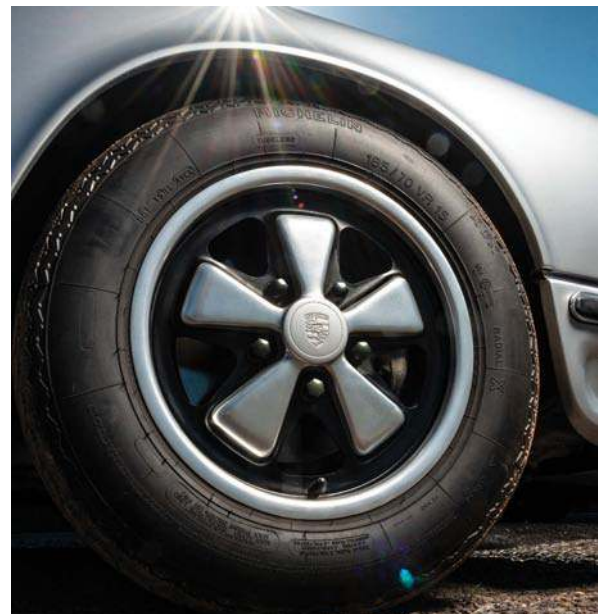
Once the oil has warmed up, exploring the upper reaches of the rpm range is a spine-tingling experience, the torque pulling you ever towards the legal limit with ease. The handling is impressive, too, the original-spec Koni dampers and factory anti-roll bars working in perfect harmony. Brakes? More than adequate, although their non-servo'd design will seem heavy to someone used to a modern.

There's no two ways about it, the 2.4S is a hell of a car and many will say the equal of a Carrera RS in the right hands. We'll leave that discussion for another day – all we know is that this particular example is one of the best we've seen and will, I am sure, give its owner many, many years of smile-inducing driving. **CP**

*Above: Sports seats are comfortable and supportive. Dashtop has been retrimmed in one piece by Canford Classics – not the easiest of tasks, but the end result looks perfect*

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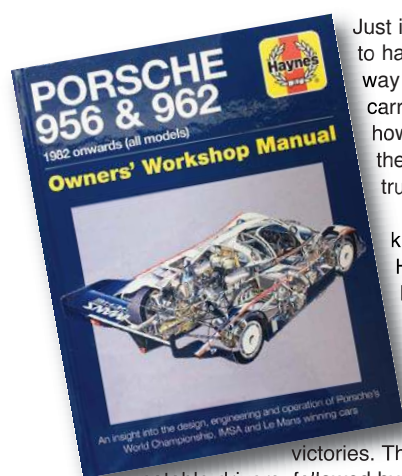


# NEWS & PRODUCTS

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

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## 956 & 962 OWNERS' MANUAL!



Just imagine how embarrassing it would be to have your 956 or 962 break down on your way to the pub. Or what if you wanted to carry out an oil change, but weren't sure how much oil to refill it with? What about the tyre pressures? Time to break out your trusty Haynes manual...

OK, we're jesting, of course, but well-known publishers of workshop manuals, Haynes, have just launched what they lightheartedly refer to as an owners workshop manual for these legendary WSC cars.

The book gives you the full story on the development of the cars, and then details the principal race victories. There is a chapter devoted to the most notable drivers, followed by a detailed anatomy of the cars, looking at the chassis, aerodynamics, engine, gearbox, wheels, suspension and brakes. There are also histories on the more noteworthy examples, and a review of the main teams that ran these cars in period. There is even a chapter on buying, restoring and owning a 956 or 962!

Lavishly illustrated, this 172-page hardback book is a must for anyone interested in learning more about these iconic race cars. Priced at just £25.00, it should be on everyone's bookshelf. (ISBN 978085733 796 2)

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## A LITTLE TOGETHERNESS

The dream of a perfect sports car drove Ferry Porsche to create the very first Porsche on 8th June 1948. That dream is alive and well today 70 years on. Porsche cars have always been more than just cars, they have been fuelled by moments so valuable and exciting you had to share them with others.

On 9th June, you are invited to Sportscar Together Day, taking place at the historic Cholmondeley Castle in Cheshire. The day brings Porsche drivers and enthusiasts together to enjoy an occasion celebrating all things Porsche. There will be a display of over 350 Porsche models, both classic and new.

A summer German market will be offering artisan food and drinks to purchase alongside a family entertainment area. Gates will open from 11am with display cars arriving from midday. Visitors will be able to see all 350 cars arrive, undertake a lap of the circuit and then park in position on the lawn. In the afternoon, there will be a Porsche 70 Concours d'Elegance, featuring a curated collection of rare and high value Porsche models.

The concours entrants will parade around the race circuit within the castle grounds and will be judged by a panel of Porsche experts and special guests. For more information call 01623 725302 or email [events@stratstone.com](mailto:events@stratstone.com).

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## THE LATEST FROM CAR BONE

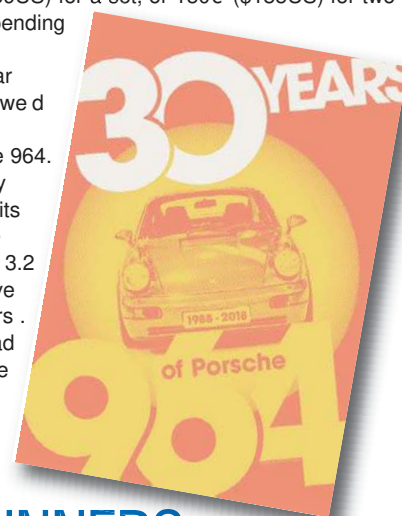


The latest offering from the very busy folk at Car Bone is a new range of carpets for Porsche 911s. There are no fewer than 26 colours/materials to choose from, each carpet being tailored for a perfect fit and featuring bound edges and foot pads on the driver's side.

The sets are custom-made to suit your own particular application and are available as sets of four (two front, two rear) or simply as a set of two for the front only. Prices start at 200€ (\$269US) for a set, or 150€ (\$185US) for two front carpets only – the price is depending on the chosen material.

While we're on the subject of Car Bone's latest products, we thought we'd let you know about this new poster, celebrating 30 years of the Porsche 964. Yes, really – 30 years! Regarded by many as the last classic 911, with its principal bodywork and interior little changed from the previous Carrera 3.2 models, the 964 has seen a massive upswing in popularity in recent years. Hopefully this poster will help spread the word a little further! It's available in two sizes: 68cm x 98cm or 29.7cm x 42cm, and the prices are \$28 or \$10 respectively.

Check out [car-bone.pl](http://car-bone.pl)



## MOUNTAIN RUNNERS



Last autumn it was unusually quiet in the Berchtesgaden Alps. For the first time since the premiere of the International Edelweiss Mountain Award Roßfeld Berchtesgaden in 2013, the journey back in time to the Golden Age of motorsport took a break. But the wait will soon come to an end: from 28th to 30th September 2018, the classic car show affectionately called *Roßfeldrennen* returns in time for the 60th anniversary of the first mountain race on the Rossfeld. Fans of historic motorsport can look forward to two main focuses of attention: no fewer than 15

DTM cars and former drivers from the glorious era of the famous touring car series will be on display, while the event will be dedicated to the memory of Lodovico Scarfiotti, who died in 1968 on Rossfeld. You can find more details of the event at:

<http://www.austroclassic.at>

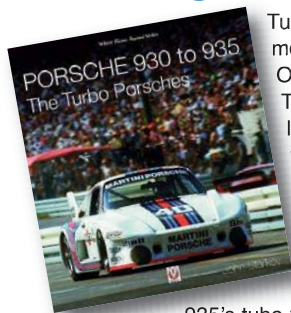


## 70 YEARS OF PORSCHE

Every Porsche aficionado will no doubt have his or her own take on the company's 70th anniversary celebrations. But this new 300-leaf page turner looks as good a way as any to commemorate the longevity of our favourite sports car marque. Officially sold by Porsche in the Museum shop in Stuttgart, *70 Years of Porsche Sportscars* (ISBN 10: 3667113285) by Josef Arweck and Christina Rahmes, and published by Delius Klasing Verlag is a record of the brand's history in the form of an intimate photo diary. Inside you'll find images of everything from the gritty development days of the earliest models to glossy lifestyle snaps involving contemporary Porsche celebrities, such as Patrick Dempsey and Jerry Seinfeld. Split into seven chapters covering subjects including the people behind Porsche, the technology, motorsport and the wider Porsche community, the book is available now for £38.95.

To see their whole range of books, visit [www.delius-klasing.de](http://www.delius-klasing.de)

## THE TURBO STORY!



Turbocharging is almost compulsory in modern Porsches. It's the norm in Formula One. But back in 1974, when the 930 Turbo first appeared, it was revolutionary. It also just so happened to spawn among the most iconic of Porsche racers, the 934 and 935. This new hardback release from publisher Veloce's Classic Reprint series tells the story of the 911 Turbo and its racing cousins, from the 1974 2.1-liter RSR Turbo Carrera to the 935's tube-framed, 750hp swansong. Authored by John Starkey, a self-confessed racing fanatic who has competed in vintage sports car races since the 1960s, *Porsche 930 to 935: The Turbo Porsches* (ISBN 10: 1787112462) comprises 305 quality pages and not only turns back the clock all the way to the first turbochargers in 1905, but also recounts every single outing of every chassis.

Available now for £50 from [www.veloce.co.uk](http://www.veloce.co.uk)

## NEW FROM DANSK

Hot off the production line, so to speak, comes this high-quality Sebring-style exhaust system for 356s from the master of metal, Dansk. It's made from 304 stainless-steel with a matt finish, and equipped with a polished stainless-steel tailpipe. Check out the Dansk website for details of this and all other Porsche exhaust systems.

[www.jpgroup.dk](http://www.jpgroup.dk)



## FIRE SUPPRESSION KIT

Older cars sadly seem to attract fires; whether it's through bad luck or lack of maintenance it's a very real hazard for we enthusiasts to live with. This is something Heritage Parts Centre is acutely aware of, which is why they have sourced and stocked up on this awesome bit of kit by Blaze Cut.

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# Classic

# PORSCHE

## HANS HERRMANN – A LIFE IN RACING

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# 356 INTERNATIONAL A HUGE SUCCESS!

It was the UK's turn to host the 356 International this year. The forty-third running of the annual event took place in May and was based at the handsome Hanbury Manor in Ware (see photo, right).

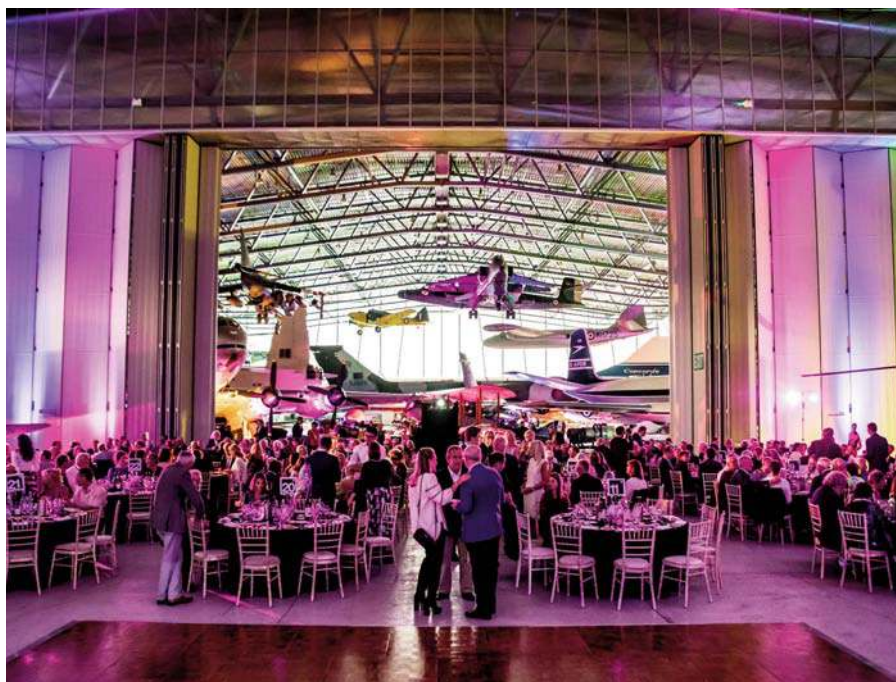
Favoured with some lovely weather, it featured a drive out to Hedingham Castle, familiar to many from Classics at the Castle, driving tests at a local airfield, and posh dinners at Hatfield House and Duxford Museum. There was also a visit to Maxted-Page's impressive showroom and workshop premises. All very proper and seemingly very popular with the hundred and thirty or more participants from the UK, continental Europe and, in some cases, beyond.

The star cars included some super-rare Gmünd coupes. As one appreciative enthusiast put it, they are a bit like London buses – you wait for ages for one and then three turn up together. Two were sprightly enough to take part in the run from Hanbury to Hedingham.

There were Pre-As, Speedsters and a sprinkling of Carreras, as well as plenty of well turned-out coupés and Cabrios. Well done to Porsche Club GB and the 356 Register for their organisational skills and hard work, to the sponsors and Prill Porsche Classics for providing roadside assistance.



*Clockwise from above: One of three Gmünd coupés at Hanbury Manor; ex-Betty Haig gets an admiring look; al fresco at Hatfield House; Saturday night's gala dinner at Duxford; 356s as far as the eye could see. Photos courtesy 356 International and [www.three50six.com](http://www.three50six.com)*







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# DELWYN MALLETT

IN AN UNEXPECTED TURN OF EVENTS, OUR MAN MALLETT DECIDES TO 'ROADTEST' AN AMBULANCE AND THE NATIONAL HEALTH SERVICE. IT'S NO FUN GETTING OLDER, AS HE WELL KNOWS...

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's every chance that by now even the most ardent Porsche enthusiast might be feeling a touch of 70th Anniversary fatigue, with Porsche journo's dashing hither and dither in historic examples and filling column inches with the early history of the marque. Rather than another Porsche tale I thought that for this issue (and hopefully *only* this issue) I would take another 70-year-old brand for a test drive: the National Health Service, which came into existence on July 5th 1948, slightly less than one month after 356 number one was registered on June 8th.

In order to make my test drive as authentic as possible, it first necessitated arranging a near-death experience by unexpectedly suffering renal failure. Having succumbed to a complete physical collapse I had to leave it to my wife to contact the emergency services and arrange a ride. Initial acceleration, although not in the supercar league, was commendable. Zero to my house in around 10 minutes – although the precise distance covered is unknown.

Strapped into the back of the ambulance, the female paramedic took the wheel, and blues flashing we headed to hospital. I failed to set my stopwatch for the inward journey but it was commendably fast, mercifully helped by the almost total absence of traffic on what was the hottest Bank Holiday Sunday on record. Although swift, she was, thankfully, not trying to outperform Sabine Schmitz's Nürburgring performances, adopting a rapid but steady pace.

Transfer through A&E must have been close to a record. Oxygen-masked, blood pressure-cuffed, cathetered and drips a dripping, I was then treated to that cinematic cliché of every hospital drama – the straight up worm's eye view of the ceiling flashing by as my bed slalomed through what seemed like a half-mile obstacle course to the cardiac ward.

Top marks to the guys doing the steering as we expertly avoided contact with other traffic and within minutes I was settled in my pit box, number 3 as it happened, ready for a full service. (My feeble attempt at humour by declaring that I am not a number! failed to find a single response as no one was aware of the 60s cult series *The Prisoner*, starring Patrick McGoochan. My attempt later to explain the series to a nurse only led to her concluding that I was probably hallucinating!)

Cannulas inserted left and right, monitors connected, pressures checked, bleeps adjusted, fluids in, fluids out and it's at this point that, as *compos*

*mentis* returns, you realise that you've become a biological specimen and source of statistics, to be fed, bled, watched and weighed and ECG-d at every hour, on the hour.

Suffering from acute Hyperkalemia (kidney failure) I became a special interest case as my potassium levels had reached hitherto unexplored and lethal levels. Sparing those who have got this far the really gory details, suffice to say that three days of constant attention brought my chemical balance back to normal and my heart rate stabilised.

I have nothing but praise for my pit crew, male and female, who were universally cheerful, kind, sympathetic – even the self-confessed vampires who drained off my blood samples far too frequently for comfort were kindly.

We all know the National Health Service is dependant on foreign staff to keep running but I was nevertheless amazed at the variety of countries that were represented in my tiny section of the system.

Apart from the British, there were consultants and nurses from Portugal, Poland, Philippines, India, Ghana, Nigeria, Cameroon, Slovenia, Nepal – even the cleaning lady who circumnavigated my bed with her mop each day was all the way from Bulgaria. Even the food came as a most pleasant surprise being far better than I had expected.

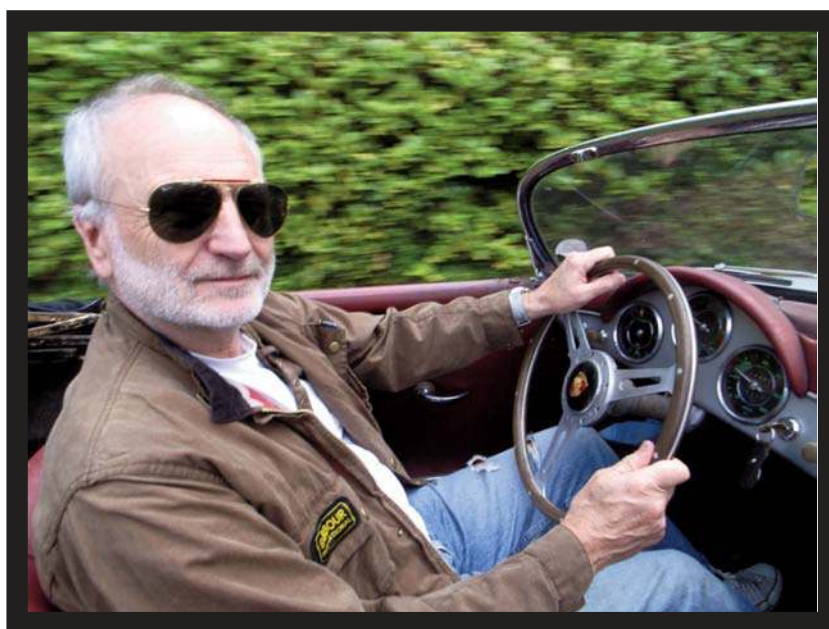
I'd be very surprised if there are any readers of *Classic Porsche* old enough to remember a pre-NHS Britain but before WWII healthcare was a haphazard affair, with the poor – and there were plenty of them – largely unable to afford to see a doctor. My parents were of a generation who suffered their ills in silence and allowed all of their teeth to decay and fall out because they couldn't afford dentistry.

