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Three events, three totally different concepts – that’s what we have this time around. Le Mans Classic: hot weather, hot cars; cold beer, night racing, atmosphere in spades. Goodwood Festival of Speed: an incredible selection of world-class cars of all descriptions, with Porsches being at the top of the pile this year (literally, as shown above!). Luftgekühlt UK: rain, yes, but an impressive location, a great concept and a must-do event when it comes around again – and surely it will.

We’ve certainly been spoiled this year – and don’t forget,

“PORSCHE REALLY ARE SPECIAL...ACCEPT NO SUBSTITUTE”

there’s still Rennsport to come – and we just wish every year could be Porsche’s birthday. Porsche has risen to the challenge of making it a memorable year, as have organisers of classic events around the globe. If ever you needed proof that classic Porsches are special, then you don’t have to look far.

To some outsiders, the Porsche scene has occasionally appeared to be ‘cliquey’ and elitist – well, that may be the case in some sectors of the hobby but it’s certainly not the case as far as classics are concerned. You’ll find every owner is keen to chat about his or her car, be it a multi-million dollar historic race winner or an outlaw 356. Porsches (and their owners) really are special and, as the saying goes, you should accept no substitute...

Keith Seume
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PORSCHE

Words: Keith Seume Photos: Antony Fraser and Garry Hall

PAINT TO SAMPLE

Three words that can make a car so special – turning the mass-produced into something truly unique. While a 1967 Porsche can hardly be described as run of the mill, one which had been painted by the factory in a one-off colour of the customer's choice is quite unusual. Garry Hall tracked down a right-hand drive 911S project, only to discover it had hidden secrets...





Sitting forlornly in the back garden of a suburban semi, the yellow-hued 911 was a sorry sight. Garry Hall had been tipped off about the car some while before, having been on the lookout for an early short-wheelbase 911 for some time – ideally that Holy Grail, a 911S. Living in Surrey, it was only a short trip down the road to Bognor Regis in Sussex where the car languished forgotten and unloved on jack stands in a state of only partial completeness.

At first sight it was a mess, and at second sight it was even worse. Although he was assured it was complete, it lacked the doors, engine, interior and rear bumper, all of which had been removed at the start of a long-abandoned rebuild. Worse still, the identity of the car had been hidden under a previous owner's attempt at building an RSR-inspired hot-rod. Wide front and rear wings, glassfibre bonnet and bumpers, wider than stock Fuchs wheels, all conspired to hide the real truth: this was actually a 1967 911S. And a right-hand drive one at that.

It was owned by a longtime VW collector who had run out of steam, having purchased the car as a project some ten years earlier but never quite got round to finishing (or barely even starting) the rebuild. Garry was unfazed by its condition, and his level of excitement grew when he discovered that the car came with its original engine, albeit in a very sorry state, and doors stamped with the last three digits of the chassis number, showing them to be the originals. It was a true 'diamond in the rough', and it took Garry several weeks to close the deal – but it was worth it.

The car was taken back to the lockup shared with friends where Garry proceeded to begin the big tear down. It didn't take long for him to realise that this was going to be a major restoration, for the bodyshell was in worse condition than first thought. Mind you, as it had sat neglected, exposed to the elements for so long, this came as no real surprise. The first thing that became obvious was that the (or 'a') previous owner had delighted in the use of Bondo, with significant amounts being used to carry out what might loosely be described



as repairs. Never a good sign. But it got worse.

As Garry tore into the car, sometimes literally, he discovered more and more evidence of near terminal rust. Cutting away the outer sills revealed rot in the heater channels, while the floors and fuel tank support all showed evidence of advanced corrosion. The front slam panel had been butchered, too, crudely modified to allow the use of a later short bonnet/hood and latch. It was not a pretty sight, leaving Garry no option other than to have the bodyshell blasted to reveal the full extent of the damage.

His research – helped by the fact that the original green log book (pre V5C days!) came to light – allowed him to make contact with past owners, which turned up some old faded photos of the 'S' in its early days, with proud owner standing alongside. Slightly alarmingly, one rear three-quarter view showed the car sitting decidedly lop-sided, evidence perhaps of a broken torsion bar – or worse. A later photo, taken sometime in the 1980s when such things were all the rage (the 911 changed hands for just £500 – how times have

changed), show the car being subjected to a 'forward date', with impact-style glassfibre bumpers and wide wings, the first stages of the 'RSR-alike' build that led to the abandoned project Garry eventually discovered. A 'Rothmans' decal on the rear bumper was a clue as to the time period in which the butchery took place...

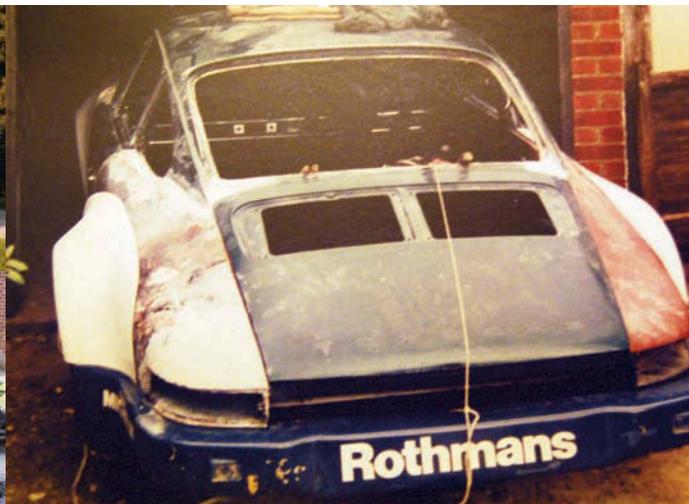
With the car stripped, next on the list was to put the 'shell in the hands of two well-established names in the Porsche restoration business: Chesterton Coachworks in Oxfordshire, and Canford Classics in Dorset. Canford stripped the body, arranged to have it blasted and rounded up the panels needed for the restoration. On its return from the blasters, the 'shell resembled a colander, with more holes than the finest Belgian lace, but at least everyone knew where they stood. 'The bodyshell was delivered to Chesterton Coachworks to be rebuilt and aligned as per factory spec,' recalls Garry. 'These guys really know their stuff so I was looking forward to it all moving gracefully forward from here.' Famous last words? We'll see...

Above: Keeping customers' cars company at the Classic FX workshops in Surrey

Below: It's hard to believe this is the same car that was hauled out of a back garden in a semi-stripped state, wearing typical 1980s glassfibre body panels



Right: As the 'S' came from the factory, with its unusual one-off paintjob – compare that to the 'Rothmans' racer look, or the inspid yellow 'RSR' outlaw that it became in later life. The poor car deserved better...



Below right: And better treatment is just what it received. Chesterton Coachworks was responsible for the body rebuild, which proved to be very extensive



Contact:

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classiccarrestoration
surrey.co.uk

Chesterton Coachworks
01869 331939
chestertoncoachworks.co.uk

Canford Classics
01929 472221
canfordclassics.co.uk

Redtek
01280 841911
www.redtek.co.uk

MB Porsche Engineering
01539 567959
mbporsche-engineering.co.uk



Above right: Mike Bainbridge rebuilt the original transmission, replacing broken bearings and sliders along the way



Right: Ready for paintwork – this was carried out by Canford Classics

Far right: Nick Fulljames at Redtek rebuilt the engine using 90mm pistons and cylinders with a 66mm crank to give 2519cc

Bottom row: After being stripped by Canford Classics the bodyshell went off for media-blasting. Note the crudely modified slam panel to accommodate the later bonnet; original cylinders were beyond use!; installing the new roof at Chesterton's





In the meantime, Alan Drayson at Canford Classics took on the task of restoring the suspension and drivetrain components, stripping, powder-coating and plating as necessary. North Hollywood Speedometers were entrusted with the task of restoring the gauges, and an amazing job they did, too (as always, it seems). Garry also tried his hand at zinc plating, using a DIY kit to plate the many small parts that remain (largely) out of sight, such as door lock and window winder components. If nothing else at this stage, the growing pile of shiny 'new' parts served as inspiration.

And talking of piles of parts, the floor of Chesterton's workshop began resembling the parts department at a Porsche dealership in the 1960s, with an ever-increasing array of repair panels laid out in readiness. Many new panels require modification to be correct on an early 'shell, all these details being taken care of along the way.

There was plenty of evidence of past repairs, most having been poorly executed (a consequence of such cars having little value in the 1970s and early '80s) and requiring extensive rectification. There was one repair that looked

puzzling at first sight: evidence of a large section of the kick panel and seat pan being cut out and then welded back in position. Why? Well, remember we mentioned the possibility of a broken torsion bar earlier in the car's life?

It turned out it was more than that, for the torsion tube itself had apparently split and allowed the rear of the car to collapse. A repair, of sorts, had been carried out using a piece cut from a VW Beetle,

necessitating chopping out the section of kick panel and seat pan... Needless to say, a replacement torsion tube was welded in place to make a permanent repair.

Work on the bodyshell continued at a steady rate, with even the roof needing replacement. Fortunately the vast

Above: Out on the road, the right-hand drive 911S is a fun drive, especially now it has a boost in capacity. Those extra 500cc, or so, make all the difference

“THERE WAS ONE REPAIR THAT LOOKED PUZZLING AT FIRST SIGHT...”

Below, left and right: It should come as no surprise that the interior is nicely detailed. After all, trimming is Garry Hall's speciality





Above, left and right: It's amazing how evocative one letter can be... 'S' means there's no shortage of fun once the tach heads towards the 7200rpm red line

majority of panels were available, many from Porsche themselves, with whatever smaller repair sections that couldn't be tracked down being fabricated as necessary by Chesterton Coachworks. Some of the panels available were designed for use on a LHD car – a good example of this is the pedal box, which needed to be modified to work on the RHD bodyshell.

Both rear quarters required substantial repair, with not only the wings but also the entire inner wing and quarter panel pressing needing replacement. The car was looking very sorry for itself as it sat on Chesterton's Celette jig, but at least Garry knew the end result would be as good as, if not better than, new. Of course, the matter of just how much of the original car remains is always open to debate on a restoration like this: 'Good question,' says Garry. 'There was always going to be a sacrifice with this rebuild, as the 'shell was in very poor condition when I embarked on the project. The essence of my goal was to keep as much of the original 'shell as possible but at the same time weigh up the economies of scale between repair and replacement. My estimation is 50/50 with old to new...'

While this work was being carried out, Nick Fulljames at Redtek was called in to take care of the engine rebuild. Although the original 2.0-litre 'six' had come with the car, it had been removed and allowed to sit outside in the elements. As a consequence, the internals were in a terrible state, the cylinder bores reduced to a crusty mess, pistons

corroded, and carburettors requiring total restoration. Fortunately, Garry had managed to track down another 1967 911S engine in the USA, which he had shipped over and Nick sat down to build one good engine out of the two.

The replacement engine had been modified already, with 90mm Arias pistons and matching cylinders, the crankcase having been machined to suit, resulting in a capacity of 2.5-litres when using the stock 66mm-stroke crank. This 'short-stroke screamer' combination works well and should provide plenty of thrills out on the open road when combined with the 'S' cams and Weber carburettors.

The transmission wasn't in the rudest of health, either, with broken bearings and worn first gear slider and dog teeth. The best solution here was to ship the lot off to Mike Bainbridge at MB Porsche Engineering in the Lake District for a full rebuild, the unit being returned in double-quick time and with a perfect bill of health.

By now the body resto was coming to an end, after 600 hours' labour, and a decision had to be made about paint. When Garry acquired the car, it was wearing a very uninspiring coat of insipid yellow. However, early photos of the car showed that it was once a very different colour, a metallic blue-green that had been specified by the original owner – a 'paint to sample' order. This led to some head scratching on everyone's part as nobody knew precisely what the colour would have been.