Aneurin (Nye) Bevan, son of a coal miner, was born in South Wales in 1897, left school at the age of 13 and went down the

pits. By the age of nineteen he had become a committed socialist dedicated to upholding the rights of the working man. His father died of pneumoconiosis, the coalminers' lung disease (as did my Welsh grandad), while Bevan was in his 20s and healthcare became a particular crusade for the rest of his life.

Entering Parliament in the 1930s as MP for Ebbw Vale he displayed an almost visceral dislike for the Conservatives and the rich. With the Labour Party's postwar landslide victory the new Prime Minister Attlee made Nye Bevan Minister of Health and he finally saw his dream fulfilled, free healthcare for all – rich or poor.

I would of course preferred to have spent the Bank Holiday at the wheel of my Speedster, but by the next issue I should be back on the Porsche beat. **CP**



*Hopefully Mallett will soon be back behind the wheel of his beloved Speedster, no doubt ready to give ambulances a run for their money... We wish him a speedy recovery*

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# ROBERT BARRIE

A TRIP TO BICESTER HERITAGE TURNS UP PLENTY OF INTEREST TO PORSCHE OWNERS. MEANWHILE ROBERT IS LOOKING FORWARD TO THE RACING SEASON AND THE NEW 2.0-LITRE CUP SERIES

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



This column has been an enthusiastic supporter of the Bicester Heritage project from the start. Classic Porsche people now have even more reasons to pay the place a visit. I did so recently while on an extended road test with a customer. It was a round trip of over a hundred miles – who else does that, by the way! There was a Porsche Classic pop-up shop in a smaller building and the two Jameses and John in the newly-opened Sports Purpose business in the Motor Transport Yard. The perfect setting for some lovely cars. We also took in an exhibition of Amy Shore's excellent photography. It was her first show and I think I was the first person to buy some of her work.

The Sports Purpose lot found a picture of their premises before they were refurbished and a friend – the third James of the day – explained that he was behind the wheel of a Ferrari 250 GTO in another picture. As usual, one thing led to another.

James the third asked if I had some old leather racing boots and, if so, could I get them to Goodwood the following week. I said I'd see him there. I don't know what my customer made of all this and neither did I know what to expect when, having driven down from London, I got to the circuit.

It turned out he was dressed *exactly* as Jim Clark had been when he drove the Aston Martin DB4 GT Zagato in the 1962 TT. The car was part of what was, in hindsight, the most expensive pile-up ever and is now up for auction at the Festival of Speed.

When I say *exactly*, I mean *exactly*. We discussed whether the peak on Clark's dark blue crash helmet had been white or black. At historian Doug Nye's insistence, it was held on with masking tape just as it had been in the day. If you look at some of the promotional shots you may also see my boots. Fame at last. Almost.

From Goodwood it was on to Donington for the Historic Festival. The circuit is now run by Jonathan Palmer and the Motor Sports Vision team and, without wishing to offend anyone else, it is already starting to benefit from their well-practiced improvements and organisation. I briefly visited race control – don't ask – and all was friendly and sensible in that department, too. It was instructive to watch a safety car intervention from the other side of the fence.

Sadly, the more competitive of the two cars I was down to drive wasn't quite

right and the owner wisely withdrew it from the two-hour GTSCC race before it was my turn to hop in. Frustrating. The less competitive car was steadier, if slower, and finished the one-hour pre-63 GT race as well as taking an award for the best-looking car on the grid. Hmm. It's a bit like being the most improved player at a football club. Anyway, many thanks to series organiser Carol Spagg and sponsors DK Engineering.

The next round is at the Silverstone Classic in July and it would be great to see some more early Porsche race cars on the entry list. It's possible the clash with the 356 International didn't help at Donington. The Essex-based

event was well organised and attended and lucked out with some super weather. A friend went in her smart aquamarine-metallic 356A and ended up offering a ride to one of the photographers covering the event – it was none other than Amy Shore. Small world.

As usual, Amy took some fantastic shots, as did others. I might even have managed to take a half decent snap myself in the conditions.

By the time you read this, we will have been to Spa for the first round of the new 2-Litre Cup for pre-66 FIA-spec 911s. We may also have been to Dijon for the second round. To say we are looking forward to it all would be something of an understatement.

The likelihood is that the sharp end will be dominated by well-known preparers and their drivers. Good luck to them – questions will be asked if, for whatever reason, they don't set the pace. We will be some way down the grid, among our slightly older and slightly less talented peers and contemporaries.

Our lap times may be a few seconds off pole, but

if you think the competition will be any less fierce as a result you are mistaken. This isn't just about taking part! There will be closely-fought battles – well-behaved and within the rules and the spirit – up and down the field. In addition, the 90-minute format means a failure to be sufficiently sympathetic to the machinery could lead to a non-finish.

If we have a good run you can be sure you will read about it here – possibly at some length. If we don't, you probably won't! The moral of the story is that it's not just the cars themselves that make these activities such fun – it's the places we go to, the people we meet and the nonsense we get up to along the way. Long may it last. **CP**



Bicester Sunday Scramble in April saw the launch of the new Sports Purpose venture run by John Brewer, James Turner and James Taylor (photo: sports-purpose.com)

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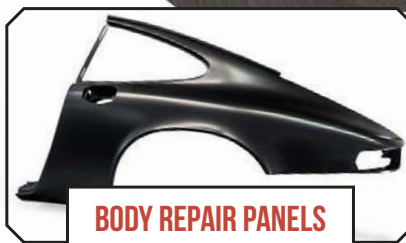
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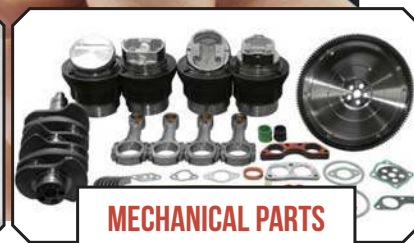
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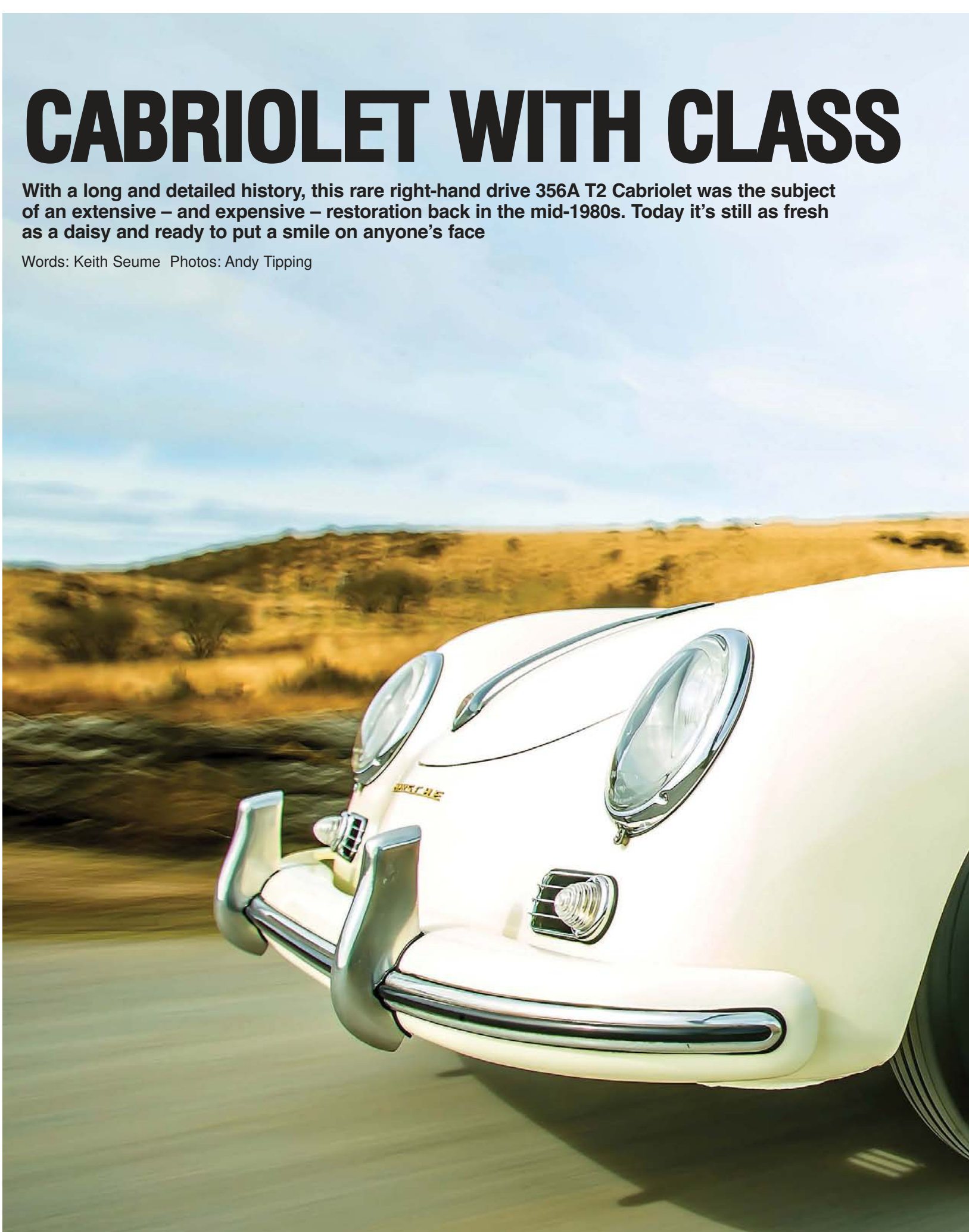
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# CABRIOLET WITH CLASS

With a long and detailed history, this rare right-hand drive 356A T2 Cabriolet was the subject of an extensive – and expensive – restoration back in the mid-1980s. Today it's still as fresh as a daisy and ready to put a smile on anyone's face

Words: Keith Seume Photos: Andy Tipping





*What could be better than a trip through the Devon countryside in a 356A Cabriolet with the top down on a sunny spring day?*

Let's turn the clock back a little over 60 years, to November 1957 to be precise. Seems like there was quite a lot happening that month. A previously unknown duo who went by the name Tom & Jerry appeared on the popular American Bandstand TV programme – no, it wasn't a cartoon cat and mouse but two guys who went on to fame and fortune by a rather more familiar name: Simon and Garfunkel.

But then, on 22nd November that year, a far more momentous event occurred: UUU 817, a Porsche 356A Cabriolet, first hit the road having been brought into the country by AFN in Isleworth, the official UK importers of the marque. It was a right-hand drive example – possibly one of only 56 built that year – and bore the chassis number 150021, along with engine number 67508, denoting a 1600S, or Super.

This car is an example of the T2 version of the 356A, denoting the second generation of the, well, second generation 356s. First shown to the public at the September 1957 Frankfurt motor show, the revised 356A saw the

introduction of a number of reasonably significant changes which proved that, despite the fact that work was already underway on designing a replacement for the 356, the company hadn't turned its back on this long-running model. Most of the changes were fairly small, some to improve safety, others almost appearing to be change for the sake of change.

At the rear, the taillights were almost new (they actually made their first appearance in March 1957), with teardrop lenses replacing the familiar beehive light units used since October 1952. For the US market, these wore all red lenses, while the European models featured amber segments over the turn signal section of the light units. Also of note on the T2 was the relocated numberplate light – this was moved from above the licence plate to below (colloquially known as shine up as opposed to shine down lights), just above the bumper.

And while we're standing at the back of the car, you'll notice the exhaust tailpipes now exit through the bumper overrides in a move designed not only to tidy up the rear end but also to keep the rear bodywork free of soot stains from the exhaust. Well, to be honest, all that realistically happened was







that instead of the paintwork becoming blackened with soot, the bumper overriders tended to suffer instead.

Safety was an issue as far as the doors were concerned, with improvements made to the latches, which were now mounted slightly lower on the B-posts. The door handles were redesigned, too, the rear edges being slightly rounded as opposed to square in profile. And talking of handles, the inner door handles and window winders were redesigned to be more rounded in form, the latter now operating winder mechanisms with higher gearing to speed up the raising and lowering of the door glass.

The T2s seats were more shapely than those fitted to first generation 356A models, with slimmer back rests and more padding under the front edge of the squab to give more support to the thighs on long journeys. The new design also resulted in better lateral support for those occasions when the driver wished to impress his passenger with the Porsche's excellent road holding...

The steering wheel grew by 25mm to reach 425mm in diameter, the two-spoke design surmounted by a full-circle horn ring, which proved to be remarkably delicate and easily broken when used in anger. Needless to say, undamaged originals now command a high price. The change in steering wheel coincided with the decision to finally replace the old VW-built steering box with a new unit from ZF. The main problem with the Volkswagen box was that there was simply too much free-play, giving the steering a rather dead feeling, lacking the precision one would expect from a sports car.

But perhaps the most significant change was a further step away from the Porsche's Volkswagen roots with the introduction of a new gearbox with a one-piece (tunnel) casing, as opposed to the old two-piece VW-style unit of old. It was stronger, thanks in part to a ribbed design, which also helped with cooling. The new transmission was praised in the press for being quieter than its predecessor, and smooth in operation, too.

As far as engines were concerned, the T2s came with a

*Above: Delivered from the factory in Ivory, the Cabrio was resprayed blue for its first owner but was later returned to its original hue*

*Below left: Interior looks nicely worn-in. Full circle horn ring is mounted on 425mm steering wheel*

*Below right: Roller-bearing crank 1600 Super engine was rebuilt by past owner Aubrey Maybin as part of his extensive restoration*







*Above left to right: Original leather strap and jack are still in place; T2 models featured a shine-up licence plate light; Cabrio was built at the Porsche-owned Reutter plant*

choice of four: 1300, 1300S, 1600 and 1600S, the latter two replacing the 1500cc units of old. The increase in capacity was achieved by the simple expedient of installing larger cylinders (82.5mm), used in conjunction with the same 74mm crankshaft. The resultant 1582cc engine was available in both Normal and Super specification, the former using a plain-bearing crankshaft and producing just 60bhp, while the latter relied on a roller-bearing crank and gave 75bhp.

The 1300 (1286cc) engines were also available with plain- or roller-bearing cranks, the former giving 44bhp, the latter 60bhp – or the same as the basic 1600 unit. The difference between the two engines was the way in which the power was produced: the smaller-capacity engine produced peak power at 5500rpm as opposed to the 1600's 4500rpm. The 1300 engines were eventually dropped from the range at the end of 1957.

UUU 817 is an interesting example of a Reutter-bodied T2 Cabriolet. It left the factory in Ivory with a black removable hardtop, itself something of a rarity but an option that made (and still makes) perfect sense in our occasionally damp climate.

It was purchased from AFN by Manuel Bluey Mavroleon, the son of a wealthy shipping magnate who eventually became managing director of his father's business in 1965. He asked that the car be painted Bermuda Blue before delivery – it may seem crazy these days, but that was not at all uncommon back in the day. He was clearly a man with good taste, living in an impressive

house on London's exclusive Park Lane, and kept the car until 1961 when it was acquired by Phyllis Crook of Haversham in Buckinghamshire.

The Cabriolet then passed through several pairs of hands (all recorded on the original buff log book) before eventually ending

## “ASKED THAT THE CAR BE PAINTED BERMUDA BLUE...”

*Below: Restored over 30 years ago, the 356A T2 Cabriolet drives better than many more recent restorations we've sampled. An example of old school skills proving their worth*







up at a garage called Michael Gardner Cars, where it sat until the business went into liquidation sometime in the early 1970s. Colin Rainey was tasked with disposing of the last two cars on the premises, one of which was UUL 817. He arranged to sell the Cabriolet to his cousin for what is believed to have been just £250 in or around 1974.

In 1975, the new owners, Mr and Mrs Aubrey Maybin, bought a job lot of no fewer than nine other Porsche 356s, presumably because parts were getting hard to find for these early cars. Remember, this is a time when it was easy to buy a hard-worn 356 for just a few hundred pounds, but as values slowly began to rise Aubrey clearly felt the Cabriolet was worthy of a professional restoration, a project he placed in the hands of the legendary Ernie Gregory.

## “PLACED IN THE HANDS OF ERNIE GREGORY...”

Ernie was very much the go to guy back in the 1980s for a Porsche restoration, operating out of premises in Hawley, near Camberley in Surrey and later in North Camp, Farnborough in Hampshire. Then operating under the Ecee Auto Body Repairs title, Ernie Gregory had formerly been the body shop manager at AFN in Isleworth.

By 1986, when the restoration began, the car's structure had suffered dramatically, the metalwork falling victim to all the usual 356 weaknesses: rust and more rust. Fortunately Ernie had seen fit to keep a photographic record of the restoration, which shows how badly the body had suffered in almost 30 years of exposure to the UK climate.

It's worth remembering that, at the time, relatively few repair panels were available, meaning that Ernie was forced to

*Above: T2 models feature exhaust tips that exit through the bumper overrides in an effort to tidy up the rear-end styling and keep soot stains off the bumper*

*Below left and right: Hood is a snug fit and makes the Cabrio almost as quiet as a coupé when at speed. Folded hood can be tucked away under a matching cover if desired*







*Above left: Rear torsion bar area had suffered from corrosion and required considerable repair work*

*Above right: Two full albums of paperwork, much of which is in the form of handwritten notes, tell the story of a massive restoration in the 1980s. Original buff log book is a nice memento*

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*Below left: Fresh from its restoration, the Cabrio still wore its Bermuda Blue paintwork with pride. Factory hardtop is still with the car*

*Below right: Ernie Gregory (right) and Aubrey Maybin (centre) with the car in 1986*



manufacture many of the repair sections himself, including those necessary to reinstate lost rigidity around the torsion bar housing at the rear of the car, a new bonnet skin and whole chunks of complex double-skinned sections. All four wings were removed from the car and repaired or replaced as necessary before the bodyshell was judged ready for paint.

The car was repainted in the same pale blue, still with a black hardtop, and returned to the owners for them to refit and then carry out a comprehensive mechanical rebuild – the Maybins were both engineers and clearly relished the task. The associated paperwork is breathtaking in its completeness – every handwritten note by the owner listing all work and parts purchased, plus every invoice from Ernie Gregory, all conspire to show just how thorough the rebuild was. Incredibly, the total cost of the body restoration would appear to have been in excess of £40,000 – a huge amount 30+ years ago.

The paperwork relating to the car reads like a who's who of the then contemporary Porsche scene, with names like Bob Garreston, P B Tweaks, Bell Autosports and, in the UK, AFN and Murrivan, the well-known south London chromers. We also spotted the name Bond in relation to trim, which can only mean Gordon Bond (or Gordon the Hood, as he was known). In more recent times, the car has benefited from input from Parr Garage, Maxted-Page, PR Services and most notably Roger Bray and Crispin Manners at Oak Tree Garage in Devon.