Fortunately there were still some traces of the original

Below: Any early 911S is desirable, but a right-hand drive version is surely the most sought after of all. Coco Mats and optional headrests add the finishing touches to a perfect interior





hue inside the roof and on the inner wings. This showed it to be a very unusual mix, which looked blue in some light, but dark turquoise-green in others. Garry managed to salvage a small piece of the original metal which still wore some of the paint and had it scanned prior to getting some samples mixed.

The task of painting the restored bodyshell lay in the hands of Canford Classics, who did a splendid job. As Garry recalls, 'After some serious preparation and numerous spray outs trying to match the original "special order green" supplied by Porsche to the first owner, I was happy with the final decision on the colour match. Canford Classics created just what the second owner said when I first spoke to him regarding the original colour. His comments were along the lines of "some days it looks blue, and other days it looks green!"'

Next followed the assembly of all the restored suspension and drivetrain, this work again carried out by Canford Classics, who also restored the original-spec 4.5J x 15 'naked' Fuchs wheels, now shod with 165R15 radials. Nick Fulljames had finished working his magic and the engine was

now complete and ready to install, along with that fresh Mike Bainbridge transmission. Things were looking good and the resto was on the home straight.

But what about the interior? Well, it will come as no surprise to those who know him that Garry's business, Classic FX, was responsible for the total resto and retrim of the seats, carpets, door panels and headliner – after all, it is one of the UK's premier Porsche-oriented upholstery operations. Simply put, the end result is faultless. Take a look at the website (address on a previous page) to see other examples of their work.

The completed project was first shown at last year's Classics at the Castle event, where the unusual colour caught everyone's eye. In the bright summer sunlight it glows – there is no other word for it. Whoever decided upon that hue way back in 1967 deserves a pat on the back, for it makes a very refreshing change from the more commonplace silver or white with which many early 'Esses' left the factory. As a rolling advert for all the people concerned with its rebirth, this paint to sample beauty is second to none. **CP**

Above: See how the paint glows in the sunshine? It looks blue here but in other lights it looks turquoise-green. However you see it, it was an inspired choice on the part of the original owner

Below left: Redtek were responsible for the engine rebuild, creating a 2.5-litre short-stroke 'screamer' using Arias forged pistons

Below right: Canford Classics restored the 4.5J Fuchs wheels in their correct 'bare' finish



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

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LIMITED RETRO LIGHTWEIGHT



The brainchild of the team at Essex-based marque specialists Paul Stephens, the limited edition Le Mans Classic Clubsport has been revealed and offers a very different take on the high-end air-cooled 911 proposition, with ultra-lightweight construction among the new car's highlights.

Paul Stephens starts with an original 911 (eg, Carrera 3.2), which is fully restored ahead of conversion. The Le Mans Classic Clubsport features a lightweight de-seamed roof panel with sunroof delete, lightweight composite bumpers and engine cover, an aluminium bonnet, improved soundproofing and lightweight external mirrors.

Engine-wise, the cars feature a 300bhp 3.4 litre flat six with new cross-shaftless ITB injection system with GT3 RS plenum, a programmable ECU mapped in-house, RS-spec camshafts, a lightened crankshaft, lightweight conrods and a lightweight flywheel mated with a G50 gearbox and limited-slip differential. In its heaviest 'Touring' format, the Le Mans Classic Clubsport weighs only 1075kg, while the optional Lightweight specification reduces that to 970kg, giving a 0-60mph time of just 4.4 seconds and a top speed of 175mph.

Getting the weight below 1000kg involved fitting Lexan rear windows, manual front windows, dispensing with central locking and the use of non-tilting lightweight seat frames. Even the glove box door has been removed and the car is fitted with just a single sun visor. Regarding trim, full leather ST-style touring seats are trimmed in black leather with unique Le Mans Classic houndstooth inserts in green, black and white, a detail carried over to the fully trimmed and hand stitched leather interior panels, houndstooth door pockets with green boucle floor mats and aluminium footplates.

Conceived in collaboration with event organiser Peter Auto, the car was launched at this year's Le Mans Classic, ahead of delivery at the Le Mans Classic in 2020. Each owner will be invited to parade their car and partake in the famous Le Mans start ritual in front of the Le Mans Classic crowds in 2020. 'To have teamed up with Peter Auto in naming this unique Le Mans Classic Clubsport is an honour,' says Paul Stephens. 'The passion of the event, from the organisers through to the enthusiasts attending, reflects our



own devotion to the finest classic cars, and to be able to dedicate a bespoke version of our Clubsport model feels like an ideal match.'

Whether optioned in Touring or Lightweight specification, just 10 of these hand-finished and numbered examples will be released in honour of the 10 Classic Le Mans events thus far. Pricing is set to be approximately £250,000 depending on detailed specification. For more information or to register your interest, log onto www.paul-stephens.com

NEWS FROM RPM TECHNIK

RPM Technik are delighted to announce the appointment of the industry respected Porsche Technician Chris Boys who will work alongside Ollie Preston in RPM Technik's Special Projects Division.

Chris brings an unrivalled level of experience having been at JZ

Machtech (JZM) for over 32 years where he made a name as a leading expert in early 911s from long bonnet cars through to 993s. This status is set to further strengthen the growing reputation of RPM Technik's specialised restoration and tuning activities.

Chris says: 'I'm so happy to be making the move, having seen what RPM Technik have been achieving in recent years. Ollie (Preston) used to be my apprentice and we have always kept in touch over the years. They have some exciting things going on and have a huge reputation within the industry so when the opportunity arose it was hard to turn down.'

Ollie Preston replies: 'Chris is a genius when it comes Porsche, especially air cooled models so it's great to have him on board. Without him there may not even have been RPM Technik in the first place. His passion, skill and attention to detail were something that I really benefited from as a young technician. I have been able to take these values into what we do here, so it seems fitting he now joins us.'

'Chris prides himself not only for his expertise on Porsche, but also passing on his knowledge in training highly professional Porsche Technicians. Fully trained on Bosch Fuel injection systems (specifically K-Jet and Motronic) and early 911 fault finding, Chris's appointment can only be described as highly beneficial to RPM Technik's standing as one of the UK's leading Porsche specialists.'

Further information on Chris's appointment and the whole of the RPM Technik team can be found at www.rpmtechnik.co.uk



MELLOW YELLOW



Among the Porsche-related esoterica that is Car Bone's catalogue are Bosch fog light lenses for 1980s impact bumper models including the 3.2 Carrera and 930 Turbo, yours for \$120 to \$150 for the pair, plus shopping and local taxes. They're available in both period Euro-style yellow or clear. Or you can snag just the fog light frames for \$40. Car Bone also does Bosch lenses

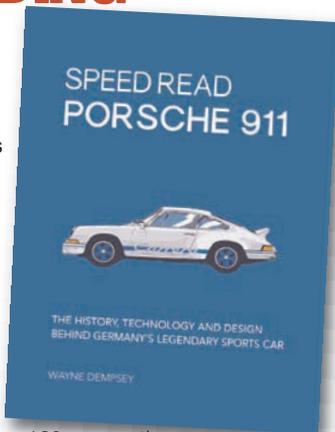
for 356s, again in both yellow and clear, for \$90 for the pair. Similar yellow or clear asymmetric H1 and H4 Bosch lenses for 911s from 1965 through to 1994 are available for £99 for the pair, while 993 owners can grab yellow or clear Hella fog light lenses for \$90. 964 fog lenses (shown here) are \$99 for the pair.

All the details are on www.car-bone.pl

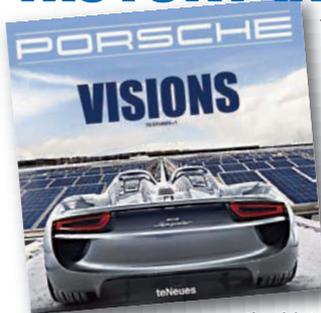
SPEED READING

Wayne Dempsey, co-founder of Pelican Parts in the US and author of several hands-on self-help guides, including *101 Projects for Your Porsche 911*, is the latest expert to contribute to Motorbooks' *Speed Read* series. Written and formatted to provide expert information and insight in an engaging and accessible manner, Dempsey's contribution to the series is *Porsche 911: The history, technology and design behind Germany's legendary sports car* (ISBN-10: 0760363226). Fully illustrated over 160 pages, the book examines the creation and design of Porsche's rear-engined wonder, providing an inside look into every aspect of the 911. It's due out on September 20th for £12.99.

Look out for it on www.amazon.com



HISTORY IN PHOTOS



They say a picture is worth a thousand words, in which case *Porsche Visions: 70 Stories+1* by Frank M. Orel is good for half a million. This 492-page tome is a tribute in images to Porsche's produce over the last 70 years. The book includes stunning images by Orel, the renowned Stuttgart photographer who showcases Porsche's masterpieces in unexpected compositions and breathtaking perspectives, colours, and contexts. The images are accompanied by highlights from

the historical archive of the Porsche Museum in Stuttgart-Zuffenhausen and texts by Wilfried Müller, who recently attracted attention with his prize-winning biography of Porsche racing director, Peter Falk. Available from 30th October and published by teNeues Media (ISBN-10: 3961710864) AT £39.

Pre-order your copy at www.amazon.com

MORE FROM AT POWER

We've seen AT Power's throttle bodies for air-cooled 911s before. But this new kit is more specific, more special. Designed for the Type-964 iteration of the evergreen air-cooled 911 series, which is increasingly becoming the engine of choice among the outlaw brigade, the kit is a complete plug-and-play package. Working with Porsche specialists Williams-Crawford and ECU supplier Specialist Components, AT Power has come up with a total solution. That includes billet aluminium, direct-to-head throttle bodies, knife-edged butterflies set close to the inlet valve for ultra-fast response, Delta 400 ECU and loom, a base ECU map, CAN tuning dongle and much, much more. The net result? In the region of 290hp from the 964's 3.6-litre 'six'. Pricing varies according to specific configuration.

Visit www.atpower.com to find out more



SELECTION RS PARTY

Purveyors of a massive range of high-quality Porsche-related products, Selection RS are holding a party to celebrate the first anniversary of their impressive new showroom. The event takes place on 16th September and will be held at their premises at 19 Rue du Petit Montmarin, 70000, Vesoul, France.

Selection RS tell us the event will involve a big brunch with fine local foods, live music, games and plenty of bonhomie. The showroom is said to be the largest in Europe that's dedicated 100 per cent to Porsche lifestyle and related products.

Attendance is free – find out more via contact@selectionrs.fr or find out more at selectionrs.com.



Classic PORSCHE UP CLOSE WITH A GLÖCKLER-PORSCHE

Contents subject to change



ISSUE #57 – ON SALE 27TH SEPTEMBER 2018

Overseas (approximately): Europe October 4th; N. America November 1st; Australia/NZ November 29th. For your nearest stockist worldwide see page 3

LUFT(WASSER?)GEKÜHLT ARRIVES IN THE UK

Typical! The longest, hottest summer we've seen in years, the exciting news of the ultimate 'pop-up' Porsche show imported from the USA, a fantastic setting, great cars and...it rains. Is there no justice?

News that the 'new wave' Porsche event promoted by Porsche racer Patrick Long and Howie Idelson, that has proved to be such a hit in SoCal, was coming to the UK swept through Porsche circles like wildfire and, despite the short notice, ticket sales exceeded expectations. Everything looked perfect for a memorable event – and a memorable event it was, despite the best efforts of the elements to put a dampener on proceedings.

Imagine a Porsche-themed outdoor sculpture exhibition, in a setting that is a photographer's dream, and you have Luftgekühlt in a nutshell. Throw in a fantastic array of historic Porsches, both road and race cars, an enthusiastic crowd and you have all the makings of an event that is already a 'must see' on the calendar. It may have rained, but it didn't rain all day – and certainly not enough to put off the diehards in Speedsters...

Congratulations to everyone concerned. After just one edition, Luftgekühlt UK has shown itself to be a refreshing alternative to the traditional 'cars in a field' event format.



Photos: Delwyn Mallett



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DELWYN MALLETT

MALLETT REFLECTS ON A SLIGHTLY DAMP LUFTGEKÜHLT SHOW, WHICH TURNED OUT TO BE A PHOTOGRAPHER'S DREAM. JUST AS WELL HIS CAMERA WAS LOADED WITH WATERPROOF PIXELS...

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...



After weeks and weeks of blistering sun a dramatic change in the weather almost deterred me/us (I was passengering a chum) from attending the Luftgekühlt event at Bicester Heritage, where all day rain was forecast. How British is that, red hot to monsoon, must have confounded the California-based organisers. Having agreed not to go, opining that it was only going to be the same Porsches that we had seen many times before just arranged in a different order, a late evening call from my chauffeur changed the plan. 'We're Brits and rain does not stop our play – we're going, I'll order some tickets,' said he. And we were both so glad that we ignored the forecast and braved the rain, as did an amazing number of fellow air-cooled Porsche-pushers.

It was pleasing to see that three or four 356 Speedster owners also ignored the downpour – given that the Speedster, even with the roof up, is extraordinarily hygroscopic. With the intensity of the morning's rain and the current value of their immaculately restored cars, this was an act of extreme valour.

But where have all the 356 owners gone? Whether it was the threat of rain or the fact that 356s are now in the possession of fair weather drivers it's hard to know, but of the hundreds of Porsches present, both old and new, barely a dozen were of the 356 variety.

As expected, and inevitably for an oldie like me who has been looking at Porsches for half a century, it was a case of (mostly) the same old Porsches rearranged – but what an arrangement it turned out to be. The whole event felt like a massive art project, curated by someone with a designer's eye for a good image. A number of selected cars were strategically placed against features of the World War II RAF bomber base, isolated from distracting background clutter to gift us visitors with ready made 'nice shots'.

Photo opportunities abounded and as the rain eased the day was largely spent tripping over crouching snappers seeking a good angle while doing one's best trying to avoid another snapper's sight line. Luftgekühlt confirms, if confirmation was indeed required, that the automobile is firmly established as an art object and indeed in this case an object from which to create art.

I have never participated in one of those amateur photography events where a camera club hires a 'glamour' model to pose for a special evening of 'Art Photography' (honest, I haven't). I'm sure that the intensity that the Bicester boys displayed in their efforts to get the perfect angle on the erotic curves of a 911's derriere could not have been much different to chaps jostling for position around a scantily clad model. Significantly I can't recall seeing any women snapping away. Is it purely a man thing?

I've been a bit of a camera freak since my teenage years in the 1960s when few families rarely possessed more than a Box Brownie for the occasional holiday snap of their annual two-week holiday. Film often stayed in the camera for weeks, sometimes months, before every precious frame was used up and eventually processed. Indeed, I have one friend who recently removed a film from his old camera and judging by the snaps of his daughters who are now in their 20s calculated that it had been in there for 19-years! But that's extreme. Even enthusiasts would rarely take more than a frame or two of a car unless it was something very, very special.

Now, with pixels effectively free, I rarely end up with fewer than hundreds of shots. I remember talking to a well known motor racing photographer who

started his career as a Fleet Street 'smudger' in the early 1950s, and who, on his first assignment to the Le Mans 24 Hours for his paper, was issued with a cumbersome plate camera and 12 glass plates – twelve! – that's one pic every two hours if you spread them out. At this year's Le Mans Classic, editor Seume admits to taking over 1000 shots – yet published a little over 20...

The frugal use of film or plates in those days explains why one largely sees the same shots of early races reproduced time after time in modern magazines.

Looking back through my old negatives, I can see that in the '60s I rarely used an entire film at a race meeting. How I envied the trackside pros with their motor-drive Nikon Fs pumping film through as if it was free – which I guess it was to them.

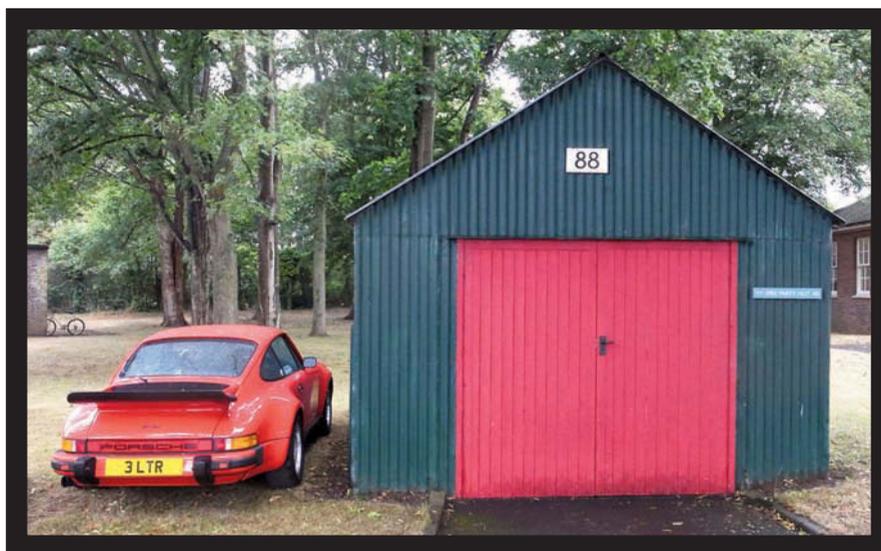
In 1972, and working in advertising, I finally bought a Nikon – an F2 – and joined

the motor-drive club. The following years absorbed a ridiculous amount of money as I tried to emulate the professionals by squirting Kodachrome II through the Nikon with machine gun rapidity.

At only 25 ASA (a really, really slow speed for non-photo-savvy readers) my success rate was frequently outstripped by failures. Whole 36 exposure rolls sometimes resulted in only two or three good shots. I still have boxes of blurred slides – a few actually possessing an unintentional 'arty' semi-abstract quality.

Today's digital age has democratised photography. With the camera and, incredibly and increasingly the phone, doing the complicated exposure stuff, everyone has the opportunity to take great photos, and many do. The Luftgekühlt formula of choosing a photogenic environment in which to stage the event has given the ordinary Joe the chance to shoot car images more normally associated with professionals.

All in all, it was great stuff and I can't wait for next year's event – come rain or come shine. **CP**



With cars carefully posed before a suitable background, Luftgekühlt gave budding photographers the perfect opportunity to get 'that' shot...

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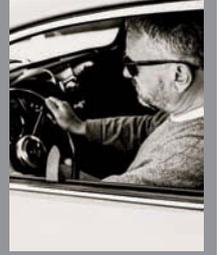
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ROBERT BARRIE

FRESH BACK FROM TWO MAJOR MEETINGS, ROBERT REFLECTS ON RULES AND DISCIPLINE AT CLASSIC RACE EVENTS AND HOW THEY VARY FROM TRACK TO TRACK, COUNTRY TO COUNTRY...

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



A couple of recent race meetings have got me thinking about driving standards and discipline in historic racing. It's not that there is a problem, just that there may be room for improvement. There are three areas in which issues typically arise. The first is track limits and what is done when they are exceeded, particularly if an advantage is sought or gained. Until recently, you exceeded track limits if you put four wheels over the white line on the edge of the Tarmac. That remains the case elsewhere, but the rule has changed in the UK.

Here, for a few seasons now, you exceed track limits when you put one wheel over the same white line or beyond a painted kerb. Many period photographs of cars cornering at the limit are now illustrations of them exceeding track limits. Can that be right? Anyway, I imagine this is why my number was shown with a black-and-white driving standards flag at the Silverstone Classic. Hmm.

For now, let me simply say that the signaling gantry is in an awful position and it's not clear – other than via introspection – what the signal means. Move the gantry – the clue is that the chequered flag is repeated on the straight – and convey the information more clearly.

Next, and more serious from a safety point of view, are yellow flags, waved yellows, slow zones and safety cars. All are different ways of handling incidents on track while stopping short of stopping the race.

We are supposed to slow down under a yellow flag and to do so considerably under waved yellows. Okay, got it, but what does it actually mean? I think we would all have difficulty putting a number on it.

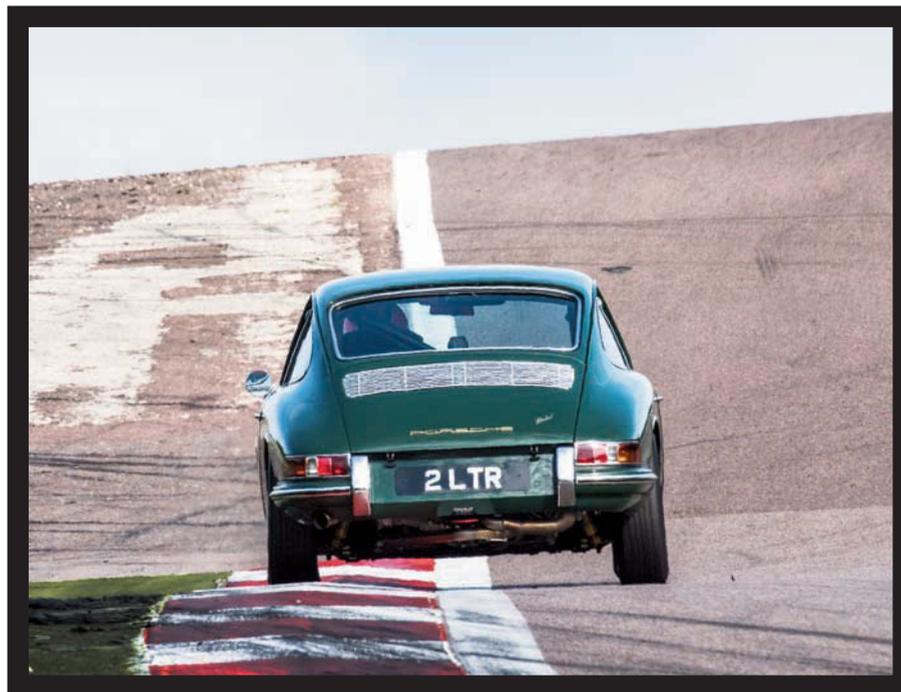
The speed permitted in the slow zones at Le Mans Classic was clearly quantified at 80kph. A number of competitors still seemed to struggle, but at least it was clearer what they had or hadn't done. The safety car is another source of misunderstanding. It probably doesn't help that it's usually signalled by a yellow flag with an SC board.

As we have seen, a yellow flag means slow down, except that under a safety car you don't really slow down until you catch the car in front, which is itself doing the same thing. Sooner or later, you form a line behind the safety car, which then controls the speed.

To say it doesn't always work like that is an understatement. The usual

problem is that someone slows down too much too soon!

The protocol that yellow flags, waved yellows, slow zones and safety cars have in common is that there's no overtaking. I was surprised then, when following a safety car at Silverstone, to be overtaken by someone seemingly slicing through the field. I discovered, after the session, that this behaviour attracted no sanction. Could it have been unseen? No. It would have shown up in race control. The cars have transponders that show their positions at all times.



This is allowed, but in the UK you have to be inside the white line at the end of the kerb. (Photo credit: 2-Litre Cup/Jayson Fong)

“ARE FLAGS THE BEST WE CAN DO IN THE DIGITAL AGE?”