The Maybins used the Cabriolet for several years, travelling extensively throughout the UK and Europe. This wasn't their only Porsche, mind, for there was also a Carrera RS Touring tucked away in the garage... However, eventually time came to think about moving them on and this is where current owner Kim Peach steps in. Following a lengthy negotiation period, Kim finally acquired the Cabriolet in July 2005, choosing to undertake

the task of having the car resprayed in its original Ivory hue. The work was carried out at the time by Graham Kidd, who currently runs the restoration shop at Cornwall-based specialists Williams-Crawford, where the car is presently for sale.

The first thing that struck me when I slid behind the wheel of the car prior to heading to Dartmoor for the photoshoot was that this was one of the relatively few right-hand drive 356s I've driven. Even back in the day many 356s in the UK were left-hookers, brought into the country by military personnel returning from Germany, or more rarely at the time, imported from the USA. However, unlike a RHD air-cooled 911, there is no problem with offset pedals and steering wheel to contend with, so it all feels very natural.

This car is a gem – I don't think I've ever driven a more solid Cabriolet, with no trace of scuttle shake, door rattle or other creaks and groans that are so often part and parcel of an open sports car of this vintage. The fact that the restoration is now some three decades old demonstrates the quality of the workmanship. I hate to use the word patina as it is so over-used these days, but UUU 817 doesn't have the look of a freshly-restored car and is all the better for it.

Top up or down, the drive is good – rewarding and fun in equal measures. Never having been a massive fan of convertibles, it came as a very pleasant surprise to see just how much pleasure can be derived from pushing a 356 Cabrio – especially one with a free-revving S motor – through its paces across the wide open spaces of Dartmoor.

It is amazing how the value of cars like this have shot up over the years – it was bought in the 1980s for £250, appraised by Porsche Club Great Britain in 2005 at £38,000 and is currently valued at around £175,000. My how times have changed...and how we wish we had a crystal ball. **CP**





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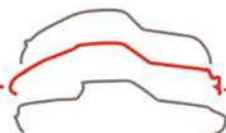


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# WANTED PORSCHE





# RACETRACK REFUGEE

Words: Franz Fedler Photos: Wolfgang Drehsen



It was back in 1975 that the German magazine *Auto Zeitung* published a feature about a car that has become part of Porsche folklore: Count Rossi's street-registered Porsche 917. In the feature, the car was photographed on the Autobahn, and in a variety of street locations. We reproduce those amazing images here, along with a translation of the original German text from 1975...

**T**he customs officer at the Goldene Bremm border crossing between Germany and France near Saarbrücken was implacable. He'd seen it all, so it would take something quite remarkable to arouse the interest of this guardian of the French territories. Something like this silver-grey sportscar, with its driver bearing an Italian passport and his French passenger.

A check of the passports suggested that everything was OK on that score. Do you have any goods to declare? asked the official. No, came the reply, we've nothing to declare.... And the car? asked the customs officer? It's a Porsche, came the casual reply, as if it was nothing more than a new family saloon. Ah, a Porsche..., whispered the customs officer under his breath, his interest in cars piqued by the very mention of the marque.

He stepped outside to take a good look at the knee-high

sportscar, in which the two occupants appeared to be quite comfortable. After a wander round the Porsche, he asked a further question: And where does the car come from? Alabama, came the reply from the occupants, without batting an eyelid and with an almost childlike innocence. After all, they didn't want to say anything that might upset the border guard.

But it was too late, for the officer was already on the phone, summoning the Police to the scene, after which he asked the driver and passenger to get out of the vehicle.

Their journey had begun in Weissach, home to Porsche's secret experimental test centre near Stuttgart. The driver of the 92cm-high car was none other than Count Gregorio Rossi di Montelera, 39 years old and co-owner of the drinks company Martini & Rossi, sponsors of Porsche's racing activities from 1970 to 1978. The passenger was Dino Aiassa, 31 years old, private secretary and right-hand man

*Above: Can you imagine the reaction from other road users when they caught sight of Count Rossi's 917 on the Autobahn? Mk1 VW Golf following gives you an idea of how low and wide the former race car is*





Above: Cover of the original edition of Auto Zeitung magazine from 25 June 1975

Left: As stylishly dressed as ever, Count Gregorio Rossi di Montelara was the 39-year-old head of Martini & Rossi



Left: Unsurprisingly, the 917 attracted interest every time it stopped for fuel...

to the Count. The car was a Porsche 917, the model with which the manufacturer brought the world sportscar championship home to Germany in 1970 and 1971.

The engine of Rossi's Porsche was a flat-twelve of 4.9-litre displacement, producing 600bhp. With a low all-up weight of just 820 kilos, the top speed of this road version was just 270kph – the Le Mans-specification racing version reached the 300kph mark in barely eleven seconds.

It was the stuff of legends, but on four wheels. The road to success of the 917 was more than a little than bumpy; later, Ferdinand Piëch, the father of the 917, would call the car the

biggest risk of his life: It was pure madness.

For the Porsche company, the development of the Type 917 could in financial terms be compared to a ride on a razor

blade. What's more, the break between the Porsches and the Piëchs became apparent in this project. No one from the Porsche family attended the presentation of the car at the Geneva motor show in 1969.

At the beginning of May 1968, the then 31-year-old Piëch presented his plans for a race car to a small group of Porsche

technicians, each of whom would soon be driving Fords, Ferraris, Alfa Romeos and Lolas in the name of research.

On 21st April 1969, a delegation from the FIA examined

**“HE ASKED THE  
DRIVER TO GET  
OUT...”**





## “TURNING IT INTO A ROADWORTHY ‘EVERYDAY’ CAR...”

### EPILOGUE:

Count Gregorio Rossi di Montelera deserves credit for bringing together the two companies, Martini and Porsche. It was to be a mutually beneficial collaboration, which led to a series of racing cars that are still symbolic of racing in the 1970s. Count Rossi's Porsche 917 is, incidentally, still family owned and was shown by Manfredo Rossi di Montelera, son of the Count, at the 2009 Goodwood Festival of Speed after more than 30 years spent slumbering in a garage – still wearing a yellow Alabama licence plate...

the 25 homologation cars at the Werkshof in Zuffenhausen despite all attempts by the competition to stop the car from competing. On 10th August that year, Jo Siffert and Kurt Ahrens won for the first time in the new car at the Österreichring. But the mighty Porsche proved to be very difficult to drive. It was clear that there was still a lot of work to do on the aerodynamics and chassis, before the major successes could be achieved, but in 1970 Hans Herrmann and Richard Attwood drove a Porsche to overall victory at Le Mans for the first time in history. The car was the famous Porsche Team Salzburg short-tail 917, bearing number 23.

When FISA effectively banned the ultra-fast plastic flounder from the tracks in 1972, marque fan Count Rossi suggested turning the racer into a roadworthy everyday car. After all, a Porsche 917 wearing the famous Martini emblems won the legendary 24-hour race at Le Mans in 1971 – it would be a shame to simply roll the cars into a museum. Or, worse still, scrap them.

For three years Porsche's technicians and Count Rossi

discussed the possibilities and problems of modifying the racing coupé for road use. There was a major stumbling block: how and where to find an authority that would grant this purebred sports racer its regulatory blessing.

After numerous attempts elsewhere, officials in the US state of Alabama showed themselves to be the only ones who understood the Italian Count. Apart from the licence plates, there is only one other feature that distinguishes the former Le Mans star from the Count's new toy: the silencers, which of course proved more visual than acoustic in function! However, the output was, in fact, measured at around 95 decibels, sufficiently low not to draw too much attention on French roads...

After a while, a Police patrol arrives and, at first suspicious and then in amazement, the officers circled the Porsche. Count Rossi's secretary Aiassa answered all their questions with cool understatement. The interrogation lasted a little over 15 minutes, by which time they had won over the Police officers. With a polite handshake, they parted on

*Above: Out on the open road, the 917 (chassis number 030) must have been an absolute blast to drive! Silver bodywork carried only a modest visual reference to the legendary Martini livery*





*Right, from the top: Spartan interior made no concessions to road use; lack of heating and the panoramic windscreen meant the two occupants froze at night and roasted during the day; can you imagine seeing this in your rear view mirror?*







friendly terms with the reminder You know the French autoroutes have a 130kph speed limit, don't you? Yes, came the reply. Well, if you want to drive up to, say, 260kph and happen to get stopped, just say that you're on a test drive...

Judging by his average speed, the Count was on a test drive the whole way from Stuttgart to Paris. The only stops on the journey were to take on fuel – nobody at Porsche had been able to provide accurate information about fuel consumption when a 917 was used under such conditions. After the first 250 kilometres of the journey, Count Rossi knew, though. His calculations showed that the Porsche consumed petrol at the

rate of exactly 29 litres per 100 kilometres – or just 8.1 miles for every gallon.

As for how comfortable the Porsche was on the long journey, well, things could have been worse. Squeezed tightly together in

the cockpit, unsurprisingly the two occupants complained that cockpit temperatures were too high during the day and too low at night. And to protect themselves against the noise, they stuffed cotton wool in their ears. But, after six hours driving and a good 600kms on a mixture of motorway and country roads, they arrived in

Paris without having to call on the services of the Count's mechanic following in a support vehicle. **CP**

**“JUST SAY THAT YOU'RE ON A TEST DRIVE...”**

*Top: Excuse me sir, Do you have anything to declare?*

*Above left: A 917 silencer was adapted in a near-futile effort to keep noise levels to an acceptable minimum*

*Above right: Heading down the highway...*





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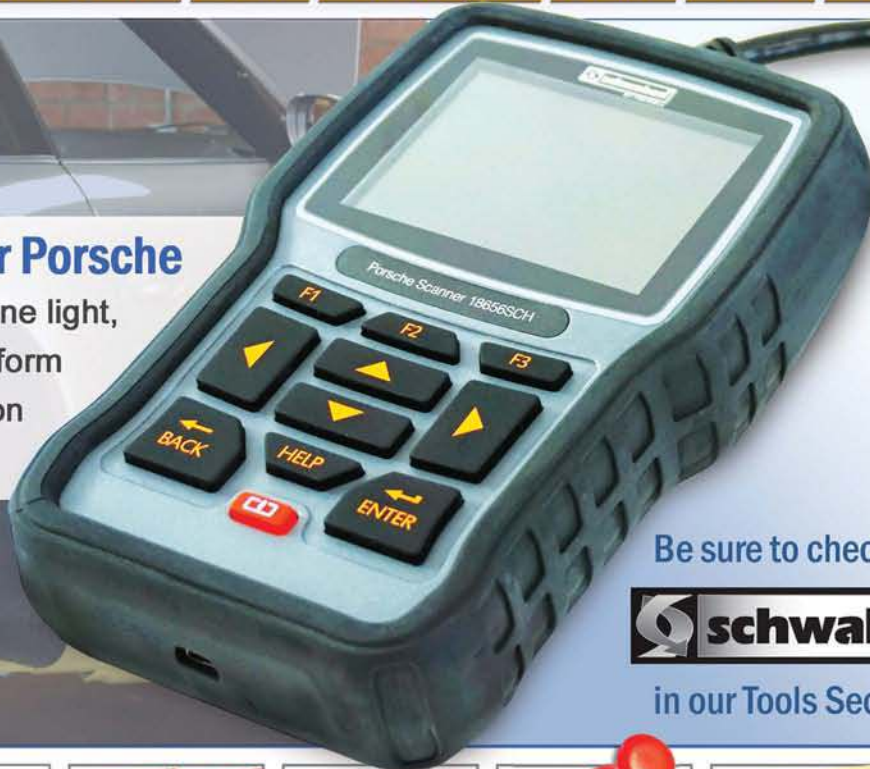
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Words: Keith Seume Photos: Porsche Archiv

# MOBY DICK AND THE BABY

The tale of two of the most outrageous sports racing cars ever fielded by Porsche: the ultra lightweight 'Baby' 935/77 and the aerodynamically efficient 935/78 – better known as 'Moby Dick'







Above: The 935 Baby laid bare. The bodywork in front and behind the cockpit area was cut away to make way for ultra-lightweight aluminium tube subframes

**T**he racing world didn't know quite what had hit it. Porsche's wunderkind, the 935, had proved dominant in just about every arena of sportscar racing since its first public outing at Mugello, Italy, in 1976, where it proved victorious, a result repeated at Vallelunga soon after.

These two wins in a row drew attention to Porsche's new weapon of choice from the FIA, whose rule makers objected to the huge air-to-air intercooler fitted to the 935. Porsche replaced it with a more compact water-cooled version which appeared to satisfy the FIA's tech committee at the expense of performance.

It took Porsche's engineers a few more races before they were satisfied with the 935's new set-up. It was at Le Mans that year that the revised 935 showed its mettle, taking a fine fourth overall despite a major rear-end shunt and a lack of fuel capacity.

From that point on, the 935 stamped its mark on championship sportscar racing in a way that few other cars ever have. Main rivals BMW had been the ones to beat in Group 5, but the writing was on the wall.

At the end of the year, BMW announced it was pulling out of Group 5 racing, a decision that left something of a void. For Porsche (and spectators), there could have been nothing better than a head-to-head with the men from Munich.

As it was, Porsche won every round of the Championship of Makes in 1977, the latest 935/77 proving utterly dominant, despite suffering recurring head gasket failures. But over winter Porsche had built a series of customer cars, which carried the flag when the factory team faltered. Among them were 935s supplied to Cologne-based Kremer, who

concentrated on improving the 935's aerodynamics. George Loos Gelo team was another front-runner, with customer cars eventually winning four of the seven championship rounds compared to the factory team's five. Porsche didn't mind – if the name on the trophy (and victory posters) read Porsche that's all that mattered.

But some pundits suggested that Porsche didn't really have any meaningful opposition now that main rivals BMW, along with Ford, were competing in the sub-2.0-litre classes, while Porsche's 935 was left to play by itself in the over-2.0-litre ranks.

That clearly struck a raw nerve at Weissach, a nerve that was positively jabbed hard by the news that the German round of the championship to be held at the Norisring was to be televised – but only the race for sub-2.0-litre cars. BMW and Ford, of course, were perfectly happy with the decision, Porsche not so...

So having been denied the chance to take on BMW in a

head-to-head on the track, and now potentially being excluded from any TV coverage on its home turf, Porsche stunned its rivals with the announcement that it was to build a car specifically to run in the sub-2.0-litre class at the Norisring. The decision, made by Dr Ernst Fuhrmann on April 5th, resulted in the creation of the 935 Baby.

It took Porsche's engineers just eight weeks from start to finish to build this new car. It was powered by a 1.4-litre turbocharged engine (which was rated as 1995cc when the regulatory 1.4:1 turbo factor was brought into play) developing 380bhp through a single KKK turbocharger running at 20psi boost.

The Baby was based on a regular 935/77 but had to be

## “JUST EIGHT WEEKS FROM START TO FINISH TO BUILD THIS CAR”

Left: On display ahead of a rather more conventional 935/77, Moby Dick looks every inch the outrageously styled, aerodynamic masterpiece it was





put on a diet to get its weight down to a more competitive 1599lbs – a full 140lbs less than the previous lightest 911 (the famous 1970 Tour de France car) and a massive 400lbs less than a basic 935/77.

The quest for weight loss had been made a little easier by new rules dictating what had to remain of the original production vehicle on which these cars needed to be based. For 1977, it was now possible to lose all bodywork in front and behind the front and rear bulkheads, respectively. This metalwork was replaced with lightweight aluminium tubed subframes bolted to the bodywork, further rigidity being added by the substantial aluminium rollcage.

In addition, the Baby featured a new lighter body tub stamped from thin-gauge steel, along with featherweight glassfibre mouldings for the wings and doors. Windows were made from thin glass (windscreen) and lightweight plastic, while further weight-saving measures included a titanium throttle pedal and gear lever.

That was not all: the wheels were smaller in diameter, too, and to save further weight on the oil lines, the oil cooler was mounted at the rear of the car. The lighter 915/50 five-speed gearbox was also used, the reduced power output of the Baby's engine allowing it to live under race conditions.

At its first outing at the Norisring, Jacky Ickx qualified the car in a lowly 13th position, a consequence of the lack of

development time. Turbo response was sluggish, gear ratios too high and, as things turned out in the race itself, cockpit temperatures off the scale, forcing Ickx to retire.

For the next crucial outing at Hockenheim, Fuhrmann, Bott and their team had carried out several modifications to the car, including insulating the firewall, changing the gear ratios, resetting the fuel-injection pump and further stiffening the bodywork.

The work paid off, with Ickx putting the car on pole and running away from the rest of the field to finish half a lap up. The Baby's work was done and the car was retired from further competition.

During the 1977 season, as successful as it was, it was becoming clear that the 935's engine was reaching its limits. As dictated by the Group 5 regulations, the engine was based around the production 930 crankcase, and was fully air-cooled as one might expect of a flat-six Porsche motor of the time. But as boost levels and power outputs rose, head gasket and piston failures were becoming rather too commonplace. And that was no way to confidently tackle an event like the Le Mans 24 Hours.

The most obvious improvement would be to simply water-cool the engine, but that surely went against everything that Porsche stood for? Heading the team looking into how to solve this thorny problem was Hans Mezger, Porsche's

*Above: Outrageously stylised bodywork stretched the profile to the limit. Yet despite the longer nose and tail, Moby Dick was still recognisably a 911...*

*Below left: The Baby 935 used a one-off 1.4-litre flat-fan turbo engine that produced 380bhp*

*Below right: Working conditions on the project weren't always perfect...*





legendary engine designer and the man behind the 911 s flat-six. For Mezger, simply adding water-jackets to the current air-cooled engine – either round the cylinders or the heads, or maybe both – was not enough. If you're going that far, he believed, then you might as well go the whole hog and make some really radical changes to the engine.

The most obvious way to improve the design would be to use dual overhead camshafts, a concept first explored by Porsche back in the late 1960s with the flat-eight four-valve 908 engine concept. That was not a success as the engine ran hot (it was air-cooled), so water-cooling was considered. However, at the time, developing the flat-12 917 engine was considered more important, so the idea had been shelved.

When Mezger dusted off the dual-cam, four-valve water-cooled concept in 1977, it made a lot of sense. The Group 5 rules dictated that the original 930 crankcase and air-cooled cylinders be retained, which meant that the original forged crankshaft could also be used, a short-stroke version of which would be available for use in a Group 6-specification engine.

The new 3.2-litre unit retained the idea of using individual heads for each cylinder, but now with provision for a water jacket to keep the heads cool. A pair of water pumps driven off the two exhaust cams (one for each bank of cylinders) circulated the coolant. At the front of the engine there was a vertical cooling fan which passed air over the cylinders.

This should have been enough but Mezger was taking no chances – he decided to weld the heads to the cylinders so that there was no further need for problematic head gaskets, using a process called electron-beam welding.

With twin KKK turbochargers, at 8200rpm the new engine produced a massive 750bhp at 22psi boost, with up to

840bhp available at higher rpm and boost. A far cry from the (up to) 380bhp of the Baby 935 which went before.