I am not in favour of penalties being handed out without good reason – a quiet word or two can often work wonders – but this was a case, unlike my inconsequential track limits excursion, where something was surely required.

The reluctance of the officials to issue sanctions at Silverstone contrasted with the readiness of their counterparts to do so at Le Mans. Needless to say, as soon as the safety car went back in, someone else shot past me well before we reached the re-start line on the track!

Then there is car-to-car contact. Again, I was surprised by what I saw in one of the races at Silverstone. Some contact is, perhaps, unavoidable. So-called racing incidents happen at far higher levels of the sport than we can sensibly aspire to. But some is avoidable – so how to ensure the avoidable is avoided?

Peter Auto – the organisers behind Le Mans Classic – require those responsible to pay half of the resulting repair bill. I'm not

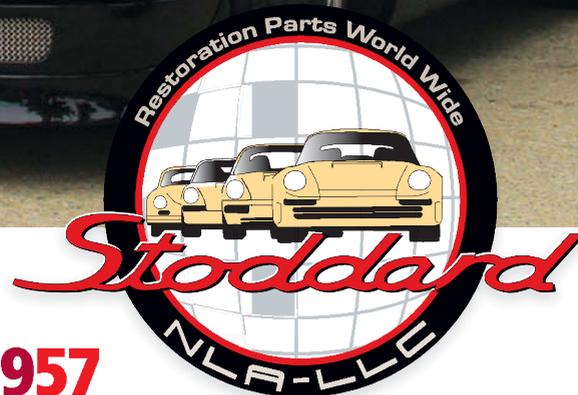
entirely sure what the process is by which responsibility is determined, or whether the outcome is enforceable or appealable, but the provision may nonetheless be a deterrent.

Another possibility – practiced in categories of contemporary racing – is to say where professionals and amateurs compete against each other, the driver from the higher category will be held responsible unless evidence clearly shows the contrary. It would be very interesting to see Goodwood try something like that at the Revival!

A final thought is that some, if not all of the above, could be improved by better communication. Are flags the best we can do in the digital age? Is it time to allow more technology in historic racing? It wouldn't be period correct, but neither, as we have seen, are the current track limits not to mention a number of other features of what is an increasingly modern and professional pastime. **CP**



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THE DRIVER

Proudly wearing decades of road rash, this 1973 911S has a great story to tell, being owned since the 1980s by the same enthusiast, Chuck Miller. The California resident has had a resonating impact on the Porsche scene, too – he is a board member of the influential Early 911S Registry. *Classic Porsche* met the man and his genuine road/track driver with 2.7-litre power



Below: Out on the track is where Chuck likes to be, pushing his hard-used 911S to its limit. It's about as far from being a trailer queen as it's possible to get!

Some cars have helped define California's 911 scene, being show regulars for years, while their owners play key roles in the local scene. This is the story of such a duo. For close to three decades, Chuck Miller's 1973 coupé has been seen at countless Porsche-related events, either shows/concours or track days. Fans of 911Ss might especially be familiar with the So-Cal resident for his role as an Early 911S Registry board member, specifically as a Message Board Moderator and Creative Advisor. Not a big surprise, really, considering his artistic eye led him to a 25-year career as a Walt Disney Imagineer, until he retired in 2013. There is much more to say about the Registry,

hence the separate sidebar found further in this article.

When interviewed by *Classic Porsche*, Chuck was quick to point out: 'I've always thought I've been blessed with being at the right time for some of this old car stuff'. He blames his automobile interest on the local street scene, which he discovered at age 12, or so. You see, Chuck lived within a short walk from Van Nuys Boulevard, 'ground zero for cruising and street racing, during what some say were the golden years of drag racing in the early- to late-'60s', he adds. At about 15, he helped older friends prep a drag race coupé and later made a few bucks by sweeping the floor at nearby speed shops.

While in high school, he befriended a kid originally from





Above: Chuck Miller has owned his 1973 911S since February 1989. Front valance bears the scars of years of hard driving, each worn like a badge of honour

Argentina, Hector, who opened his eyes to the world of sports cars and road racing. 'My first memorable road racing experience was when Hector's dad took us to the 1966 LA Times Grand Prix at Riverside Raceway, the very first Can-Am at Riverside – I was in love', he continues. 'Both Hector and I hung out at an Italian auto repair shop, a short walk from my house. It catered to Ferraris, Maseratis and old Italian race cars. The place had no less than three Ferrari 250 GTO service customers.'

This appreciation for European automobiles led to the purchase of his first car, a 1954 VW Beetle, for \$100. Then came a hopped-up '59 Alfa Romeo that got him up to Mulholland Drive, a famous twisty road near LA described in his own words as the 'wild and woolly west'. Other noteworthy rides followed, including a lively and efficient '67 Beetle motivated by a 100-plus bhp engine, which he kept for over 18 years.

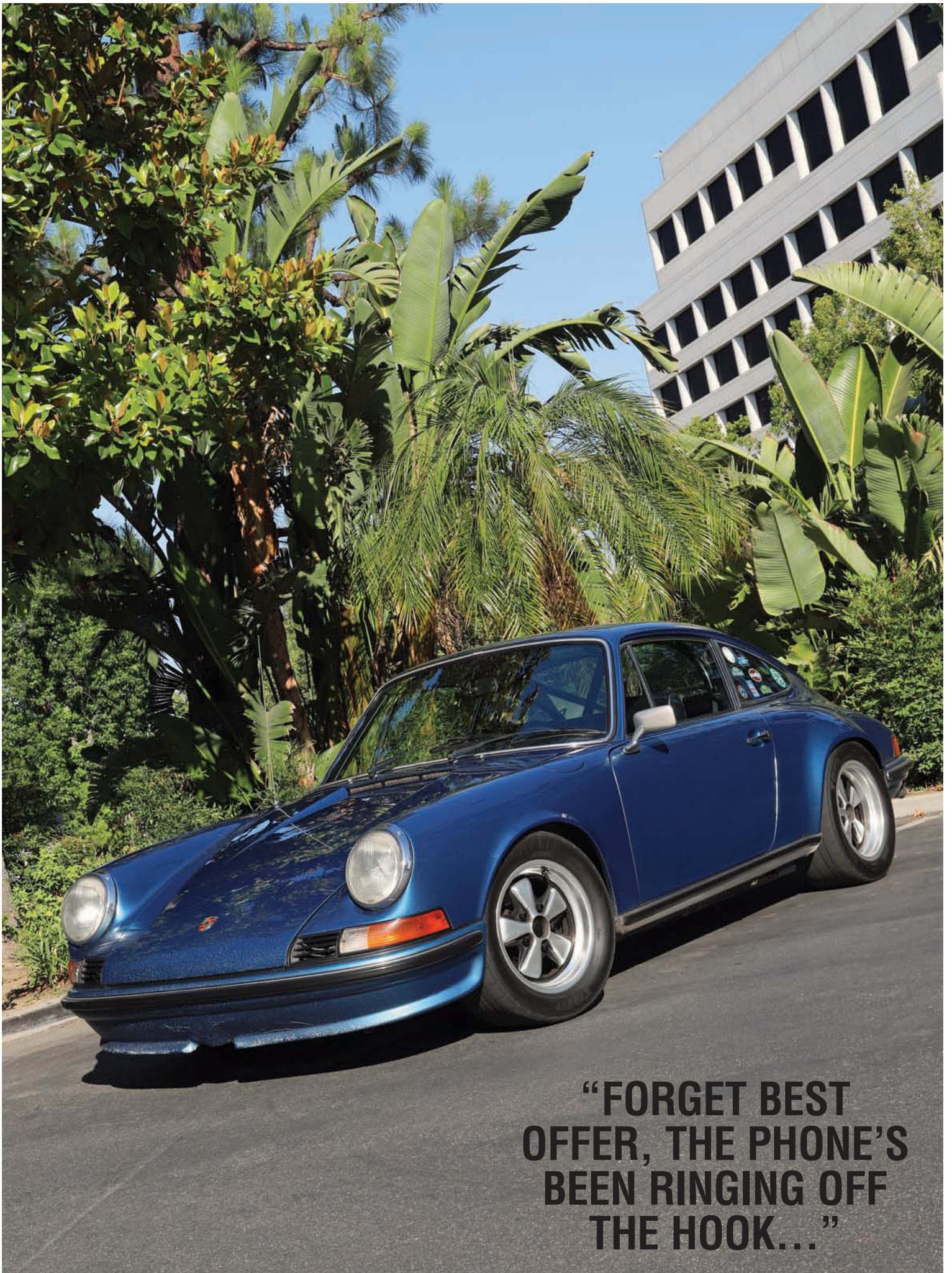
During the '70s, Chuck helped Hector with his SCCA racing career, first with an Alfa 1300 GTA Jr, followed by a

Formula Ford – both won their respective regional championships. The two friends' racing involvement allowed them to witness the Trans Am and Can-Am racers up close – think Follmer/Donahue 'Penske Panzers' battling during the '72 season.

That same year, Chuck was treated to an amazing ride in a friend's 2.0-litre '69 911S. The experience stayed with him for the next 15 years, until he finally decided to sell his '67 VW. It took him two years to find the right Porsche candidate, which finally appeared via the local *Recycler* ad newspaper in February 1989 – a '73 911S advertised at \$10,000 or best offer. Chuck explains: 'I called as soon as I got to work on a crappy rainy day. The guy said: "forget Best Offer, the phone has been ringing off the hook; however, nobody has come over yet." The car was about eight miles away and I went directly over. It was a blue metallic, matching number '73 911S non-sunroof coupé with sports seats, tinted windows and limited-slip differential as options. It also had RS Carrera rear fenders with matching bumpers and "S" deco to match.

Below: Genuine Fuchs wheels – 7s and 8s – replace the former copies. They're shod with Toyo RA1 tyres





**“FORGET BEST
OFFER, THE PHONE’S
BEEN RINGING OFF
THE HOOK...”**



10K was a lot of money for me back then so, I needed to check with my Porsche resources one more time. Based on my description, everyone said if I didn't buy it, they would!

After taking possession of the well-preserved vehicle, Chuck realised his luck, as it came with all the owners' pamphlets, tools and past repair records – and it had 86,000 miles on the odometer. But the first time he took the 911 up in the hills he knew so well, he almost crashed it on the first turn. 'Driving it like I drove my old swing-axle VW hot rod was a big mistake,' he comments. 'Eventually, I got the hang of driving it, joined the Porsche Club of America and Porsche Owners Club, leading to my first POC Track Day four months after I bought the car.'

So, what does it take to build an efficient road carver that doubles as weekend racer? Chuck has had plenty of time to fine-tune his 'S', experimenting with various setups. Take the front/rear torsion bars for instance. The vehicle relied on the

stock 19 and 23mm bars from 1973 until '89, before he installed 21s and 26s (in addition to adjustable SC spring plates) in 2000, followed nine years later with a second upgrade: it now features 22mm and 29mm hollow bars,

complemented with mono balls/poly-bronze control arms and spring plate bushings. Also gone are the factory 15mm front/rear sway bars, respectively replaced with 19s, adjustable in front and fixed aft. Koni Sport shocks have proven efficient for street/track dual purpose, too.

While the rear 911S brakes with Pagid street pads remain in place, Chuck fitted SC iron calipers in front, in lieu of the stock aluminium 'S'

equipment. One of the early changes involved swapping the reproduction Fuchs rims with 'the real deal', in the shape of 7Jx15s and 8Jx15s. They still look great on the car almost three decades later, though Chuck has given various street tyres a try over the years: Yokohama AVS Intermediates,

Above: Rear RS flares were installed back in 1973 for the original owner. The car used to sport an RS ducktail, too, which Chuck chose to remove a couple of years ago in favour of a stock lid

“DRIVING IT LIKE MY OLD VW HOT ROD WAS A MISTAKE...”

Below left: The four men behind the Early 911S Registry, from left to right, Michael Hammond, Fred Trueman, Chuck Miller and John Dilger

Below right: Chuck's Registry badge – note the date...





Above left and right: Well-worn sports seats hint at the history of this car. Steering wheel is a Nardi, shifter is a Rennshift item. Rear cage and folded Deist harnesses a hint at the car's weekend use

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The matching-number 2341cc flat-six has received plenty of attention as well, with major changes taking place in 2003. During a track day at Willow Springs, Chuck mis-shifted and over-revved as a consequence. The motor still ran acceptably well afterwards besides a pulsing idle, although Chuck felt he should entrust Richard Dick for a full rebuild – the coupé had covered 165,000 miles by then. It involved

installing 2.7 90mm Mahle cylinders/pistons, set for compression ratio of 9.5:1, along with WebCam 120/104 modified S camshafts.

Richard additionally used a stock balanced/micro-polished crankshaft, factory heads with extensive intake port profiling, plus an original 2.4S distributor with points and 7300rpm cut-off. Rebuilt MFI (Mechanical Fuel-Injection) throttle bodies and pump with RS space cams supply the right amount of fuel/air, while the oiling system relies on an SC pump and a '72 external cooler, featuring a small radiator, late model hard lines and thermostat. Notice the stock exhaust, now Jet-

EARLY 911S REGISTRY: SERVING THE COMMUNITY

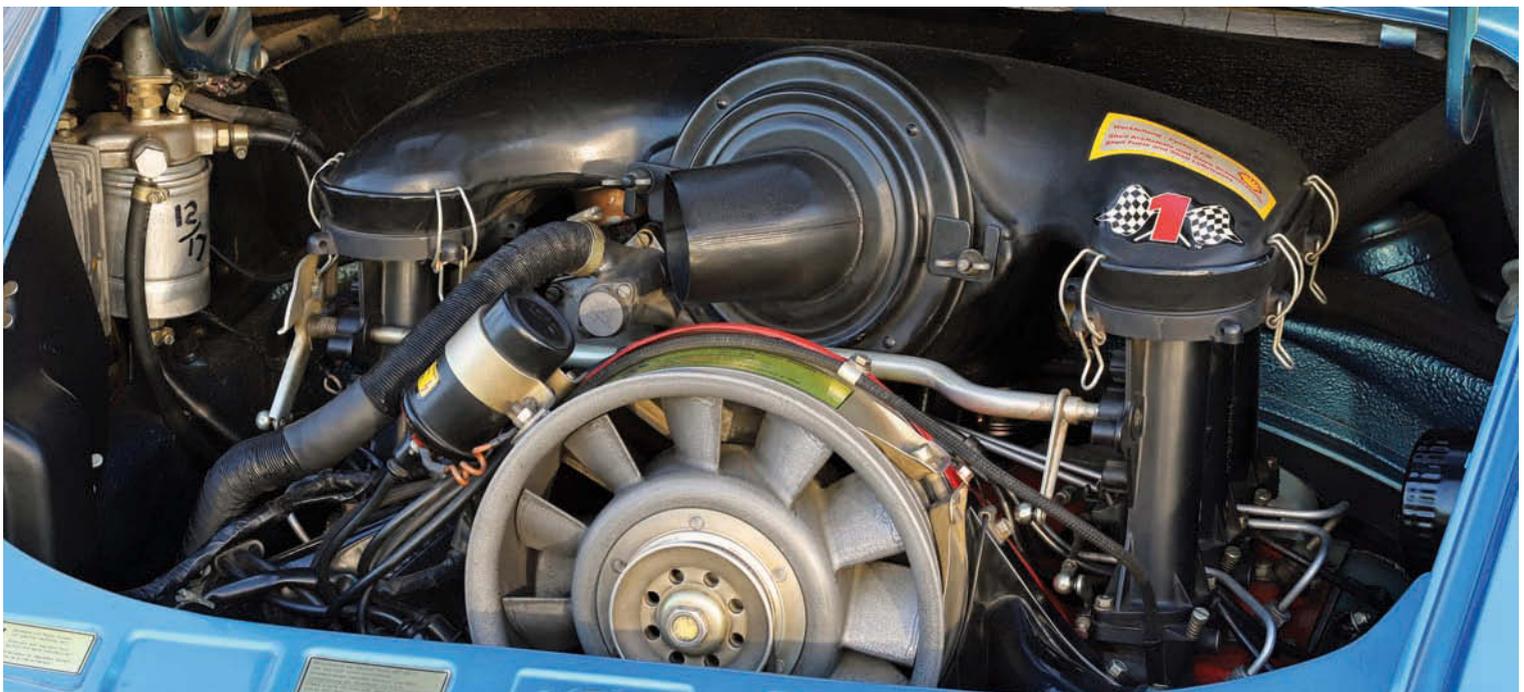
The late '80s saw a burgeoning interest in the early 911S. So much so that enthusiasts located on opposite sides of the United States separately came up with the idea of an organisation devoted to early 911S fans: Vern Lyle and Betsi Marsh in Pennsylvania, and Fred Trueman in California. Vern and Betsi's concept ultimately stuck and they started the Early 911S Registry in 1990.

Their main objective was to compile a list of the early 911Ss in the country, though some enthusiasts viewed their endeavour with suspicion. Yet, it soon appeared that they did not launch the registry for personal gain, but to serve the Porsche community, releasing a quarterly newsletter: 'ESSES'. In 1995, after five years at the helm, Vern and Betsi realised they could not run the registry any longer, thus motivating a few So-Cal-based members to take over in early '96.

Chuck Miller, who joined the club in 1994, offered to redesign the Early 911S Registry logo in '96 and officially became a club officer as Creative Director in '98. Throughout his 20-year tenure, the group has settled with four board members (John Dilger, Michael Hammond, Fred Trueman and Chuck Miller) and a couple of support staff (Ashton Amores and Peter Kane). Michael Hammond, who worked at the Long Beach Circle Porsche dealership in the '70s, incidentally sold Chuck's car to its original owner in June of 1973!

Chuck concludes: 'Through the years, the Early 911S Registry has become inclusive of not only 911Ss, but all early 911s. Through our ESSES news magazine, our club database and the club's message board [see early911sregistry.org] with our excellent and expert contributors, we are told we are the ultimate information source for 'all things early 911' internationally.'

Below: Built by Richard Dick, the engine runs WebCam modified 'S' cams and 90mm (2.7) Mahle cylinders and pistons, all fed by factory MFI with modified space cams





coated, which Chuck fitted all the way back in '89. Ponies travel through the matching-number gearbox rebuilt by Richard Dick in 2003. It utilises the stock optional ZF 40 per cent limited slip, although Aase Motors lovingly restored it.

A fender bender that took place in late 1989 led to the car's body being redone, with the engine and suspension still in place. Chuck decided to respray the shell in the original 334-code Metallic Blue, retaining the RS flares and rear bumper put on in 1973 by the late Dan McLaughlin of AIR, for the then-new owner. In 1996, the coupé adopted a '73 RS ducktail, which remained in place for two decades, until Chuck opted to get the factory engine lid out from his garage rafters and reinstall it. Along the way, he replaced the '73-specific rear rubber bumperettes with their small European chrome and rubber equivalents.

The 1989 mishap also incited Chuck to restore the headliner and dash, not forgetting the optional Recaro seats reupholstered with British leather. Several goodies underline the vehicle's sports purpose, including the Nardi black leather steering wheel with bead-blasted spokes, the Rennshift shifter with stock knob and Deist four-point belts. One of the

latest additions is a TRE period-style roll bar, installed because of a Porsche Owners Club's race reclassification.

The blue 911S has covered 250,000 miles from the time it left the factory, while the 2.7-litre motor remains strong after its rebuild in 2003, 80,000 miles having been recorded since. Besides being heavily involved with the Early 911S Registry, Chuck additionally joined the RGruppe shortly after its inception, attending every Treffen (and Treffen Sports Purpose track day) organised by the group. 'I've been trying to track the car at least once a year, every year I've owned it, eventually accumulating 12 First in Class awards,' he adds. 'Meanwhile, I've been driving the car to Monterey almost every August since '89. I have also participated in the old Iron Bottom Rallies, the Targa California, two Monterey Rennsport Reunions and many other So-Cal gatherings.'

As owners of vintage Porsches are becoming increasingly reluctant to use their rides due to their increasing values, Chuck's example should inspire many of us, as he happily continues to enjoy his old coupé, averaging 6000 hard miles per year for almost three decades. His 911S is a true driver – and he sees no other way around it. **CP**

Above: European overrides (or 'bumperettes') replace the larger original US-spec items previously fitted

Below: There's no doubting where Chuck's allegiances lie – he continues to be an active member of both the Early 911S Registry and the famed R Gruppe





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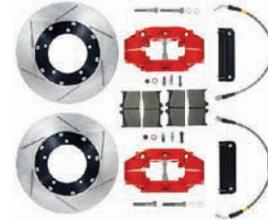
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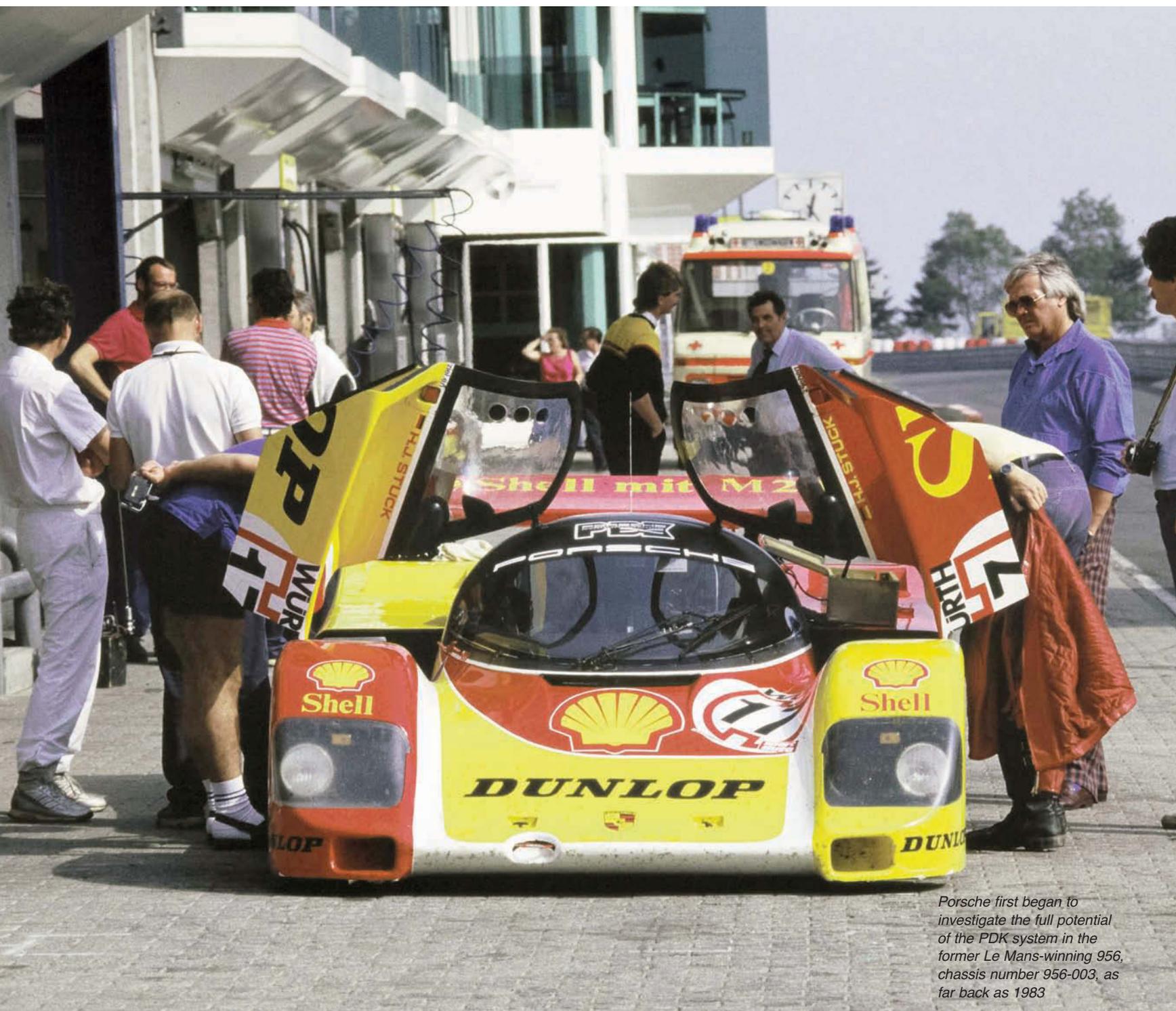
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Words: Keith Seume Photos: Porsche Archiv and author's collection