With the engine problems now hopefully sorted once and for all, Norbert Singer and his team turned towards creating the ultimate Group 5 Porsche in which to put it to good use. The previous season's Baby 935 had shown the way ahead as far as development of the basic 911 (930) bodyshell was concerned, so Singer began once more by cutting off the front and rear panelwork to make way for new aluminium tubular subframes on which to mount the suspension and drivetrain. Once again, an aluminium roll cage added much needed torsional strength without adding too much weight.

From this point on, Porsche's engineers began playing games with the rulebook in search of that extra – or as the late Mark Donohue had referred to it, unfair – advantage, much to the FIA's dismay.

The Group 5 rulebook had undergone a revision over the winter period, mainly in an effort to entice the likes of BMW back onto the grid. One of the changes had been to allow the floor of a

car to be raised by 75mm. This was supposedly to allow the exhaust system of a front-engined car (ie, a BMW or Ford...) to be routed under the car. This would allow for improved aerodynamics by tucking the exhaust system away, making it easier to manage airflow along the car. Nobody expected Porsche, with their rear-mounted engines, to take advantage of the rule change, but take advantage they did...

Singer's interpretation of the rules was to raise the floor of the new car by the requisite 75mm and then bring the whole body structure closer to the ground by the same amount. This had a significant effect on both the aerodynamics and the handling, as the centre of gravity was now lower. And

## “NOBODY EXPECTED PORSCHE TO TAKE ADVANTAGE...”

*Below: The original design for Moby Dick called for flush-fitting doors with large NACA ducts built in to feed rear-mounted radiators, but the concept was vetoed by the FIA technical inspectors*







despite trying their damndest, the FIA's team of technical inspectors could find no reason to outlaw the new design.

Other changes included the use of 16in wheels at the front and 19in at the back, with the front track widened by around 120mm. The transmission was turned upside down to allow the drivetrain to sit lower to the ground (a feature soon adopted by Kremer), while larger 330mm brake discs were installed, along with big four-pot calipers.

Although plenty was going on under the skin, it was the outrageous bodywork that drew the most comment – and is what gave rise to the 935/78's famous nickname. The front and rear bodywork extended far further than on any previous incarnation of the 935, the nose accommodating a pair of water-to-air intercooler radiators, with the rear wings accommodating another pair of radiators, this time for cooling the cylinder heads.

These rear wings stretched far behind the centre line of the driven wheels and served as mounting points for the rear spoiler. After extensive tests in Weissach's wind tunnel, Singer decided upon flush sides, with the door panels extended outwards to fill the void between the front and rear wings. It was in this form that Jacky Ickx first tested the car at Paul Ricard in March 1977.

But even though the FIA inspectors accepted this radical redesign, they then had second thoughts, demanding that the fully-faired door panels be removed, meaning that the bodywork now took on a far boxier form than had been

hoped. However, it was still far more aerodynamic than any previous design. In fact, with the pods removed, the 935/78 had a Cd figure of 0.38, a figure which matched that of the old long-tail 917s.

On its announcement, the new car drew considerable attention from the media. The elongated side profile gave reason for German magazine *Auto Motor und Sport* to refer to it as the Great White, after the shark. The Porsche team members, however, had other ideas, preferring the name Moby Dick after Captain Ahab's Nemesis in the book of the same name.

At its first race outing, Moby Dick was in a class of its own. The event was the 1978 Silverstone Six Hours, held on May 14th at the famous UK track. It was the fourth round of the World Championship of Makes and the car – chassis number #006 – was to be driven by star drivers Jacky Ickx and Jochen Mass.

Despite the importance of the event in the WSM calendar, it was not considered to be of major significance as far as Porsche was concerned, rather as an extended test session ahead of Le Mans in June. Porsche's Manfred Jantke even said as much in a pre-race interview, a comment which will not have gone down too well with the race organisers.

*Motor Sport* magazine reported that in unofficial practice, Mass lapped five whole seconds off his own Group 5 lap record, in first practice he was easily the quickest, in second practice Ickx went quicker still to confirm the car's pole

*Above: Every effort was taken to reduce weight on the 935 Baby – even the gear lever and throttle pedal were made of titanium*

*Below left: The final incarnation of Moby Dick used short extensions to the front wings which extended about a third the length of the doors. Both Porsche and the FIA were happy with this compromise*

*Below right: As much as 840bhp was available from the twin-turbo double-overhead cam engine developed for Moby Dick. The camshafts were gear-driven off the crank. Note the upright cooling fan, which was used to cool only the cylinders – the cylinder heads were water-cooled*





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Above: Manfred Schurti and Rolf Stommelen head the pack at the 1978 Le Mans 24 Hours. After qualifying third, they finished 8th overall...

position, and in the race itself they led every inch of the way to win by seven laps. So fast was the car that Mass pulled out a staggering four second advantage over everyone else on the first lap, and from a rolling start at that!

*Motor Sport's* correspondent then added: It really had no opposition at all, and one wonders how fast the Porsche might have gone if victory had been its first priority!

The next outing was, in effect, the whole *raison d'être* for Moby Dick: the Le Mans 24 Hours. If you need any proof of just how fast Moby Dick was, consider this: on the Mulsanne Straight, the 935/78 was clocked at an astounding 227mph in practice, and 221mph in race trim. That made it the second

fastest car down the straight, and third fastest qualifier overall behind Ickx's Group 6 936 and the Renault-Alpine of Jabouille and Depailler, the latter clocked at 228mph.

Moby Dick out-qualified the second works 936 by almost five seconds, and was only 2.5 seconds behind the pole sitter. Impressive for a car which, under the skin, still bore some (albeit modest) resemblance to a production model.

Sadly, in the race itself, Moby Dick – driven by Manfred

Schurti and Rolf Stommelen – was plagued with problems. A new engine had been fitted after the original holed a piston while the car was being driven to the track on public roads. This flag-waving exercise arguably cost Porsche dearly...

Unable to push the new engine to its full potential early on, Moby Dick slipped back to sixth place, a position it held until the 17th hour when a seemingly terminal oil leak forced Schurti and Stommelen to throttle back in an effort to save the engine. As a result, Moby Dick could only finish eighth overall and third in Grp 5 behind two privateer 935s.

Post-race, a tear down revealed that the oil leak was relatively minor and should have been of no major concern, but it was too late. Moby Dick

would never again run at Le Mans.

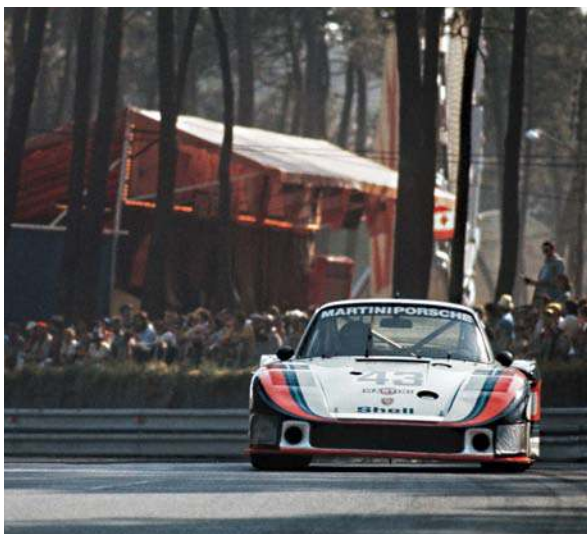
Together, the 935 Baby and Moby Dick will stand forever as living proof of the incredible versatility of the 935 – and, indeed, the whole 911 family – and the determination of Weissach's engineers. **CP**

For further reading, see Karl Ludvigsen's *Excellence was Expected* and Jürgen Barth's *The Porsche Book*

## “THE 935/78 WAS Clocked AT AN ASTOUNDING 227MPH...”

Below left: Le Mans 1978. Moby Dick was timed at 227mph in practice!

Below right: Norisring 1978 – unsuccessful outing for Moby Dick as Jacky Ickx finished a lowly 21st







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# BUILT TO BE DRIVEN

While it would have been easy for Mark Reynolds to have restored this car to the n'th degree, that would have left him with exactly what he didn't want – a car that was too nice to enjoy. Mark's plan was to build a car that he could jump in and drive across Europe without any mechanical issues or having to worry about picking up a few stone chips. Paul Knight takes a closer look...

Words & Photos: Paul Knight







**M**ark Reynolds is the proprietor of one of Europe's best-known VW and campervan specialists, Just Kampers. In 1989, he started out working from a single garage in Bagshot, Surrey where he fixed up and repaired old VW Campers, before moving to larger premises near Farnham and expanding the business to cover second hand parts sales.

Things soon took off and by 1993 Mark had moved again, this time to Farnborough, and was working around the clock supplying parts to enthusiasts around the country while still fixing up old Type 2s. However, the business took a leap forward when Mark stumbled across a hoard of NOS VW parts at a closed-down VW dealership while on holiday in Malta. This really boosted the parts side of the business

and led to the expansion into selling new parts alongside the used and NOS stock. This was the point at which the workshop side of the business began to be consumed by the parts and retail operations.

The internet has played an important part in Mark's business expansion, too, and towards the end of the 90s the mail order business really started to take off. Today, Just Kampers operates from a modern warehouse facility in Odiham and has become a global operation, not to mention an integral part of the VW community.

So, how come Mark has a Porsche? He explained, 'Actually, I owned a 68 912 back in the 90s – I paid £2500 for it and clocked up plenty of miles behind the wheel. Back then, the 912 was still regarded as a cheap alternative to the 911, however, as Mark soon found out,





the 912 was a true underdog and was very much misunderstood. The reality, of course, is that the four-cylinder Porsche was a sports car in its own right and, fast forward to today, the values have risen to reflect exactly that.

Mark has owned plenty of interesting vehicles over the years and his current stable includes a fabulous 67 Karmann Cabriolet Beetle and an Oval-window Bug with an Okrasa motor, which he campaigned with his son, Josh, in the Mille Miglia rally last year.

While not actively hunting for an early 912 in any serious fashion, Mark had fancied owning one for some time. Every once in a while, he'd have a quick look on-line to see if there was anything interesting for sale. He explained, I actually stumbled across this car by chance in the Autumn of 2016 and very nearly disregarded it as the eBay listing stated that it was a 67 model. But curiosity led Mark to click on the link,

and he casually flicked through the 20-or-so random photographs that accompanied the poorly-assembled description. He commented, I soon realised that this wasn't a 67 and was actually an earlier, three-gauge model. I decided to take a gamble and ended up buying the car based on little more than a gut feeling that there might be a diamond hidden beneath the layers of dust, and the hope that it was indeed incorrectly listed...

There wasn't a huge amount of information to work with, but the description explained that the 912 had been imported from the USA in 2015 and that it was a very solid and rust-free example. The car had been repainted and appeared to be pretty-much complete, yet needed some fine tuning and fettling to make it roadworthy. As it was neither MOT'd or indeed UK registered, it was essentially an unfinished project, which he managed to pick up for a reasonable price.

*Above: The 912 rolls on its original chromed steel wheels – they're all correctly date-stamped, as is the spare wheel*

*Below left: Four-cylinder engine was rebuilt by Andy Prill and runs as sweet as a nut. Pumping out 90bhp, performance is brisk*

*Below: Following a repaint, the original factory info decals were reapplied to the rear slam panel*







*Above, left and right: It's the little details which help make a good car great – we love the 100% stock decal!*

Mark continued, I was pleasantly surprised to find the 912 was every bit as good as I'd hoped so I immediately ordered a Birth Certificate from Porsche, which confirmed that it was indeed an earlier car than the listing had suggested.

The paperwork stated that the car had been manufactured on 19th June 1965 before being shipped to a dealership by the name of P. C. Southeast in Jacksonville, Florida, and first registered on 31st October '65.

The certificate also confirmed that this was a matching numbers car, and that the fresh paintwork was the correct 6602 Polo Red hue. Mark said, The listed options included chrome wheels, a side mirror and a wood-rimmed steering wheel, while the interior trim was specified as black leatherette. Fortunately, much of the original interior

was intact and the car was rolling on the correct, date-stamped chromed rims, hence it seemed that only the spare wheel and the original steering wheel had been separated from the car at some point in the past.

Mark began to collate a list of parts required both to return his 912 to factory spec and also to bring it up to scratch. He explained, Before long my list had grown to three A4 pages and covered everything from sun visor clips to practically the entire rear brake set-up. He continued, It was also clear that the engine was in a pretty bad way, so the list would end up being both extensive and expensive!

Having located the correct steering wheel and purchased some replacement carpets, Mark went on to employ a local coach trimmer to tackle some stitching issues on the original

## “FORTUNATELY, MUCH OF THE ORIGINAL INTERIOR WAS INTACT”

*Below: 912 models featured a rain guard on the underside of the engine lid, primarily to keep rain off the vulnerable electrics*







seats. He commented, The original leatherette trim was in great condition, but the stitching had perished over the years, so I opted to have the seats carefully disassembled in order to reinforce the original seams rather than fit replacement seat covers .

Mark had no intention of building a show piece – in fact, he considers this to be more of a survivor – so he was keen to retain at least some of the unique charm of the original interior. And, as we slipped behind the wheel and closed the door, it was immediately obvious that his goal had been achieved as the feel (and even the smell) was perfect – something that, quite simply, cannot be replicated

when restoring a car from the ground up.

Regarding the metalwork, Mark told us, I was very happy to find that there were no signs of previous welding or repairs and that the underside of the car was indeed 100 per cent rust free and in excellent order , consequently, the underbody has been treated with a rust- and chip-resistant finish to ensure it remains as such for many years to come.

The exterior bodywork had been repainted in the original Polo Red by the previous owner and, when it arrived at his home, Mark wasn't quite sure what he'd find underneath the dust and road grime. He told us, Beneath the dirt was a pretty decent paint job, which

*Above: Polo Red is a very attractive hue, subtly different to the later more common Guards (India) Red. This and Irish Green are our favourites*

## “MARK HAD NO INTENTION OF BUILDING A SHOW PIECE”

*Below left: Interior trim is all original, although the seats have been refurbished to make good the seams*

*Below right: Mark tracked down a correct wood-rim wheel. These early three-gauge 912s are now becoming very sought after*







*Above left: Steel wheels with flat crested hubcaps conceal the four-wheel disc brakes. Note electric aerial tucked away in the wheel arch*



*Below: It's hard to beat the lines of an early short-wheelbase 911 or 912, with the narrow rear wings and the plentiful brightwork. Such cars are getting harder to find and the value of early 912s is on the increase*

we were able to colour-sand and polish to really make the most of the Polo Red bodywork. A few trim pieces were replaced to improve the overall aesthetics and, before long, Mark's 912 was really starting to look the part.

Mark explained, I mentioned to VW journo, Ivan McCutcheon that I needed a chrome spare wheel for my 912 and was amazed to learn that he'd recently sold exactly the rim I needed to a mutual friend, James Peene. He continued, I immediately called James and explained that the spare he'd just picked up was date-stamped to suit my car and was happy to learn that he was willing to exchange it for another, which I soon located on his behalf.

However, there was still the matter of the sick motor to tackle, plus Mark wanted a professional to give the car a thorough check-up before he put any serious mileage on it, as the last thing he wanted was to find himself stranded miles from home due to an avoidable mechanical issue.

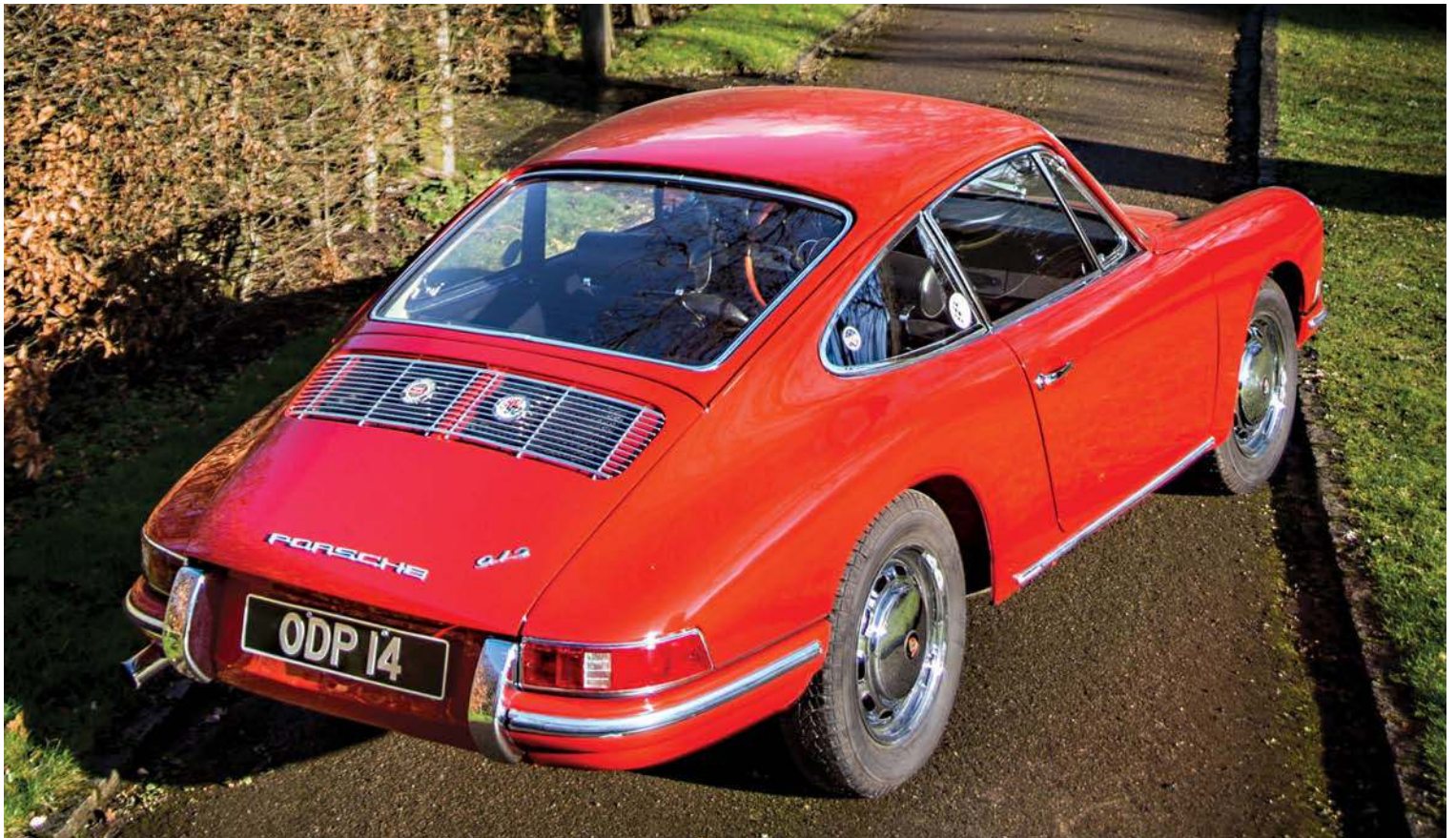
The solution was to deliver the car to Andy Prill, who would not only overhaul the 1600cc motor, but also strip away much of the running gear before powder coating and

overhauling everything. The underside of this car now looks great and, with plated hardware used throughout, Mark should have no issues with corrosion etc in the future.