QUICK SHIFT

If there's one subject that arouses passion among owners of modern Porsches, it's the choice between PDK or manual transmission. However, Porsche's amazing semi-automatic PDK gearbox is far from being a new concept, its origins being traced back to 1939 – even Porsche tested it in its Group C race cars as far back as 1983. You see, there really is nothing new under the sun...



Porsche first began to investigate the full potential of the PDK system in the former Le Mans-winning 956, chassis number 956-003, as far back as 1983



Above left: Frenchman Adolphe Kégresse was born in 1879 and worked for Tsar Nicholas II before returning to France to concentrate on the development of his own Autoserve double-clutch transmission. He is without question the father of the modern day PDK gearbox

Above right: Sectional drawing of Kégresse's double-clutch transmission formed part of a patent application filed posthumously in 1946. The layout, with its concentric shafts, is virtually identical to the PDK of today

When Porsche broke the news half a decade ago that its flagship models would only be available with the company's revolutionary PDK transmission, it caused something of a stir among those who feel that *real* race cars – or should that be, real cars that can be raced – have manual gearboxes. Surely the skilled driver wants to take total control of the car, right down to synching every push of the clutch pedal with every shift of the gear lever and every rev of the engine? But Porsche knows better than to trust we mere mortals with such a task...

The PDK transmission (that's short for 'Porsche Doppelkupplung', by the way – or, to put it in Queen's English, 'Porsche double clutch') has now been available for ten years, having first been introduced in 2008 on the second generation 997-series 911. This slick system replaced the ageing Tiptronic semi-automatic gearbox, Porsche claiming that not only was the PDK capable of shifting some 60 per cent faster than the Tiptronic, but it also helped to reduce fuel consumption thanks to its more efficient design.

But, as impressive as it was on paper, the PDK system didn't meet with universal praise. Well, to be truthful, it wasn't so much the transmission itself that came in for a pasting in the press so much as the way in which it was operated. For some reason best known to the gents at Zuffenhausen, the PDK-equipped 997 featured rocker switches mounted on the steering wheel, rather than the more familiar paddles located behind the wheel. The ergonomics of this early design left much to be desired, the result of which was that the PDK gearbox itself came in for rather unfair criticism.

To fully appreciate the benefits (or otherwise, as some might argue) of PDK, let's take a step back into history, for the DNA of this amazing design can be traced back far further than you might imagine. Forget for a moment the Tiptronics of the 1990s and Sportomatics of the 1970s, even though they were both important steps in the evolution of the modern 911. Instead, cast your mind back (or do a quick 'Google') to the days of pre-war cars like Armstrong-Siddeleys and Daimlers. Or double-decker

buses and lumbering lorries... Seriously. They have more in common with the modern Porsche than you might at first realise.

The thread which connects the past with the present is the concept of the preselector gearbox. It's almost unheard of now outside the commercial vehicle and vintage car scenes but is a very clever idea. Vehicles with preselector gearboxes allowed the driver to select the next gear (either a higher or lower ratio) which was engaged only when the left-hand pedal was depressed. Note we don't call it the 'clutch pedal' as cars with preselector gearboxes use centrifugal clutches, which engage with rising engine speed.

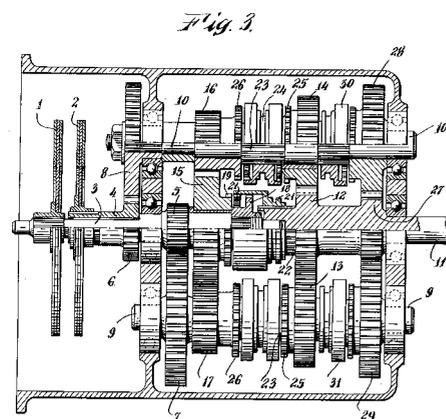
In a similar fashion, with a PDK-equipped Porsche the transmission is always in a state of readiness to almost instantly engage the next ratio, awaiting only for a signal from the driver (using the paddle shift) or the engine electronics. There is no clutch pedal. But we'll come back to that in a while.

Driving a car equipped with a preselector gearbox is a unique experience. To start the car, first you must make sure the 'gear lever' – usually nothing more than a spindly lever on the dashboard or steering column – is in the neutral position. Start the engine and then move the lever to 'first'. Nothing will happen until you depress the left-hand pedal and release it – that

engages first gear. Now, using the throttle, you bring the engine revs up to the point where the centrifugal clutch bites and the car moves off.

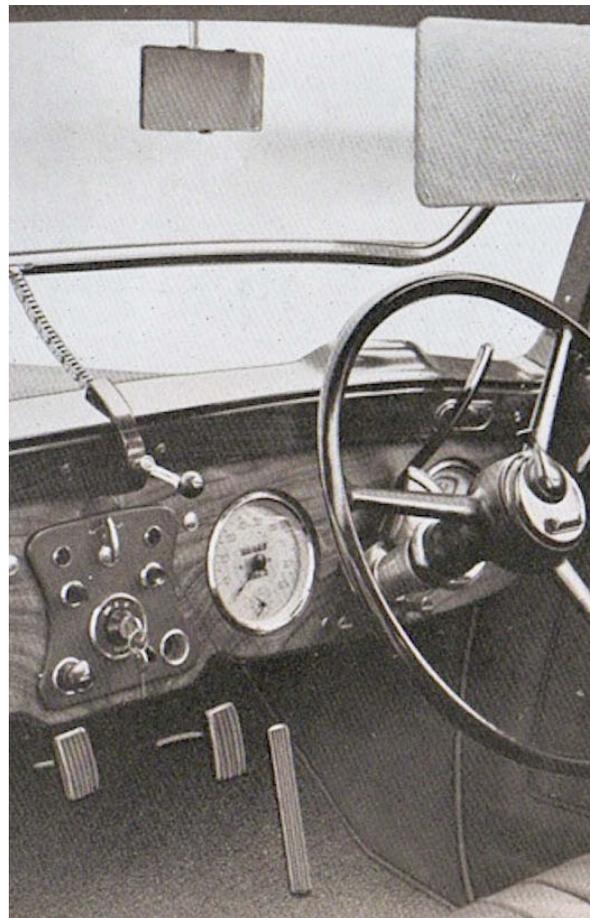
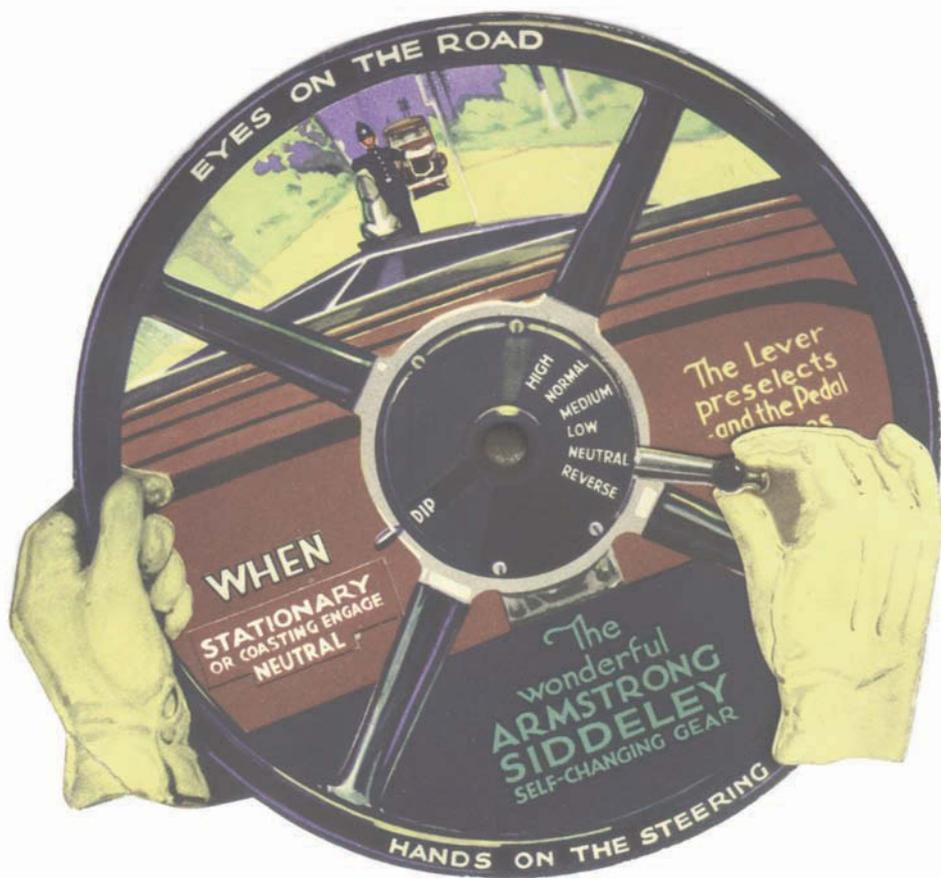
As soon as the car is underway, move the gear lever into second and, when you're ready, simply lift off the throttle and depress/release the left-hand pedal again. And that's it. Continue the process until you're in top gear, at which point you move the gear lever into the next lower ratio ready for when you need to change down a gear. If this sounds all very ponderous – for example, when struggling up a steep hill – never fear: you could effect the change of ratios without lifting off the throttle. Oh, and somewhat scarily, you can also move the lever into the reverse gear position when travelling forwards in anticipation of backing into a parking space...

Although never intended as a sporting option, the concept of 'having the next gear ready', so to speak, would clearly be of



Inventor.
ADOLPHE KÉGRESSE, DIEZHOFF.
By ADOLPHE VALENTIN KÉGRESSE, ADVISOR.
BY
Wheeler, Loh & Co.
AGENTS.

“THE
TRANSMISSION IS
ALWAYS IN A STATE
OF READINESS...”



advantage to a driver who wished to press on without having to worry about grabbing a gear lever midway through a series of twist and turns.

In 1939, when preselector gearboxes were popular, a German engineer by the name of Adolphe Kégresse tested a new transmission in a Citroën 'Traction', a design which he felt would make driving easier, dispensing with the need for manual gear changes. Kégresse was born in 1879 in France but moved to Russia in 1905 to work for Tsar Nicholas II. There he developed the 'Kégresse track', a half-track conversion for conventional cars, allowing them to be driven in mud and snow.

On his return to France in 1919, Kégresse began work with Citroën but left after a brief few years to concentrate on developing his own gearbox: the twin-clutch Autoserve transmission. Pre-war manual gearboxes tended to be rather agricultural in operation, requiring drivers to carefully synchronise road- and engine speed to prevent clashes between gear teeth.

Kégresse's patented design was ingenious, compact and efficient, and proved satisfactory in operation in his Citroën 'guinea pig'. However, the onset of hostilities brought a premature halt to his work, and Kégresse sadly passed away in 1943 at the age of 64.

He had already filed a patent in 1939 and further patents were submitted posthumously in 1946, and granted in 1951: 'The search for automatic operation of change-speed transmissions as applied to motor cars has led, in some systems, to connecting the engine to the gear trains by means of two independent clutches forming a unit and mounted on the same axis by means of two concentric shafts, as in French Patent No. 861,394 of 28th July 1939 in particular. An arrangement is thus obtained in which some of the shifts, the even numbered shifts for example, are taken on one of the clutches, and the odd numbered shifts on the other.'

The essence of Porsche's current PDK design, however, is

contained in the following paragraph: 'The use of two clutches on concentric shafts enables a more compact transmission to be obtained with shorter shafts and having less parts than in the usual construction.'

Over the next decades, several related patents were applied for by other companies, many of which made direct reference to Kégresse's Autoserve design. Dodge in the USA (1950) and Panhard & Levassor in France (in 1957) both tipped their hats to the Frenchman, as did Zanhradfabrik Friedrichshafen AG, also in 1957. If that name is not immediately familiar, the initial letters will be: ZF. In fact, the list of patent applicants who made reference to Kégresse's design reads like a who's who of the motor industry – and right up until as recently as five years ago, ZF still acknowledged his work. He is truly the father of the PDK gearbox, yet his name rarely appears in connection with Porsche's fast-shifting transmission.

It wasn't until the 1980s that PDK development really moved into top gear (sorry, couldn't resist it...), but the Porsche connection actually has its roots in the late 1960s with the arrival of a Hungarian engineer, Imre Szodfridt, who had taken a keen interest in Kégresse's design. Szodfridt worked under Helmut Fleigl at Weissach who, according to Karl Ludvigsen, considered him 'a very innovative character, (but) very difficult to control'.

Kégresse's double-clutch system was championed by Szodfridt and shown to Ferdinand Piëch, who saw it as a possible option on the 911. However, the design was shelved due to a lack of refinement, only to be resurrected a few years later when Porsche collaborated in a programme to design a fuel-efficient car of the future: Type 995, based on the aluminium structure of the 928 and equipped with an early form of double-clutch transmission. In the early 1980s, the PDK idea was initially seen as only being relevant to road cars, but all that was about to change as the race department came under pressure to take a closer look at this innovative design.

**“FERDINAND PIËCH
SAW IT AS A
POSSIBLE OPTION
FOR THE 911...”**

Above left: Artwork from a 1930s Armstrong-Siddeley brochure demonstrates use of the 'self-changing gear' – otherwise known as the preselector gearbox. Slogan proclaims 'Eyes on the road, hands on the steering'

Above right: In cars fitted with preselector gearboxes, the left-hand pedal is referred to as the 'gear changing pedal', rather than a clutch pedal. Centrifugal design means no ordinary clutch pedal is needed



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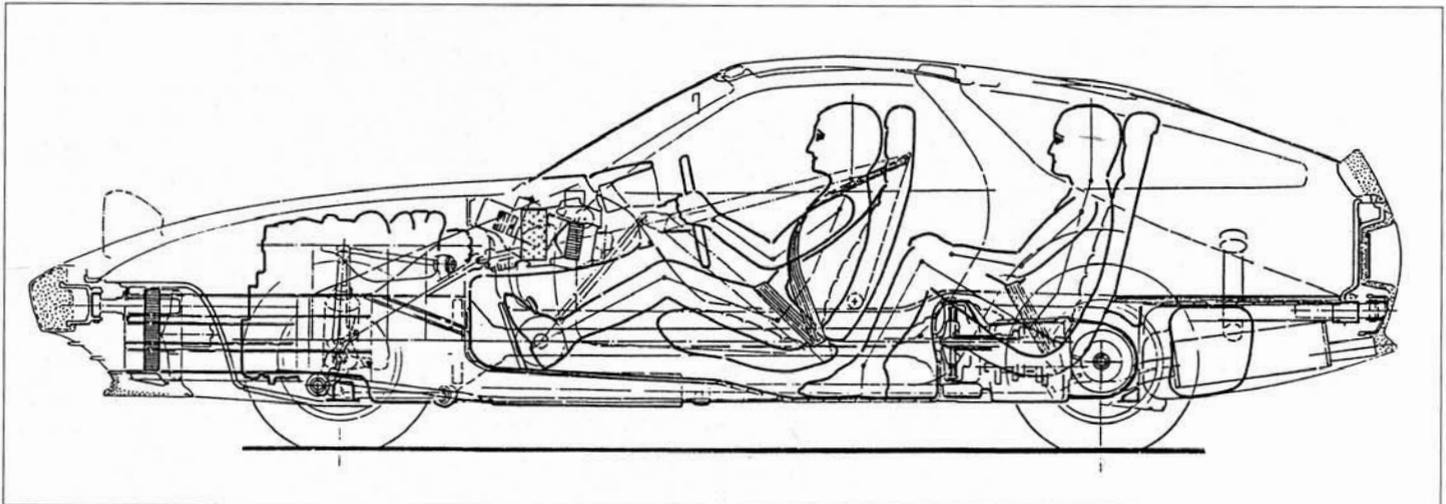
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The advantages for racers were obvious, for the driver would be able to concentrate on keeping his eyes on the road, his hands on the wheel, while making full-power gear changes. Not only that but, as with the preselector design of old, the next gear ratio was always lined up ready to go as soon as the driver hit the 'up' or 'down' shift buttons. But there was another advantage...

Porsche's racing programme almost entirely centred around turbocharged machinery, the problem here being that conventional gear changing allowed the engine to drop off boost if the driver couldn't change gear quickly enough. Race transmissions tended to be heavy and relatively slow, rugged so as to withstand hours of abuse. If only the driver could make full-power shifts there would be no loss of turbo boost, no momentary lag in performance. And that's where the PDK came into its own.

The early 1980s saw a lot of behind the scenes work at Porsche, with the water-cooled 944 programme well under way. One omission from the range was an automatic version of the 944S. The non-S models were offered with a three-speed Audi-built auto 'box, but this wasn't considered strong enough to cope with the added torque of the 944S's engine. Volkswagen had been developing an electrohydraulic four-speed unit, which was tested in a 944 and found to be just what Porsche was after. However, VW then dropped the bombshell that the unit wasn't yet ready for production and they would be unable to meet the proposed 1989 launch of an automatic 944S.

ZF had also been developing its own four-speed automatic, although in prototype form it was only available with hydraulic control. ZF pointed out that it could be updated to the more advanced electronic control if Porsche was prepared to make further investment. This proved too much for Porsche and the idea was dropped.

So, where did this leave Porsche? By now, the PDK idea had been bubbling away in the background for some time, with particular emphasis on the race programme. However, it is said that expenditure on the PDK concept could only be justified if there was a spin-off for road cars. Once Imre Szodfridt had presented his (or, more correctly, Adolphe Kégresse's) ideas to

his superiors, a 924S was built equipped with an early version of the PDK gearbox. It was massively over-engineered for the road car but allowed the system to be evaluated.

The control system fitted to the 924S test car was nothing more than a single lever, which could be pushed in any one of four different directions: forwards to shift up a ratio, back to change down, to the left to select reverse and to the right to select 'park'. This was the same system as used in the race cars, with one exception: it lacked the facility to pre-select ratios, which could then be engaged by pushing a button on the steering wheel. This was a deliberate omission as Flegl and his team were concerned that an inexperienced driver on the road might accidentally select an inappropriate ratio which could then be engaged at the wrong time.

Paul Frère tested the PDK-equipped 924S for *Road & Track* magazine and was impressed, although doubtful that it would go into production much before the end of 1987. Helmut Flegl had his own 944 Turbo fitted with a PDK unit, finding it both quicker and more economical than the regular 944 Turbo. Tests on a variety of roads around Weissach showed the PDK-equipped car to be some 12 per cent more fuel-efficient than a similar model fitted with a conventional automatic and even fractionally more frugal than a 944 Turbo with a manual transmission. Hans-Joachim Stuck also enjoyed driving a PDK-equipped 928, the torque of which was a far better test of the new transmission than any four-cylinder-engined car.

The problem, however, was that these first PDK gearboxes were not very smooth in operation. That, of course, was not a problem in a race application, but was unacceptable as far as a road car was concerned. Twin dry-plate clutches were responsible for the PDK's rather brutal character, the only option being to develop a wet-clutch design familiar to motorcycle engineers. However, production costs proved prohibitive – it is estimated that Porsche would have needed to sell 40,000 PDK-equipped 944s to make the concept viable – so the PDK programme was quietly dropped, at least as far as road cars were concerned.

The PDK programme was perfect for the race department, though, and this is where the most interest lay. The double-

Top left: Interest in the double-clutch system was aroused in the early 1980s when Porsche sought an alternative to the conventional automatic transmission. Both 924s and 944s were adapted to use the PDK gearbox, this 944 Turbo being Helmut Flegl's personal car

Top right: If the PDK could stand up to the torque of a 944 Turbo, how would it survive the grunt of a V8? Hans-Joachim Stuck put the double-clutch system to work in his own 928 and loved it

Above: Type 995 was a design for a 928-based car of the future which, among other things, relied on a double-clutch transmission. The project never got off the ground but kept interest in the PDK alive

clutch unit was based around a conventional 'all indirect' manual gearbox, with Borg-Warner synchromesh. As the name suggests, the PDK unit features two clutches, in a combined housing. One engages/disengages a pair of input gears located at the front of the unit by way of a hollow shaft through which a second, solid, shaft passes. This is attached to the second clutch and drives the remaining two or three ratios. Gear selection and clutch operation was achieved by way of a system of hydraulics.

Essentially, the system allowed a gear ratio on one shaft to be selected while a ratio on the other shaft is in use. When the driver was ready to effect a change of ratios, all he had to do was punch the button and the hydraulics disengaged one clutch and engaged the other. This then freed up the first set of ratios ready to be engaged at the next shift. One shaft carried ratios one, three and five, while the other carried ratios two and four. While third gear, for example, was in use, either the second or fourth ratios could be put in a state of readiness.

The first tests were carried out towards the end of 1983 on Porsche 956 chassis number 956-003, the very car which had won Le Mans earlier that year. Initial impressions were not favourable, as the unit suffered from oil leaks, and weak castings and gears. There were also problems with the clutches. However, the race department persevered and the first PDK-equipped Porsche took to the track at Kyalami in December 1983. Unfortunately, it proved problematic in practice, so the car was refitted with its original manual gearbox for the race.

The PDK-equipped 956 next appeared in January 1984 at Paul Ricard in southern France. Over a test session that clocked up 616 miles, no fewer than three PDK units were fitted, the tests being thwarted by a clutch explosion and sundry failures due to hydraulic and electrical problems. In March, Jochen Mass was called in to drive the car, the result being more failures and

the conclusion that the system was too cumbersome in operation – lap times were almost two seconds slower than those achieved using the old dog-clutch gearboxes.

At this point, a decision needed to be made about the future of PDK technology. Helping to sway arguments in favour of the double-clutch design was Audi's interest in developing the transmission for use in its high-powered Quattro rally cars. The programme went ahead as planned: next stop, Imola in September 1984. It was not a success...