Further investigation into the history of the car revealed that, later in its life, the car had ended up being driven in and around LA and San Diego before suffering from some engine issues, which led to it being parked up for around 20 years. This period of rest would certainly help to explain the overall condition of the car, however it also explains why the check-over and tune-up turned into a full engine rebuild...

The car was away for around five months in total, but the end result was a comprehensive mechanical overhaul and a sweet-driving Porsche 912. The 90hp, four-cylinder motor sounds crisp and fresh and the car performs and handles perfectly – it really is a well balanced and rewarding drive.

Future plans include converting the dynamo into an alternator (within the original casing to retain the original look) and fitting LED bulbs. But otherwise Mark is very happy with his 912, which is why he's looking forward to some European adventures later in the year. **CP**









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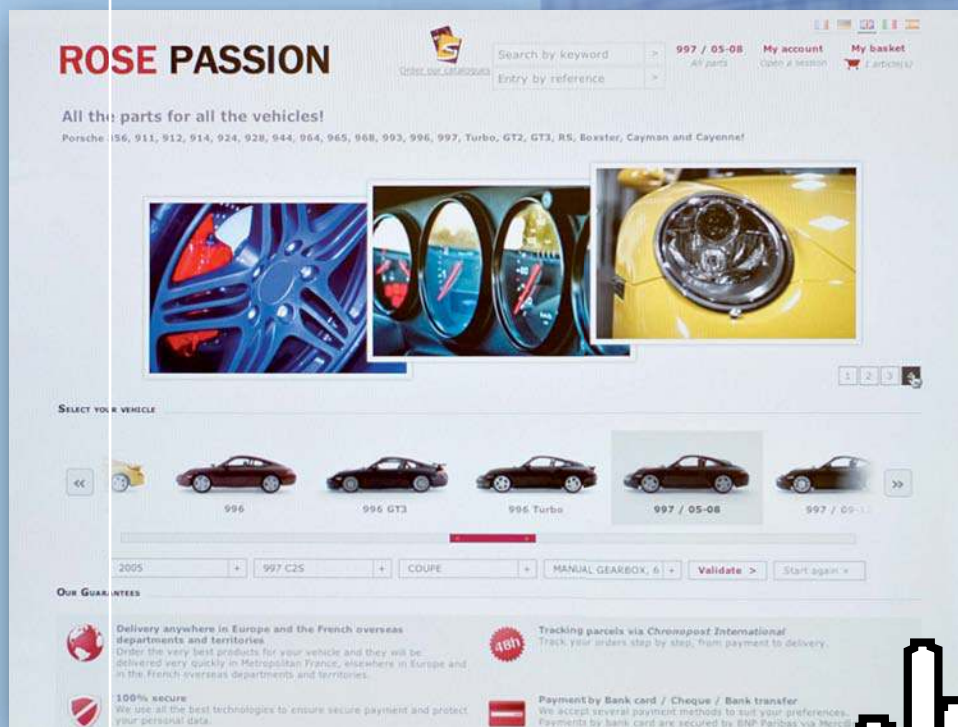
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Words: Matt Stone   Photos: Evan Klein

# WORKSHOP 5001

Marlon Goldberg once worked alongside Rob Dickinson at Singer Vehicle Design, but then set out to create his own take on high-performance, high-horsepower Porsches, based principally on earlier pre-964 models. His business, Workshop 5001, is creating quite a stir...





**“THE RESULT IS 339 HIGH-  
WINDING HORSEPOWER,  
WITH SIMILARLY  
SUBSTANTIAL TORQUE”**







**M**arlon Goldberg is a young guy, not yet 40. But he's spent much of his life (working and personal) around cars, and Porsches most particularly. New York State born and raised, Goldberg has been a mechanic, a Porsche certified technician, a Porsche new car salesperson, and did a two year stint in the earliest days of Singer Vehicle Design (SVD). Got your attention yet?

Goldberg worked with Singer kingpin Rob Dickinson, and others, to set up and define the production process and parts department, and was deeply involved in the build of the company's first cars. It was a fruitful union, but after some time, Goldberg decided he wanted to do things differently, and do a few different things. Primary among them was to be able to build more bespoke cars, on models and platforms other than Porsche 964s, which are the staple underpinnings of Porsche 911s "Reimagined by Singer."

Goldberg and Dickinson parted, and remain, friends. It was at that point that Marlon located and acquired a sturdy but tatty warehouse building in the East Adams/Jefferson Park area of Los Angeles. The building was emptied out, cleaned up, restored and remodelled to suit his taste and needs. The original wood trussed ceiling remains, and looks

fabulous. The cinderblock walls are also original.

The floor needed some sections cut out and replaced with steel rebar-reinforced concrete, plus the construction of a very cool, high-roofed, skylighted bath and shower room, with trendy, industriomechanical-looking exposed plumbing and electrical conduiting. It's one of the funkiest and coolest car/man caves we've ever seen: part race shop, museum, Q's workshop and laboratory.

From there it was a matter of adding lifts, sheetmetal working benches, and racks and racks of tools. Workshop 5001 opened for business in 2014.

During our visit, there were a half dozen done cars around, each a testimony to the level of depth and attention to detail that Goldberg and his small yet highly skilled and dedicated staff go to remanufacture and thoroughly upspec a Porsche. Each car's concept, design and componentry tends to be a mix of old school Porsche greatest hits smartly combined with a lot of latest and best aftermarket and Porsche factory bits and technology.

Much like the ethos of Singer Vehicle Design, maximum emphasis is placed on using the best possible finishes, textures and materials, not only in terms of performance potential, but always keeping in mind tactility, aesthetics and

*Above: The car may have started life in Germany but it's now as American as mom's apple pie and a bottle of Coke. Despite its subtle appearance, this is one full-on hot-rod*

*Below, left and right: Dansk Sport muffler makes a vain attempt to quieten the beast. Headers have been fitted with take-off for Lambda sensor to feed info to the Motec module. Transmission is a Type 915 five-speed*







*Above left: Fuel cell replaces the stock fuel tank, leaving little room for luggage!*



*Above right: Injected engine displaces 3.8-litres and pumps out a healthy 339bhp, with a commensurate increase in torque*

design. Goldberg doesn't remove and toss out most of the factory Porsche steel panels in order to replace them with carbon-fibre parts, although when an underlying car shows up with a sunroof, and the customer wants it removed, 5001 cuts out a huge rectangular section of the roof and replaces that panel with carbon-fibre. It's light and strong at the top of the car, where weight reduction does a lot of good. There's also the occasional composite spoiler, bumper or ducktail.

Goldberg likes to build big engines, and encourages customers to think in terms of 3.6-, 3.8-, and 4.0-litre flat-sixes. Many a single-plug engine in this shop has been modified to make it a twin-plugger, or in some cases the build is based around an already twin-plug 964 engine. Five- and six-speed manual transaxles are the order of the day, with nary a Tiptronic or PDK to be seen.

Aerospace level wiring harnesses are built entirely from scratch, to be even more sophisticated, flexible, robust and reliable than would be a factory harness with add-ons and patches to handle things such as fully programmable Motec or Bosch engine management systems. Every loom is heavily wrapped and premium fasteners are used.

The undercarriages look better, cleaner and shinier than factory fresh; paint, chrome and plating is concours quality. 5001's standard is best of best componentry, and no matter

a given car's state of tune or performance, think well-tailored race car – or really fast Fabergé egg!

Our main focus this visit is the eye-popping Mexico Blue 74 Carrera you see in these photos. It was commissioned by a couple that loves cars, primarily as the wife's daily driver and weekend autocrosser. Suspension, tyre choices and engine power and sound levels can be tailored to individual owners' taste, but suffice it to say this one should just rake in the trophies on the autocross circuit.

It arrived mostly in a box, and was originally a Sportomatic-equipped machine, which hit the bin in favour of a fully rebuilt and beefed up magnesium-cased 915 transaxle. You may wonder why not a later G50, but Goldberg has had good luck sorting out 915s and making them easy and crisp to shift, plus this mag-cased box is the lightest five-speed you can put into a 911.

And the engine behind it is indeed a thumper; a proper naturally-aspirated air-cooled six punched up to 3.8-litres drilled for twin spark plugs, running a Motec M130 engine management system, Carillo rods, Mahle pistons and cylinders, a GT3 oil pump and custom made cams, among many other high tech mods. The result is 339 high winding horsepower, with a similarly substantial torque number – do the power-to-weight maths on that for a car weighing less

*Below: When you see this in your rear-view mirror, just two words come to mind: Move over!*







than 2300 pounds with all fluids aboard.

To call this a ground-up build is an understatement; the car was stripped of everything, not a nut, bolt or wire left, and blasted down to the nubbins. Every seam was stitch welded to close any potential rust gaps and to add ultimate structural rigidity. The roof is 5001's own carbon-fibre panel, and every bushing and bearing is new. Ohlins provided one of its adjustable suspension kits, while the brakes are Carrera 3.2 calipers with a master cylinder runs *sans* power assistance. The wheels are refurbished factory Fuchs, wrapped in Pirelli Trofeo R rubber.

The exhaust system is catalyst-free, running aftermarket replica RS headers backed by a Dansk Sport dual-outlet muffler. The clutch is a completely user friendly Sachs unit that avoids the shuddering and abruptness served up by so many pure race pieces. The Motec system not only handles engine management duties, but an in-car keypad administrates everything from the lights to one touch power windows.

As you can see, the body has been handworked and rubbed to within an inch of its life, and finished in a dazzling rendition of Porsche's iconic Mexico Blue. The darkish plating

on the window frames and elsewhere is called Black crystallite chrome, a completely modern finish that retains a subtle retro quality that's so much more interesting than matte black or just more polished ally, or chrome.

The cabin is sporty, and nearly as eye popping as the exterior. Stock seats have been swapped in favour of lightweight Recaro shells equipped with multipoint quick release harness belts. The rear seat area is now filled with a competition roll cage. The doors wear unadorned RS style doorcards with custom pulls. Ahead of you is the friendly and recognisable 911 gauge array, and you reach up to grip a helpfully dished Momo Prototipo steering wheel.

Everything that isn't painted to match the screaming blue bodywork is wrapped in a deep shade of red leather. There's a spinal cord of wiring harness that runs from the front of the car back to the engine compartment, fully encased in OEM level insulation and wrapping, all held to the floor with zip ties – but not the expected off-white or black plastic wire-ties, but each one hand wrapped in the same leather – that may sound a little over the top, but trust us, they're fabulous.

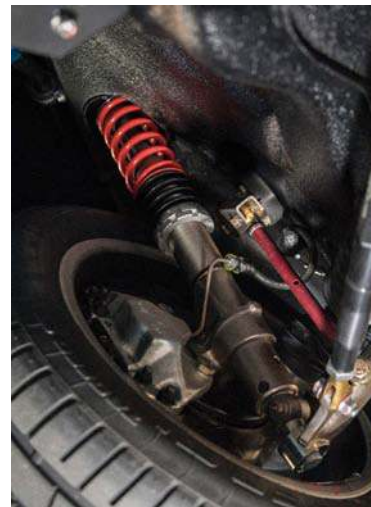
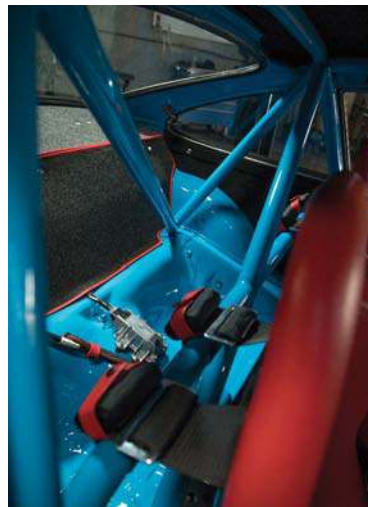
## “THE BODY HAS BEEN RUBBED TO WITHIN AN INCH OF ITS LIFE...”

*Above: Low, mean and moody, the latest offering by Workshop 5001 began life as a regular 1974 Carrera*

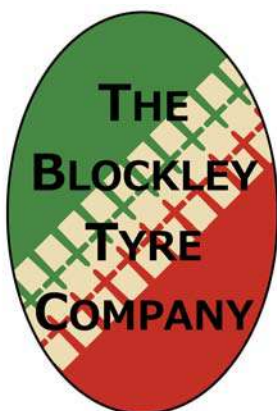
*Below left: Marlon Goldberg (centre) along with Jason and Ryder are the faces behind the operation*

*Below centre: Rear seat area is now filled with a colour-coded roll cage and Motec management module*

*Below right: Ohlins supplied the adjustable coil-over suspension kit*







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Thumb the starter button and the protein-fortified flat six burst into life with a cheery bark. This thing is loud. Goldberg can and will build you a car more reserved than this, and while technically still a licenced-and-lighted street car, it's getting pretty near the edge.

The five-speed shifter rides aboard a stock Porsche housing refreshed with a Wevo quick-shift. The clutch feels like that of any normal 911, with smooth linear take up about mid-pedal.

Point it straight, mash the pedal, and the tach races to 7000rpm; snick the shifter into second and repeat, and you'll hit 100mph awfully quickly.

The combination of low-end torque and dizzying top end horsepower is intoxicating. And the noise is like playing the highlights of Le Mans on a virtual reality audio system.

The suspension is absolutely committed; some will feel it too stiff for street, others will revel in the control and response. Fortunately, there's plenty of travel and first rate

damping – tough to pull off in a suspension system that's far more spherical rod-end-jointed than rubber. But it's as precise as a laser-guided X-acto knife. After ripping around the streets of LA like McQueen in a 917, we eventually park the Blue Meanie and ponder...

What does all this speed and beauty cost? Not unlike a car from Singer Vehicle Design, it's a half-million USD, give or take a few details and options. Credit these car owners for stepping up and commissioning something unique, because it would have been simpler, faster and less expensive for them to drop into their nearest dealer and order a new GT3RS.

But thankfully there are people who want, and can afford, something special and utterly bespoke; Marlon, Ryder, Jason and the rest of the gang at Workshop 5001 will be happy to build it just for them. **CP**

**For more information, check out [www.workshop5001.com](http://www.workshop5001.com)**

**“IT’S AS PRECISE  
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KNIFE...”**

*Above: It makes for a pleasant change to see an impact-bumpered 911 that hasn't been backdated to build a hot-rod*

*Below, left and right: There's no ignoring the interior! Deep red leather highlights on the dash and door trim complement the Recaro seats. Schroth harnesses and Momo wheel are the finishing touches*





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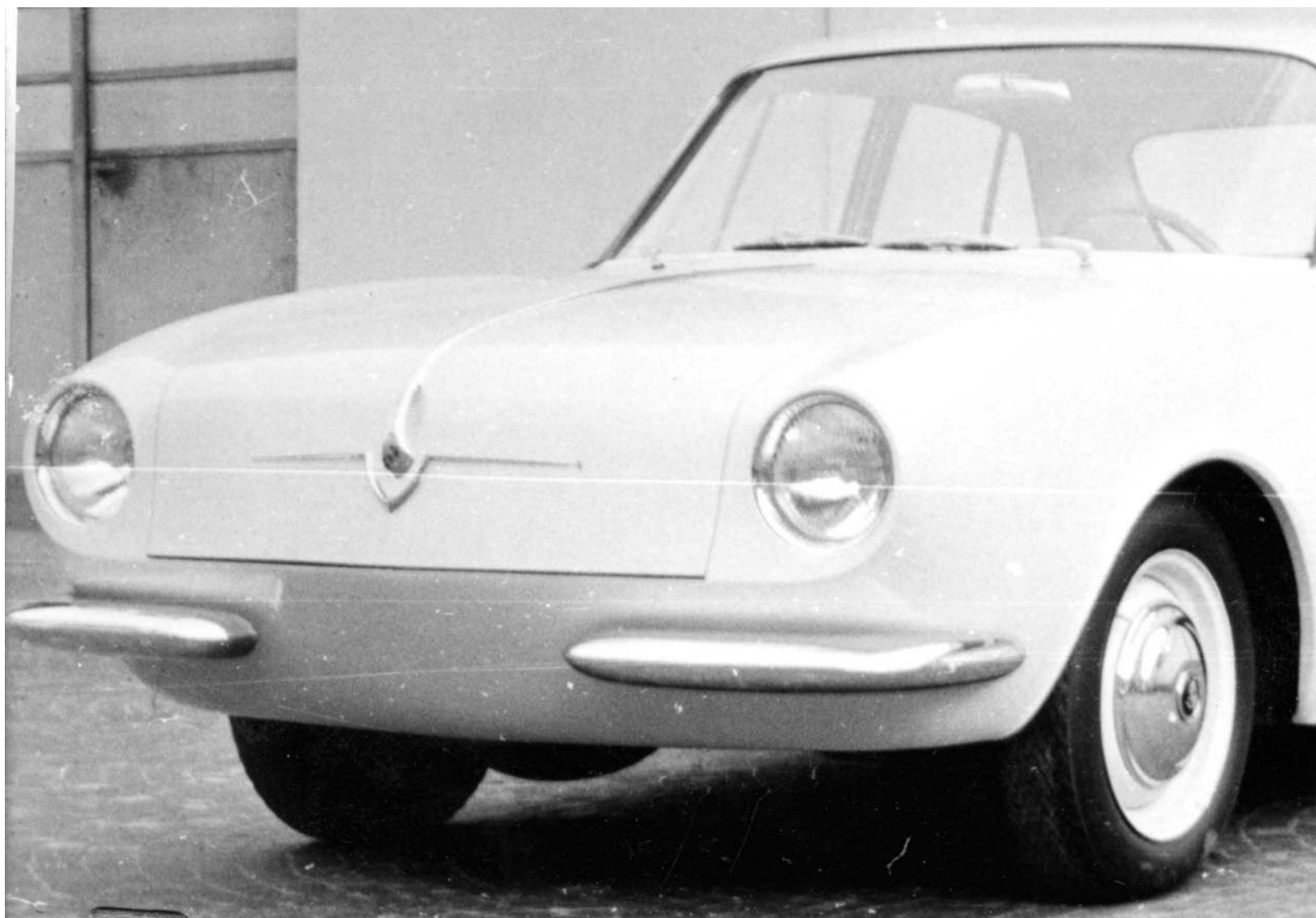


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# ITALIAN FANTASIES: PORSCHES BY GHIA

**In the late 1950s Porsche began planning a larger car to accompany the 356. Here was an opportunity for Turin's Carrozzeria Ghia and its star designer Sergio Sartorelli to show what they could do...**

Words: Karl Ludvigsen Photos: Ludvigsen Archive

In its heyday Turin's Carrozzeria Ghia was one of the most active internationally of the Italian coachbuilders. This was chiefly down to the warm personality, language skills, design flair and business acumen of Naples-born Luigi Segre. Here was a man to whom the world's highest auto executives could and did turn with confidence that he and his team could master any challenge with superb style and craftsmanship in amazingly brief periods of time.

Segre was a man's man who had proved his chops during the war as an operator of the American OSS in the mountains of Italy, working with the partisans who caused so much grief for the occupying Germans. He came to appreciate the American way of acting and gained a feel for the language. After the war his engineering education

took him to Turin coachbuilders Carrozzeria Ghia, founded in 1915 by Giacinto Ghia to tailor individual automobile bodies for the wealthy.

In 1948 stylist-manager Felice Mario Boano assumed Ghia's management, carrying over its team of master craftsmen to maintain its style of a designer and producer of special cars and prototypes. This differentiated Ghia from companies like Pinin Farina and Stabilimenti Farina that were also series producers of specially bodied cars. In the view of Luigi Segre this constrained Ghia's business options, which led to conflict with Boano. By 1954 Luigi Segre was in charge at Carrozzeria Ghia.

The early 1950s witnessed a stunning extension of Ghia's global reach. Not averse to commissioning special

*Above: Ghia's 1960 larger-car proposal using Porsche components was more sober than snazzy. Offering ample trunk room in front, it was in the European mainstream. Unlike any other proposals for bigger Porsches, both Ghia designs had four doors*





*Above right: Arriving at Ghia in 1956, Sergio Sartorelli was its chief designer*

*Below: This was Ghia's striking 1962 proposal for a new vehicle to be manufactured by Porsche, conceived when Porsche was planning to produce a larger sister to the Type 356*

bodies for show and parade use, Chrysler chief Kaufman Thuma KT Keller wanted to see what the Italians could do. After the 1950 Turin show he asked both Ghia and Pinin Farina to rebody standard Chrysler Corporation chassis. His aim was to evaluate their quality, a competition that Ghia won. Henceforward Carrozzeria Ghia would build Chrysler's special vehicles.

This was great news for Virgil Exner, whom Keller had hired in 1949 to head an advanced-design studio for Chrysler. His first effort was the Chrysler K-310 of late 1951, a handsome coupe with a melange of American and Italian design ideas. Interpreting Exner's ideas at Ghia was

Giovanni Savonuzzi, an imaginative engineer whose forte was aerodynamics. A particularly striking design conceived in Exner's home studio was the Chrysler D Elegance, a coupe on a shorter wheelbase with markedly racy lines. It would appear in 1953.

Segre and Boano were also trying to please another industrialist, Wilhelm Karmann. Head of the eponymous German mass-producer of special bodywork, Karmann was still its chief in 1951 at the age of 87. Already producing the cabriolet version of the Volkswagen, Karmann was eager to find a more sporting model that would also appeal to VW's exacting chief, Heinz Nordhoff.







At one of Europe's shows he unburdened himself on this topic to good listener Luigi Segre.

Deciding to see what he could do, Segre bought a Beetle from the Société France Motors of Charles Ladouche, French concessionaire for both Chrysler and Volkswagen. Mario Boano's son Gian Paolo picked it up and drove it to Turin early in 1953. There the Ghia team tackled the job of creating a suitable shape, one that could be either a coupé or a convertible.

Among those involved were Savonuzzi, the Boanos and Sergio Coggiola, a talented designer-engineer. Their inspirations included Chrysler's D Elegance, the design of which was already in Turin. Although the size disparity was great between the swaggering American-based car and the platform of the Volkswagen Beetle, the D Elegance had themes they could use. One was a semi-notchback coupe design while the main feature was a separate fender shape for the rear wheel from which a swage line went

forward to the front wheelhouse.

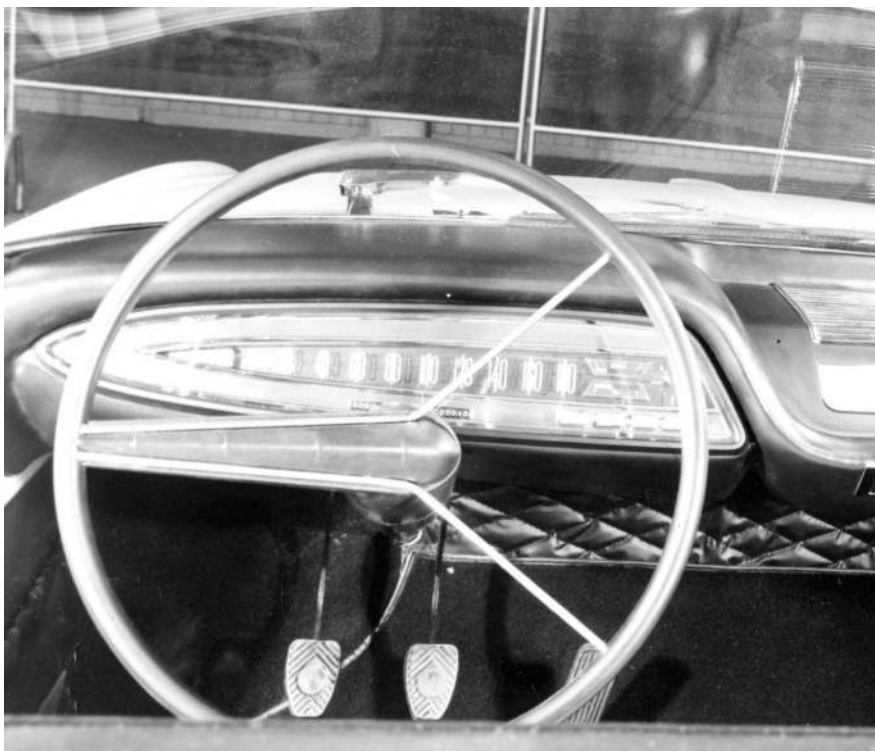
This novel rear-fender concept adapted beautifully to the design the Ghia team developed. Mario Boano and Giovanni Savonuzzi contributed to uniquely shapely nose contours that made the resulting shape of the Karmann-Ghia VW so appealing to Heinz Nordhoff. Available from 1955 both as a coupé and cabriolet, this model was attractive from the outset as another string to the Karmann bow.

A subtle variation of the same Exner-derived design theme appeared on the charming roadster on a Porsche chassis displayed by Ghia at the 1953 Paris Salon. Built on a chassis provided by Zuffenhausen, this car was a first link between Porsche and Ghia—to the delight of Luigi Segre.

New blood entered Ghia in April of 1956 in the person of Sergio Sartorelli, a graduate of the Turin Polytechnic for whom all wheel-borne vehicles were a source of passion and fascination. My work in Ghia began under the supervision of Savonuzzi, Sartorelli related, going from

*Above: The Paris Salon of 1953 saw the unveiling of a pretty Ghia roadster body on the Porsche 356 chassis. It used a styling theme that was to become popular*

*Below, left and right: In its wheel discs, interior trim and dashboard Sergio Sartorelli lavished innovation on his 1962 design mockup for a four-door Porsche. This design deserved to be on the road, but never made it*







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small projects to a lot of chrome on giant Chryslers for Arabian sheiks. At the end of 1957, when Savonuzzi left Ghia for Chrysler, I became chief of prototype design. I continued in this role to the early months of 1963.

Born in 1928, the long-faced and bespectacled Sartorelli had a professorial demeanour which belied his impressive ability to harness fantastical ideas to the cause of auto styling. Design chief under Segre, he headed a long series of projects for major motor companies, only a few of which were publicly disclosed. The ties with Chrysler remained close, Ghia building more prototypes for the American automaker. As well the Virgil Exners Senior and Junior contributed concept ideas to Ghia in 1962 through a contract with their private company, supplying an average

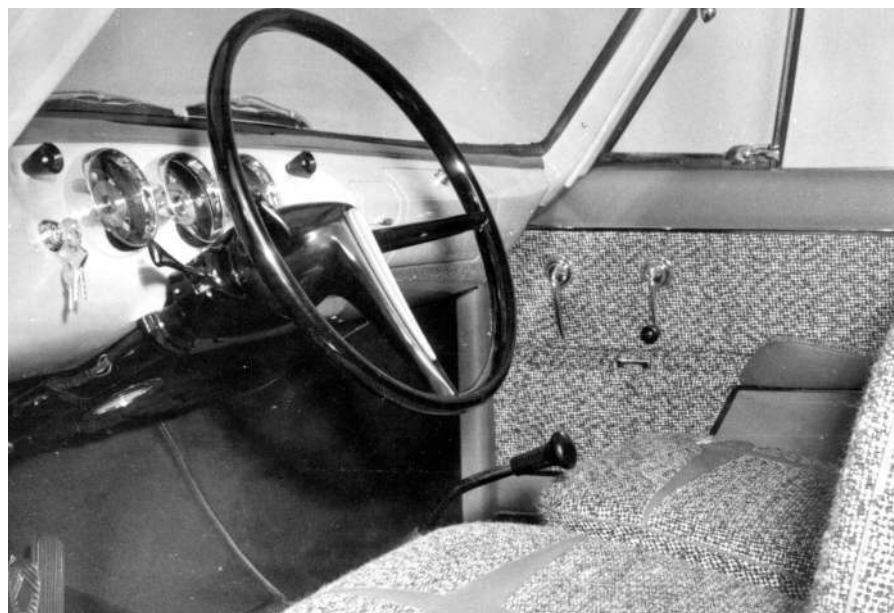
of a fresh design monthly.

Sergio Sartorelli's arrival at Ghia preceded by only three months the decision by Porsche to add a larger car to its range in the form of its Type 695 programme and T-7 body. Soon the Stuttgarters would tap outside talent, in the form of Albrecht Goertz, to develop concepts for the new design on which Erwin Komenda and Butzi Porsche were working internally. In 1958–59 they also began taking a greater interest in the efforts of Beutler to gain traction with its production of 2+2 models based on Volkswagen and Porsche components.

In his networking among Europe's motor players Luigi Segre did not miss the fact that Porsche was exploring the idea of a larger model. Here was an arena in which his

*Above: The front of Ghia's 1962 proposal for a larger Porsche was a work in progress. It had the trendy twin headlamps but needed more development to suit the rest of the design*

*Below, left and right: A nubby cloth was suggested by Ghia for the interior of its 1960 proposal for Porsche. Two different steering-wheel designs were presented*





Carrozzeria Ghia could also play.

The connections with Porsche that yielded a chassis for a roadster seven years earlier produced another 356 platform for a study that was not only four-passenger but also four-door. Stretched to a longer wheelbase, it was completed in 1960 as a running car.

This first effort by Ghia looked more Wolfsburg than Zuffenhausen with its blocky lines and staid superstructure. Not on Sartorelli's list of his designs, it lacked the personality with which Ghia endowed most of its creations. If the intention were to achieve a Teutonic robustness its shape might be judged a success, but a sense of speed and agility was lacking. Only a minuscule Porsche badge betrayed its underpinnings.

The 1960 Ghia-Porsche sedan's interior was a festival of nubby tweed with star inserts. Full advantage of its 356 platform was taken by a flat floor front and rear, complementing the sedan's low lines. Bumperettes provided protection while a substantial trunk was a benefit of the sedan's cubist configuration.

Two years later Ghia had another go. This time Sergio Sartorelli had his chance. He took full advantage of it. Even more than his predecessor Goertz he flouted all Porsche conventions to create a striking design. On a wheelbase of

some 96.5 inches, two more than the Goertz studies, Sartorelli fashioned ample room for four doors and two-tone bench seats.

Where Ghia's first attempt was stolid, this one of 1962 hinted strongly of speed with its elongated fastback and forward-sloping fascia. Quad headlamps well suited its grille-free nose while six-light glazing hinted at upmarket ambition. A character line ran from the nose to the

taillamps, boldly shaped to define the tail. Below the rear window a grille served the Porsche engine although this was a non-running display model. Exhausts were integrated into the tips of the rear bumper.

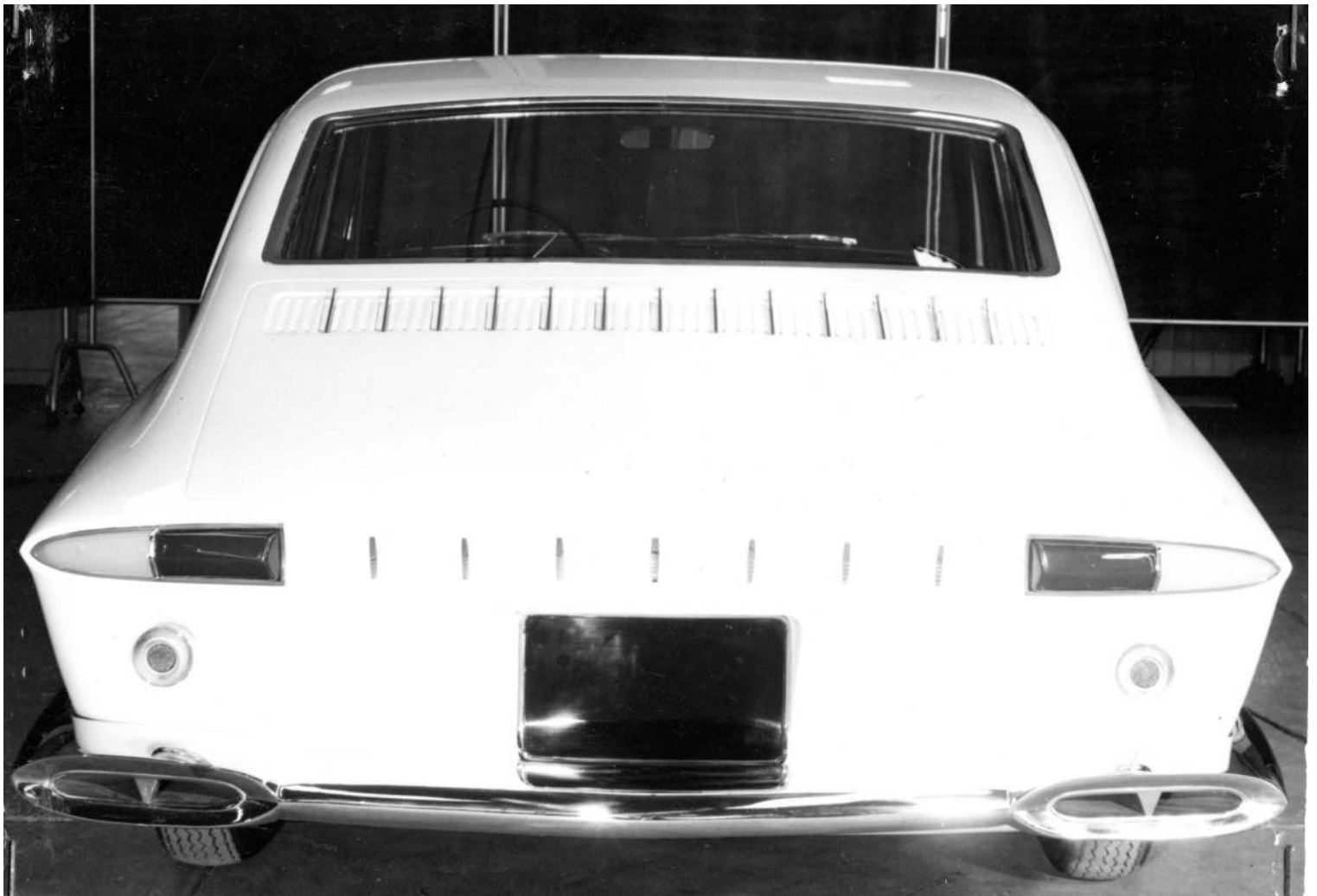
Details, such as wheel discs and nose embellishments, showed the fantasy of which Sartorelli was capable. So did the fully furnished

interior. At the time Sartorelli was fond of horizontal slide-rule speedometers. He proposed one, vainly, for his facelift of the Karmann-Ghia that reached the market as a 1960 model. The version he offered for the 1962 Ghia-Porsche offered a top speed of 180kph, a modest 112mph by Porsche standards. Sergio's sedan looked much faster than that.

Carried out in secrecy and never publicly revealed, the Ghia offering was a speculative design that could have

## "SHOWED THE FANTASY OF WHICH SARTORELLI WAS CAPABLE..."

*Below: The 1962 Ghia concept showed great potential in its rear perspective with well-integrated lamps, exotic exhausts and louvers for Porsche's air-cooled engine*







been an attractive alternative to Porsche's in-house T-9 proposals on the elaborate Type 754 chassis. At the very least it was provocative, a fresh breeze from the south of the Alps that might have invigorated design thinking at Zuffenhausen. No record is known to this author of any showings to Porsche or reactions to the Ghia offering.

In fact, the 1962 Ghia-Porsche arrived too late. By early 1962 Porsche's larger T-7/T-9 was on the shelf, a huge undertaking whose only issue of value was a new six-cylinder engine and a

styling facelift for the 356. It was far too esoteric for another possible customer, VW. Nor was it feasible as a design to be taken up by the Swiss Beutler brothers, the last of

whose stretched Porsches was put on display at Geneva in March 1962.

From the standpoint of Segre and Sartorelli, this 1962 design was a showpiece for Ghia's skills. It used its Porsche package as an armature for an advanced style that flaunted what Ghia

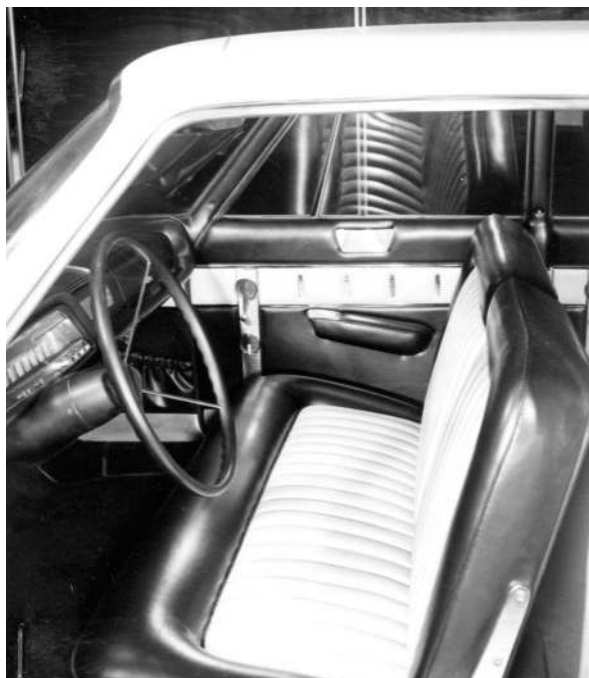
could achieve. It might have fared well, for example, as a future design for Chevrolet's Corvair. **CP**

*Above: Contrasting with Ghia's 1960 proposal, its 1962 offering to Porsche was pure Sartorelli*

*Below left: Ghia displayed flair to a fault in its 1962 Porsche's interior, exploiting its rear engine to have a flat floor and ample legroom*

*Below: Luigi Segre, right, brought dynamic new leadership to Carrozzeria Ghia. In 1951 he was discussing Chrysler's new concept car, the K-310, with its designer Virgil Exner*

## "IN FACT, THE 1962 GHIA-PORSCHE ARRIVED TOO LATE"





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# LUFTGEKÜHLT 5

Water is for drinking and for fish, not old school Porsches. It's air-cooled and old school only at Luftgekühlt 5! *Classic Porsche* drops in on this year's 'must-see' Porsche show for a day of fun in the sun

Words: Matt Stone Photos: Kirk Gerbracht



Left: Set among the warehousing at Ganahl Lumber, Luftgekühlt 5 was a show like no other – the event is always on the move, always fresh, with the greatest selection of air-cooled Porsches you can imagine

Above right: Displaying cars on bundles of timber may be unusual but it's the kind of detail that set Luftgekühlt apart from other shows



Far left: Everyone loves a 904 GTS – surely the prettiest Porsche race car ever built?



Left: Driven by Wollek/Gurdjian/Steve, the Burton-sponsored Kremer 934 won the Group 4 class at Le Mans in 1977



Left: Driven by Dan Gurney and Jo Bonnier, among others, Porsche's 804 GP car was one of the undoubted stars of the day

Right: George Follmer drove the mighty L&M-sponsored 917/10 to a Can-Am championship victory in 1972, having been called in to drive following Mark Donohue's massive accident





Even if your Porschespeak is sharper than your German, you likely know, or can figure out, that *Luftgekühlt* literally means air-cooled. With this fifth rendition of the Luftgekühlt all-Porsche gathering in or around industrial Los Angeles, Lufti has gone from a great idea to a cool event and on to pure Happening status; one of international significance drawing many visitors from far outside North America. It is absolutely now A Thing – and in fact has been for several years.

The brainchild of factory Porsche racer extraordinaire Patrick Long and enthusiast friend and business partner Howie Idelson, with lots of influence and help from other likeminded Porsche owners, enthusiasts and businesses, Luftgekühlt celebrates all that is air-cooled Porsche, from the earliest Gmünd coupes to Spyders to ratty 914s, and show quality street machines and track ready racers. In fact everything from Pebble Beach Concours-ready show cars to mobile projects. Just about every 356, 911, 912, 914 and 930 model you can name – or identify – was welcome no matter its story, history or lack thereof. Not to mention George Follmer's Can-Am 917.

This year also celebrated 30 years since the public launch of the 964-series 911, so there were plenty of them on hand, in every candy coloured hue: RS America, RS, and an über rare, one-of-45, all original, never raced North American model 964 Carrera Cup.

## “EVERYTHING FROM PEBBLE BEACH CONCOURS SHOW CARS TO MOBILE PROJECTS...”

You could check out a specially curated group of 914/6s including the factory's engineering and durability prototype fully restored to factory freshness. Among many Le Mans competitors was Porsche's first, the alloy-bodied Gmünd 356/2-063, belonging to Cameron Healy as previously featured in issue #40 of *Classic Porsche*.

So far the event has been held in a different location each of its now five years and for 2018 it moved to a huge commercial lumber and supply yard in Torrance, California. Now, a car show in a lumber yard may not sound like a dazzling notion, but this sprawling fabulous Ganahl Lumber property had it all: architecturally interesting buildings and spaces, both in and out of doors, adequate parking nearby (yes, the water-cooled Carrera GTs had to park outside the event gate), and enough space inside the gates to house the entire show and the thousands of spectators.

The outdoor yard area comprised at least ten acres, much of it divided up with 30-metre tall industrial racks containing lumber of all shapes and sizes. This created shade areas, visual interest, and a wonderful foresty smell.





Hurley Haywood was on hand selling and signing his fabulous new autobiography, *Hurley, From the Beginning* (it's big – each copy must weigh four kilos). Chad McQueen and numerous other racer and Hollywood types cruised around the show, and Jerry Seinfeld's 1949 Gmünd Coupé was also on display. And in the event you've never seen, live and in person, a Singer Vehicle Design restored and reimagined 911, there was more than a handful sprinkled around the property this day.

What really made this event click is the generally low key, run what you bring nature of the day. There were certainly many show-winning and concours-calibre cars staged around

## “IT WAS A CASE OF COME ONE, COME ALL, CELEBRATE PORSCHE...”



the grounds, but they were parked next to hot-rods, racers and outlaws alike, and daily drivers of all *luftgekühlt* stripe.

It was a case of come one, come all, celebrate Porsche, and spend the day at a cool place with your like-minded friends. There was no judging, no points, no trophies or any such stress adders. The variety of hardware was breathtaking beyond words, something for everybody, and lots for everyone. Idelson and Long played perfect hosts.

Of course there are costs in putting on such a gathering, but the organisers didn't gouge, as car and walk-in entry fees were all reasonable. In the courtyard there were plenty of interesting booths to check out, with a wide variety of catering. Event branded wearables, posters and such weren't cheap, but of high quality and sold with vigour. Every helper, employee and volunteer was also an enthusiast, and each was über friendly. The sky was bright blue and dry, the temps warm, the beer cold, and ultimately it was an ideal day for a perfectly formed all Porsche event. **CP**





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Above left: How about a mini Speedster to tow behind your Pre-A coupé?

Above right: Cameron Healy showed his Le Mans-winning 356SL coupé, as featured in issue #40 of this magazine



Left: Outlaw, hot-rod – call them what you will, but there were plenty to see on the day



Left: The first production 914/6, chassis number 0011, fitted with 906 engine by the factory. Love the steel wheels in place of the usual Fuchs...



Far left: Jerry Seinfeld's Gmünd coupé was the earliest car on show

Left: Penske racing Sunoco-backed RSR was driven by both Mark Donohue and George Follmer



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Words & photos: Stephan Szantai  
Vintage photos: Courtesy Meisterschule für Handwerker

# CLASS PROJECT

Several independent coachbuilders have produced small production vehicles based on Porsche components during the 1950s and '60s. Yet, the tatty but handsome 356-powered coupé featured here remains a one-off, having been built by a German apprentice school in Germany around 1960 or '61 – it now resides in California

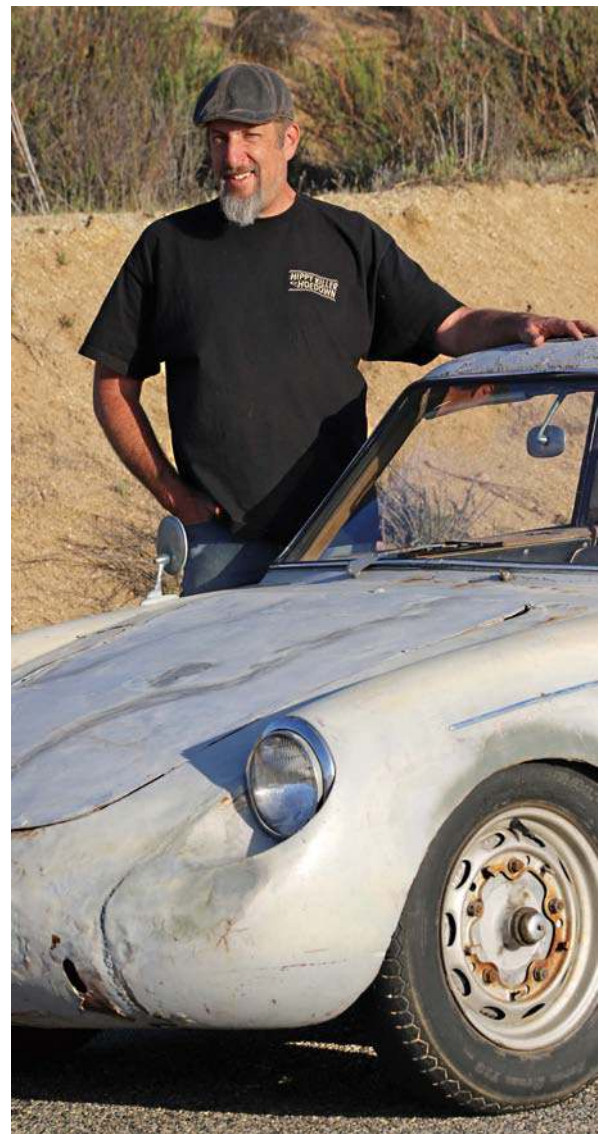






*Right: Randy Carlson is a master at tracking down unusual one-offs, and often supplies cars for the TV movie industries. He's appeared on TV's *Monster Garage* and new *Sticker Shock* programmes*

*Main photo: The Kaiserslautern coupé, as it has become known, won't win any beauty contests but is a fascinating relic from the days of one-off coachbuilt sports cars*



**T**ypically created for well-off patrons, coachbuilt automobiles captured the imagination of the public until the 1960s. Their development began during motoring's early days, when coachbuilders would mate existing rolling chassis with bodies of their own construction – Rolls Royces were a popular example in the United Kingdom in the 1920s–30s. During that same period, companies such as Delahaye and Duesenberg would create small production and often unique vehicles, leading to some of the most stunning automobile designs ever.

The building of coachbuilt cars fell by the wayside after WWII, due in part to changes in manufacturing, as unibody construction became more prevalent. Suddenly, coachbuilders struggled to find high-quality chassis to use as a foundation for their creative exercises. Wealthy customers also looked into buying luxurious automobiles from larger car companies, as they offered quality products that could be easily purchased from any dealership.

With its economy being on shaky ground, Germany had little use for high-end automobiles after the war, too; but as standards of living improved towards the end of the 40s, coachbuilders began looking into using the Volkswagen Beetle as the basis for their design exercises, as the sedan was inexpensive and offered a chassis that could still be separated from the body. Establishments such as Rometsch and Dannenhauer & Stauss produced beautiful vehicles, while in neighbouring countries, Beutler (Switzerland) and Denzel (Austria) also utilised Beetles to manufacture their own unique models. The most well-heeled customers occasionally asked to have these cars fitted with a Porsche engine, often resulting in performance on a par with 356s.

Yet, not all coachbuilt automobiles were made by established companies. Take the early '60s coupé featured





in this article. No, it did not come from an inventive craftsman, but rather from a group of youngsters...as a class project! It was in fact the work of students from the *Meisterschule für Handwerker* (master school for craftsmen), located in the city of Kaiserslautern, less than 200 kilometres northwest of Stuttgart.

Well over half-a-century later, the little car resides in the hands of a genuine motorhead named Randy Carlson, some 9000 kilometres west. Randy is a recognised Californian character within the VW/Porsche scene, having a true talent for unearthing the most unusual vehicles. In fact, his interest in the weird and bizarre led him to organise a special display for years at the famous VW Classic event in So-Cal, the aptly named *Freak Show*, which gathered the craziest and most entertaining Volkswagen-based creations.

His car-centric life translates into a business (oldbug.com)

specialising in buying/selling air-cooled rides, mostly VWs with the odd Porsches thrown in for good measure. He has supplied numerous vehicles to the entertainment industry, too, including VWs seen in Disney's *Herbie Fully Loaded* movie. You might have also seen him on a *Monster Garage*

TV show, while he will appear (as a car appraiser) in 13 episodes of Discovery Channel's *Sticker Shock* in 2018. There doesn't seem to be a dull moment in his life.

On the Porsche front, Randy owns the 1963 356 his father purchased in '64. The coupé was put to good use by dad, running in local rallies and club events back in the 60s – the dash even features a cool plaque from one such event dated 1964. Though tattered around the edges, it

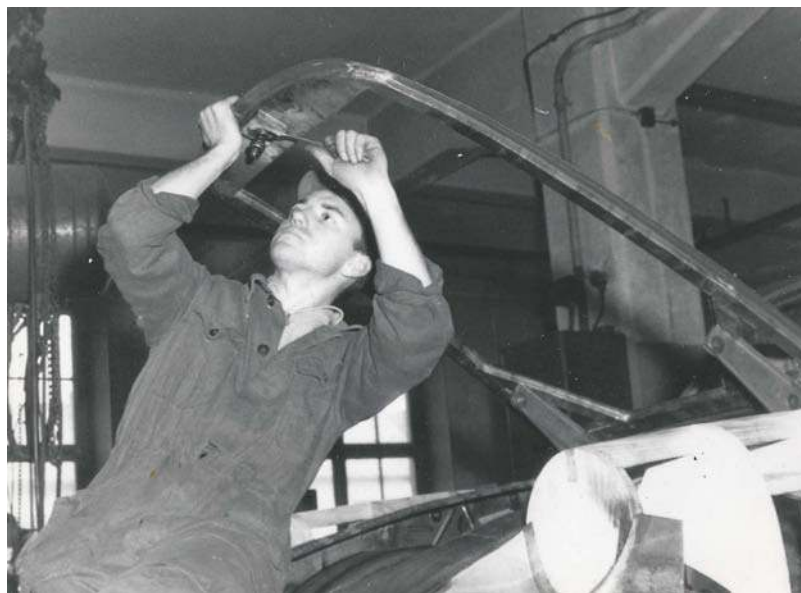
still managed to win Best of Show at the 2018 La Carretera Los Angeles car show.

We met Randy in his ranch-style house located about two hours east of Los Angeles. Tired of the busy city life, he

*Above: 356 taillights look right at home on the rear of the coupé. Ivory paint is all that remains of the original hue, hidden for years under coats of grey primer, or red*

## “A CLASS PROJECT...IT WAS THE WORK OF STUDENTS...”

*Below, left and right: Students at Kaiserslautern's Meisterschule für Handwerker at work on the VW-based project back around 1960 or '61*







*Above, left and right: Students were taught all the traditional coachbuilding skills – at the time, this was something of a dying art. VW front suspension is clearly visible in the right-hand photo*

*Below: Porsche 356 engine grille allows cooling air into the engine bay, supplemented by a two smaller grilles from the dashboards of a pair of Oval-window Beetles*

moved to the country a few years ago, in an area surrounded by nature and beautiful rock formations. It's a lovely place, featuring a tall metal sculpture made by one of his brothers, plus several rusty 1930s to '60s cars that complete the yard art. As you might expect, two large garages are home to our host's fleet of automobiles, with the German school project being our main interest.

Just in time for our article, Randy managed to find a handful of black and white pictures taken around 1960–61, when the coupé came to be. It shows young lads, tools in hand, putting the vehicle together. Not much is known of its history, besides the fact that it came out of Kaiserslautern's *Meisterschule*, which had a tradition of designing and building cars as school projects every year.

From our research, it appears the prestigious establishment (founded in 1874) produced a long line of

unique automobiles, going as far back as the 1920s. They mainly used the local production, from affordable DKWs to more expensive Mercedes, though European models (such as Fiats) occasionally appear in some of the school pictures of the era. In at least one instance, the students based their exercise on a Porsche 356B, with interesting lines reminiscent of the Abarth GTL – it now resides in a private German Porsche museum called *Der Kleine Lemgoer* (see issue #26).

However, the most common projects were based on Volkswagen models. Not all of them turned out great; in fact, some can be considered plain ugly, to be blunt – but one of the nicest of the bunch can be seen within these pages. It used a 1958 Karmann Ghia chassis, which slightly differs from its Beetle counterpart, the latter being narrower in comparison. It was probably VW-powered, originally, comments Randy. All panels were built by students at the







school; so, it is not an assemblage of parts of other cars. The body is all steel, except for the aluminium front and rear lids. Design influence seems similar to the Abarth Carrera in the front; perhaps Denzel in the rear and with an almost Karmann-like roof.

As the shell is fairly wide compared to a Karmann Ghia, students extended each floor pan with ribbed panels to reach the door sills. Incidentally, the design of the doors has more than a hint of Porsche, especially the large pockets. Several well-established German companies supplied smaller parts, such as the Hella headlight rings and the sliding Golde sunroof, a brand known by both Porsche and VW owners. The mechanism is clearly in view, due to the lack of a cover!

Other Made in Germany goodies include the Porsche 356 taillights and engine grille. The unknown shine-down licence light is somewhat similar to an early Porsche model, though it slightly differs in shape. Don't ask for the origin of the outside mirrors, Sekurit windscreen and rear window – Randy has no clue! Open the aluminium bonnet and you will

discover uniquely-shaped panels, surrounding a fuel tank sourced from a Volkswagen.

A look inside the cockpit reveals two hand-built seats asymmetrical in shape (apparently designed to allow the legs of front occupants to easily pivot when exiting the car), complemented with a one-off rear bench. The custom dash

houses an 80mph Volkswagen speedo, an unidentified ashtray and an old Realistic radio. It appears the latter was added after the project's completion, as the All-Transistor unit covers an area which most likely housed a speaker grille from an Oval-window Beetle. There's also a horn grille, typically found on VW Beetle wings, on top of the dash. That interior has obviously seen better days, with its torn seats and lack of glove box door; even the Porsche 356A steering wheel installed by Randy

displays a matching finish – or lack thereof.

It all adds up to a time-worn, but neatly designed vehicle, which our hero had been tracking down for years as he explains: The history of the car is unknown up until the 80s, when it appeared at a VW event in Northern California, in the swap meet. It was painted red and had VW-style bumper blades with European guards – someone had fitted Beetle-

*Above: Rear-end styling has echoes of a Denzel, suggests Randy, while the roof is similar to that of a Karmann Ghia*

## “IT ALL ADDS UP TO A TIME-WORN BUT NEAT VEHICLE...”

*Below left: Seat trim has seen better days! Seats are unique to the vehicle, with gently radiused outer corners allowing easier access*

*Below right: Another example of a VW-based one-off built at Kaiserslautern*





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Above: Front of the car is reminiscent of the more exotic Carrera Abarths. Randy spent several years tracking the coupé down

style turn signals to the fender tops as well. It seemed to be non-running, but was photographed at this show and images were published in a book titled *Coachbuilts and Cabriolets*. (Coincidentally, *Classic Porsche*'s Editor Keith Seume wrote the book in question with Bob Shaill in 1993!)

From there, it came to San Diego, continues Randy. It spent many years in the back lot of a repair shop, until being bought by a local enthusiast, who sprayed it primer grey. He then lowered it, fitted Porsche Fuchs wheels and a turbocharged VW engine hanging out the back! I spotted it at a So-Cal event about a dozen years ago and have been pestering the owner ever since to sell it to me. He finally relented in 2016 and we made a deal for the car with no engine, transmission or wheels.

Considering the sporty lines of the car, Randy elected to add a Porsche vibe to his newfound project, something any owner might have dreamed of doing after the vehicle's completion. And after all, he had a nice stash of 356

components in his garage, including B brakes and rims... He then installed a 356 engine and gearbox of 1958 vintage, all stock and dusty, which perfectly match the outside appearance of the coupé. Did you also notice the noisy

stinger-style exhaust tip (initially round but squeezed at the end to mimic the Carrera exhausts), together with the two cooling grilles (originally Oval Window Bug speaker grilles) near the window?

Randy additionally decided to get rid of the grey primer and layers of paint applied over the years, revealing what was left of the original ivory colour. Once running, he displayed the Kaiserslautern Coupe at the 2017 All

Porsche Car & Swap Display (see issue #44), followed by the unmissable Luftgekühlt (CP #45), where people were endlessly boggled by it as he puts it. They weren't alone... We fell in love with it, too, hence we thought it deserved our attention – and discovering original photos of the car's construction was the icing on the cake! **CP**

## “HE THEN INSTALLED A 356 ENGINE AND GEARBOX...”

Below left: With more than a hint of Rometsch, this example of the school's work appears to have been based on something larger than a VW chassis – but it still has swing-axle suspension

Below right: Randy installed the 356A motor, which looks right at home in the coupé





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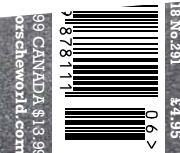
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# FRIEDRICH BEZNER: THE EMINENCE GRISE WHO RESCUED THE 911 TURBO

In an impressive career at Porsche, Friedrich Bezner rose from 15-year-old apprentice to programme manager on the company's flagship 911. In 1988 his intervention rescued the 911 Turbo which was in danger of disappearing and he led the team which developed the twenty first century Porsche supercar, the 996 Turbo. Recently Bezner spoke to *Classic Porsche* in the archive at the Porsche Museum

Words: Kieron Fennelly Photos: Porsche Archiv

As with nearly all Porsche employees at that time, Friedrich Bezner was a local man, born in Ludwigsburg five miles north of Zuffenhausen in 1940. After his father returned from war service, he was employed rebuilding the railway line to Stuttgart and, when it was reopened, he began working at Porsche in Zuffenhausen, one of its first employees after the company returned from Gmünd in 1950.

In those days Porsche would take on youngsters and continue their academic education while teaching them basic metalworking skills. Friedrich's father saw an opportunity for his son and the young Friedrich, Fritz as he was usually known, became a Zuffenhausen Lehrling. He recalls he learned to saw metal, file it and make simple tools. He learned how to dismantle and reassemble machinery. For the right-minded youngster it was extraordinarily instructive: within a couple of years he was, as he says, let loose on the 356 and over two-three years he worked on all aspects of production and engine building.

His mentor at the time was the incomparable Helmuth Bott.

Thirty years since he worked for Bott, Friedrich Bezner still remembers Porsche's legendary technical director, who in 1955 had been appointed chief test engineer, with a mixture of admiration and affection. You know he was educated as a teacher and worked in high schools before he came to Porsche. He was a fine teacher, a natural communicator. He knew how to delegate and that is how he brought people on. Bezner's view echoes those of many Porsche engineers who began their Zuffenhausen careers under Bott's guidance.

One of Helmuth Bott's defining characteristics was his insatiable curiosity: he was always seeking alternative solutions and technical improvements: in the suspension department for example the Beetle-derived 356 was still using torsion bars and swing axles. This opened a fascinating project for the still teenage Bezner: I worked on professor Bott's alternative axle cars. He was always interested in chassis design and we rebuilt a crashed 356 with a Mercedes-derived suspension, though it never became a Porsche production item.

Then in 1959 Herbert Linge came back from the US and I

*Below: Friedrich Bezner was placed in charge of the development of the 911 in the role of Project Manager. Here he's seen with his Carrera 3.2 in 1987*







*Above: Born just five miles from Zuffenhausen, Bezner joined Porsche in the early 1950s as a young apprentice*

joined him preparing 356s for testing. In those days we did most of the driving at Ehra Lessien (VW's proving ground at Wolfsburg) because there wasn't a high speed oval at Weissach. I also worked occasionally with Rolf Wütherich (a skilled test driver and mechanic who had supported Linge with US clients. He was beside James Dean when a car crashed into Dean's Spyder killing him and seriously injuring Wütherich).

Rolf and I used to use a 3km stretch of the A81 (Stuttgart-Heilbronn Autobahn) for flat-out testing, but we needed the unofficial help of the police to stop the traffic for a few minutes for us! Testing then was all relatively simple, especially with the 356: basically, Linge used to get the car set up to his satisfaction and if Bott approved, it was signed off.

Later Bezner was involved with the gearbox of the early 911, in particular the Sportomatic. Bott, as always looking for the next advance, was especially interested in electronics and their application. The double clutch idea existed even then. Bott despatched Bezner down the road to train at Bosch for a year for the younger man to become Porsche's electronics expert.

Until the early 1970s, Porsche was still using much of the technology also employed in VWs. Indeed it was Porsche that developed most of it for Wolfsburg in the first place. One such system was the air-hydraulic mechanism from Fichtel & Sachs which on Porsches became the Sportomatic. Following that project Bezner was then involved in the programme to design and build *Entwicklungsauftrag 266*, the planned Beetle replacement which was also going to provide the basis for a new Porsche.

This of course all came to nought in 1973 when a change of management at Wolfsburg took VW off in another direction. So

we turned to Mercedes Benz to develop a classic torque converter automatic, the first application of which would be on the 928, says Bezner.

When Bott was promoted to Board Member for Development in 1972, he appointed the trusted Bezner as his assistant, which made the younger man party to the engineering director's personal life. I worked closely with him, even to the point of taking Frau Bott to Karlsruhe for chemotherapy because Professor Bott was often too busy to do it himself. Bott's second wife alas later succumbed, leaving him with a four year old daughter.

As a seasoned tester and assessor, Bezner was soon co-opted into Porsche's desert trials: in the 1970s and 80s the company made extensive use of the Algerian Sahara for both 911 and 928 development. The reliable Bezner was chosen to carry the company cash on these sometimes month-long expeditions at a time when banknotes were needed to pay for everything. He

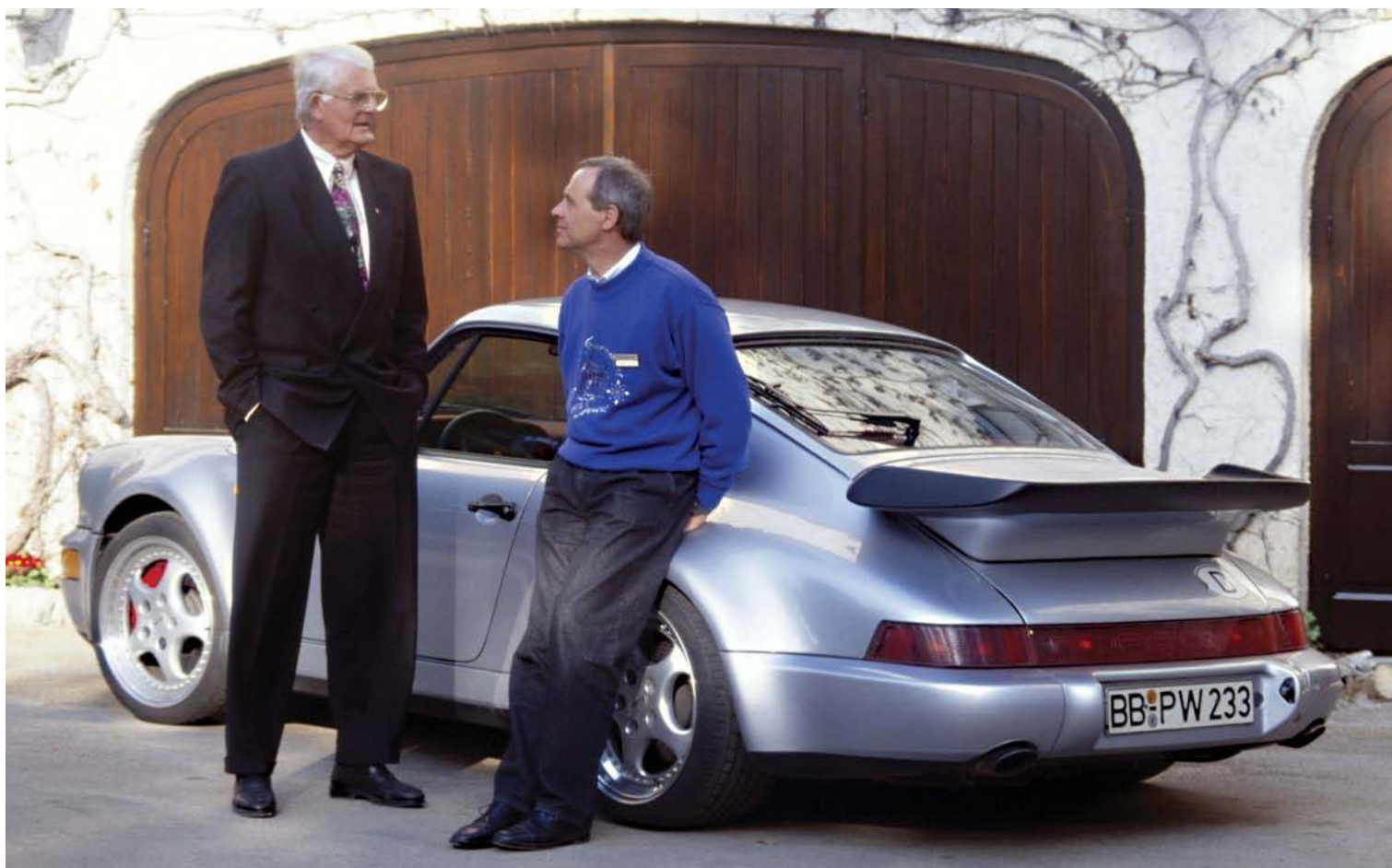
administered all the party's expenses, a responsibility he took very seriously, literally carrying the money bag as if it were strapped to his hand.

One evening at one of their desert camps, recounts development chief Peter Falk (in his book *My 33 Years of Porsche*), some joker decided to hide Bezner's money bag, but so mortified was poor Fritz that they quickly returned it to him, and they had to ply him with several bottles of Export 33 before he recovered from the shock.

It was in 1979 that Bezner gained direct responsibility for the 911: It was when we started on upgrades for the SC; then, in 1981 when Schutz took over, Bott gave me the Cabrio and Speedster projects in addition. The Cabrio model was especially

## “IN 1979, BEZNER GAINED DIRECT RESPONSIBILITY...”





important for the US where the only open 911 model we could offer was the Targa.

Bezner throws some light on why the 911 Cabriolet, which Porsche had originally tried to build in 1965, took so long to come to fruition: We hadn't been able to find a way to stop the chassis flexing, then the Targa came along and with all the uncertainty surrounding open cars in the US (largely because of Nader) the open 911 was abandoned.

When we restarted the project we looked back and realised that on the 356 we had made a successful open car by building in a substantial transmission tunnel which gave the chassis rigidity. We were already planning an open version of the 924 (which did not materialise until the 944) which, of course, had a transmission tunnel, so that is essentially what we did for the open 911. We began making a prototype in March 1981 and by the summer we were running it in comparison tests with an open Golf and a Mercedes SL.

The Speedster was a lower priority and we didn't have a prototype running until March 1983; the 964 got the go ahead in 1984 and in 1986 Bott asked me to develop a Speedster version so it would be ready for the 964 launch a couple of years later.

In September 1988, Helmuth Bott resigned suddenly, three weeks before the presentation of the 964. Like all his colleagues, Bezner was shocked at this unexpected development. He looks back: It happened very fast. I didn't know why he was leaving and as far as I knew, he hadn't been planning to retire early, says Bezner today. At 63 Bott could still have worked two more years, but as is now known he was pressed to leave, as were Lapine and Schutz, by a Porsche board looking for scapegoats.

Bott's successor, Ulrich Bez, had worked in Porsche's R&D before joining BMW in 1981. Bez was determined to make his mark, cancelling projects and moving people about, as Bezner soon found: I was to remain 911 project manager, but now I was

reporting to Bernd Kahnau (who was born in 1952) who previously had been working for me. I did not mind that – Bernd and I had always worked well together.

This willingness to make the best of this ego-bruising, and at best lateral, move is a characteristic of the modest Bezner and though Porsche was his life, he never took anything for granted. It always stood him in good stead. Their roles might have been reversed, but his erstwhile pupil Kahnau today says quite openly that without Fritz Bezner there would have been no 964 Turbo.

Bezner recalls the abrupt end of the ill-fated attempt to build a simplified 959, intended to be the top 964 model and how it led to the single-turbo 964: We had been working on Projekt 965, an all-wheel-drive twin turbo. Development of that had run into difficulties, notably trying to design a water cooled head which was proving too costly. Ulrich Bez looked at the project and

cancelled it. It was a typical Bez decision, taken very quickly, but I also think in the circumstances he was right.

It left Porsche though without a Turbo 911 in the new 964 range. I made several suggestions for an interim model, pointing out that with the *Sportpaket*, the 3.3 Turbo

made 330hp. If it could be catalysed without significant loss of power, it could be the basis of a 964 Turbo. I calculated that we could make a profit if we built 8–10 cars a week. In fact the 964 3.3 did a lot better than the 2000 965s we had hoped to build and by 1992 when 3.3 production ended, we had made over 3800 964 Turbos.

Bezner also contributed to the first 4x4 Turbo 911, the 993. He recalls that Porsche's main concern was to reduce turbo lag. With the 965 they had had some experience of twin turbos, but for the 993, rather than sequential turbochargers, they installed two independent units, one for each bank of cylinders. This gave a more even torque curve.

At this stage, exhaust emissions were already a consideration in several jurisdictions so they moved the silencers to the wheel

*Above: In conversation with Paul Hensler (left), who was responsible for engine development, Fritz Bezner was the driving force behind the 964 Turbo*

## “BEZNER NEVER TOOK ANYTHING FOR GRANTED...”





Above left: Bezner in 1993 and...



Above right: ...in 2018, in conversation with Jens Torner, Porsche's ever-helpful archivist (right)

Below: Friedrich Bezner reflects on his 47 years with Porsche: There were few moments when I wasn't happy... he says

housings which, says Bezner, freed space to mount the turbos nearer the cylinder head on the exhaust down pipes whose heat reduced cold-start emissions. A worthwhile by-product was a 50 per cent faster reaction time to the throttle pedal and better low speed torque than the single turbo application.

Bezner was given specific charge of the first water-cooled turbo. The project got off to a flying start using the engine designed for the GT3. As he remembers it, We had to find a way to make an engine that would be appropriate for GT racing and customer sport. The M96 was not suitable as oil starvation occurred under cornering speeds generated with racing tyres.

So in conjunction with Hartmut Kristen of the Motor Sport department, we combined what we had learned racing the air-cooled engine and our experience with water-cooled cylinders and heads to build a new engine for Cup cars and GT racing, which could also be used as the basis for the Turbo.

The biggest problem was getting engine and turbos into the 996's engine bay. It was a dry-sump design, but we could no longer site the oil radiator out at the front as we used to because

of new crash regulations. We also had to accommodate the larger water radiators. And for aesthetic reasons we no longer had the possibility of placing the intercooler on the engine cover as we had before. We literally had to split it and put left and right halves in the wheel housings, which also presented a challenge because that affected airflow to the tyres. I thought the lifting rear spoiler which we devised for the turbo was a particularly elegant solution.

Friedrich Bezner retired in 2001 after 47 years at Porsche and a year after the launch of perhaps his greatest achievement, the 996 Turbo. In retirement he has continued to live in Vaihingen ten miles from Zuffenhausen, his contacts with Porsche minimal. No journalist has visited him and even during his career he says he dealt only with Paul Frère on a regular basis.

In fact for years he and engine specialist Paul Hensler were Frère's chief source for the seminal *Porsche 911 Story*, now in its ninth edition. Almost two decades on, the undemonstrative Bezner reflects on his life at Porsche: It was a very good time. There were few moments when I wasn't happy. **CP**







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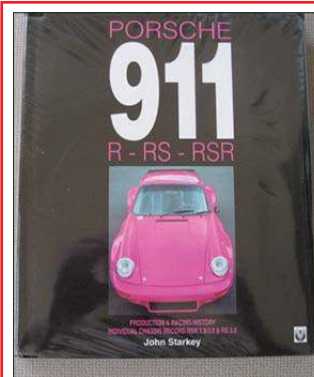
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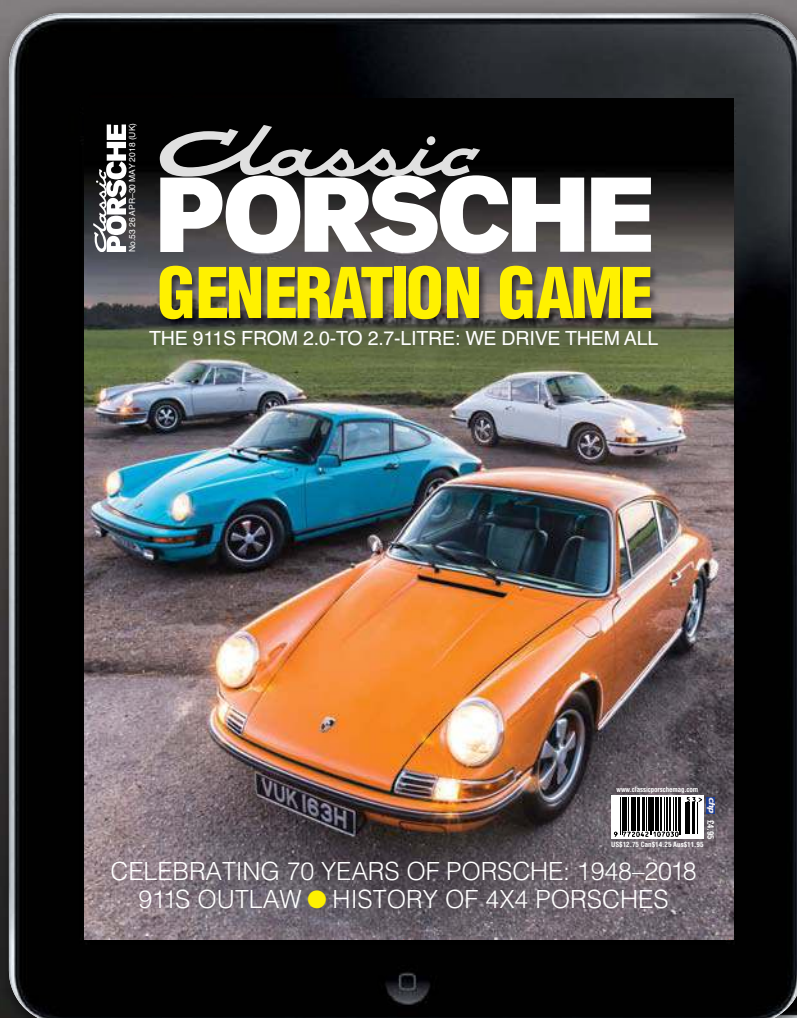
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