John Watson and Jacky Ickx suffered a clutch explosion in practice, followed by hydraulic failure after just two laps of the race. Watson is reported as finding the vagueries of the PDK system slightly off-putting, too. He was used to making gear shifts straight from fifth down into second – or even first – gear to save time, but this was not possible with the PDK system. However, the Weissach engineers refused to be beaten, calling in Hans Stuck to do yet more testing. He was impressed, despite initial scepticism.

1985 was set aside as a development year, with PDK-equipped cars appearing only at Brands Hatch and Malaysia. Despite electrical problems, Al Holbert and Vern Schuppan finished a creditable fifth overall at Brands, but Hans Stuck and Derek Bell were forced to retire from the lead in Malaysia with a broken half-shaft. These early test races were sufficiently encouraging for Norbert Singer to push for the PDK transmissions to be used for the 1986 season. It was not a decision that filled Derek Bell with enthusiasm.

Bell recalled his feelings in an interview he gave to the American publication, *Automobile*, which coincided with the adoption of the PDK system for the 997 models in 2008. In general, he approved of Porsche's strategy of constantly trying something new but became frustrated when every race appeared to be treated as a test session. 'We picked up time, without a doubt. The big help was that you didn't have to

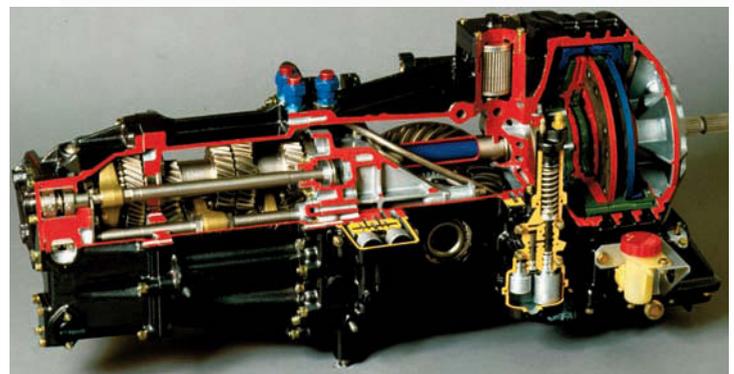
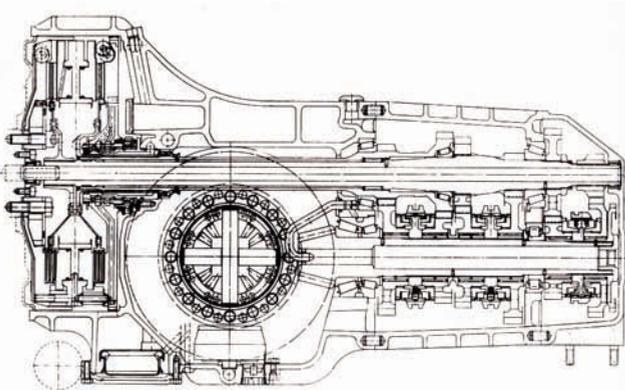
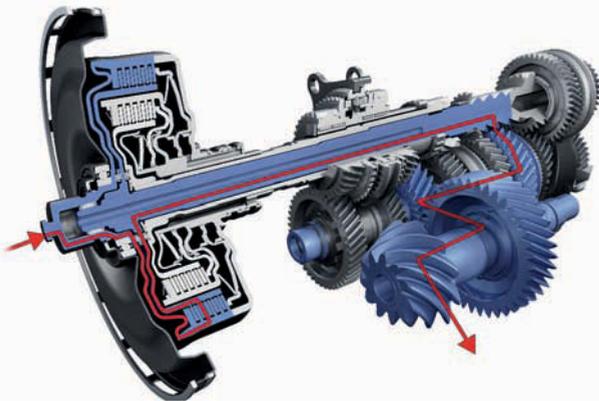
“A DECISION HAD TO BE MADE ABOUT THE FUTURE OF PDK...”

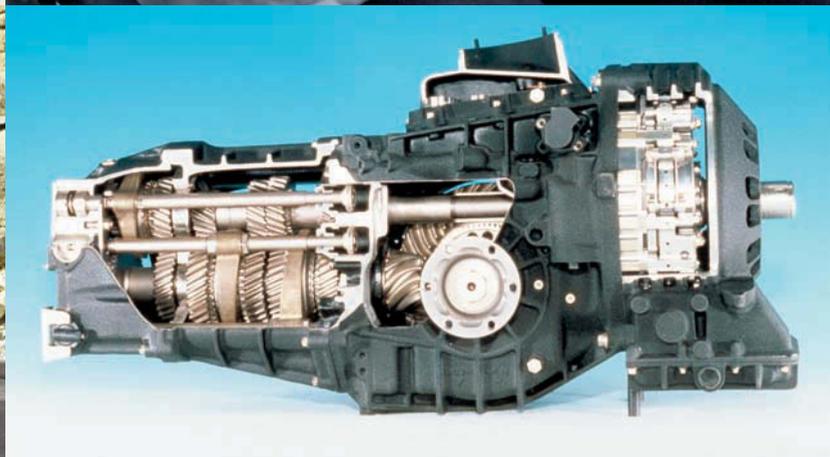
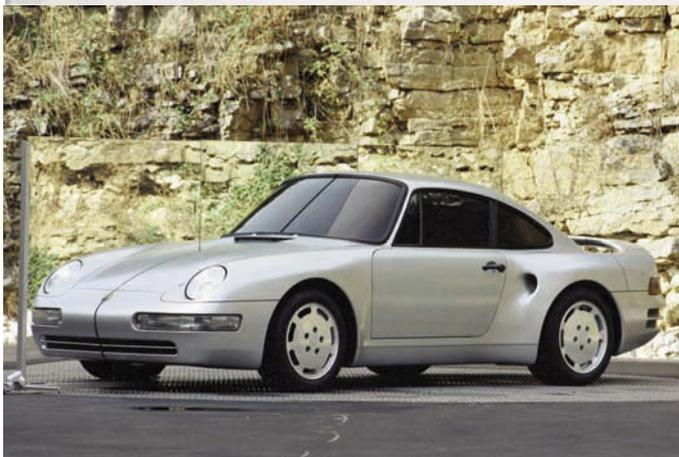
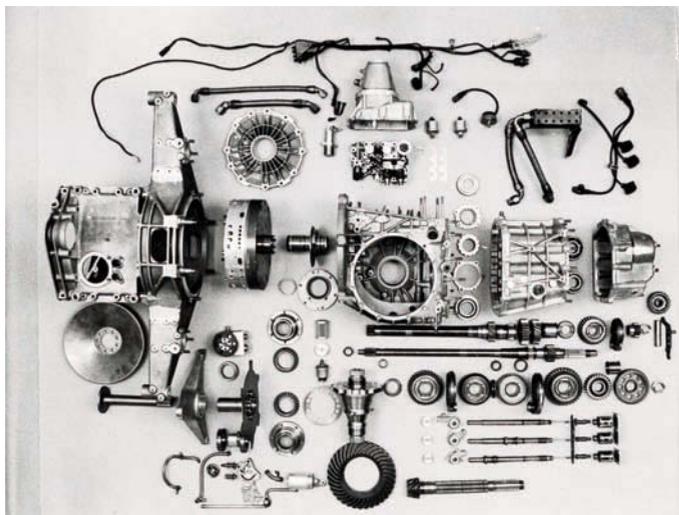
Below left: Schematic illustration showing the PDK transmission with first gear selected. This uses the central solid shaft while...

Below right: ...second gear is located on the outer hollow shaft. Check the complexity of the double-clutch package. Remember, this is a near 80-year-old concept!

Bottom left: Sectional view of a PDK transmission emphasises the compact nature of the Porsche design

Bottom right: Cutaway model of the seven-speed PDK transmission only hints at the complexity of the current system. If Porsche has its way, this will be the future, with manual gearboxes possibly becoming a thing of the past...





depress the clutch, but it added a lot of extra weight – it felt like you had a trailer on the back. We tried to persevere with it but the system just wouldn't last a 1000 kilometre race. It nearly cost me the World Championship in 1986...'

However, Bell did appreciate that the new gearbox was ultimately a good idea, as it removed the worry of the driver messing up gear changes to the detriment of the transmission. The old dog-clutch boxes were brutal and needed a firm hand, and wear on components was higher than an engineer would wish for.

Extensive testing ahead of the 1986 season reaped rewards, despite Bell's initial scepticism. Installing the PDK transmission in the 962 added a not-insignificant 44 kilos to the overall weight, all at the rear of the car. Despite this apparent handicap, Stuck lapped the full 3.6-mile Paul Ricard circuit some 0.77 seconds quicker than his best time in the manual transmission car, while Bob Wollek lapped the shorter 2.03-mile circuit 0.81 seconds quicker.

By the end of the 1986 season, PDK-equipped 962s had competed in no fewer than 11 major races, notching up three wins and two seconds. There were three retirements, two of which were directly attributable to the PDK system, the third when both team cars collided in poor visibility at the Nürburgring!

The one event where PDK wasn't able (or perhaps 'allowed' is the right word) to prove itself was Le Mans, Singer not trusting the double-clutch transmission to last the full 24 hours. A PDK-equipped 962 did run at the '86 Le Mans test day and proved to be the fastest car on track, but at the main event only one car was thus equipped. The drivers, Vern Schuppan and Drake Olson, were informed that if the unit broke in the warm-up ahead of the race, their entry would be withdrawn. The 'box survived the warm-up session, only to break 41 laps into the race.

“INSTALLING THE PDK ADDED 44KG TO THE OVERALL WEIGHT...”

PDK transmissions continued to be used in the 962 throughout the 1987 season, but had still yet to make an impact on the road-going range. In 1985, there was talk of resurrecting the technology for use in the 964-series 911s, following the decision to end further development of the old 'clutchless-manual' Sportomatic system. The PDK programme was again to be a joint venture with Audi, who wanted an automatic transmission for the new V8-powered front-wheel-drive saloon. But then Audi backed out, and Porsche once again considered abandoning PDK for its road cars.

In 1990, PDK was cited for use in the proposed Type 969, a 3.5-litre water-cooled, twin-turbocharged supercar built on the 964 Carrera 4 chassis but styled along the lines of the mighty 959. It was to be fitted as standard with the PDK transmission, with manual as an option. This range-topping, 185mph coupé was to enter production in 1991 but the project was cancelled in favour of the 964 Turbo.

Another 17 years would pass before the Porsche *Doppelkupplung* system would finally be adopted for road use,

despite having proved itself time and again on the race track. In the interim years, Porsche's successful Tiptronic semi-automatic transmission had found favour, but its days were numbered almost from the outset. PDK was clearly the future for, as Volkswagen proved with its similar DSG transmissions, no other technology could match the double-clutch design for speed and ease of use. Like it or not, PDK was here to stay.

Something tells us that, right now, Adolphe Kégresse is looking down from on high, smiling at Porsche's seven-speed, lightning-fast gearboxes that rely on his 1939 patents for inspiration. Porsche may have claimed it took 25 years of development to bring PDK to the table, but in reality, it was more like 70 years... CP

Top left: Previously unseen photo of disassembled 956/962 PDK transmission was recently given to the Porsche archives by a former Weissach engineer

Top right: Lever on the far right allowed the driver to preselect a particular gear, while punching the buttons on the steering wheel effected an up or down shift. Digital display informed the driver which ratios had been selected in the 956/962

Above left: The Type 969 was close to becoming the first production road-going Porsche to be equipped with PDK technology, but the project was cancelled in favour of the 964 Turbo

Above right: Cutaway PDK transmission from the 956



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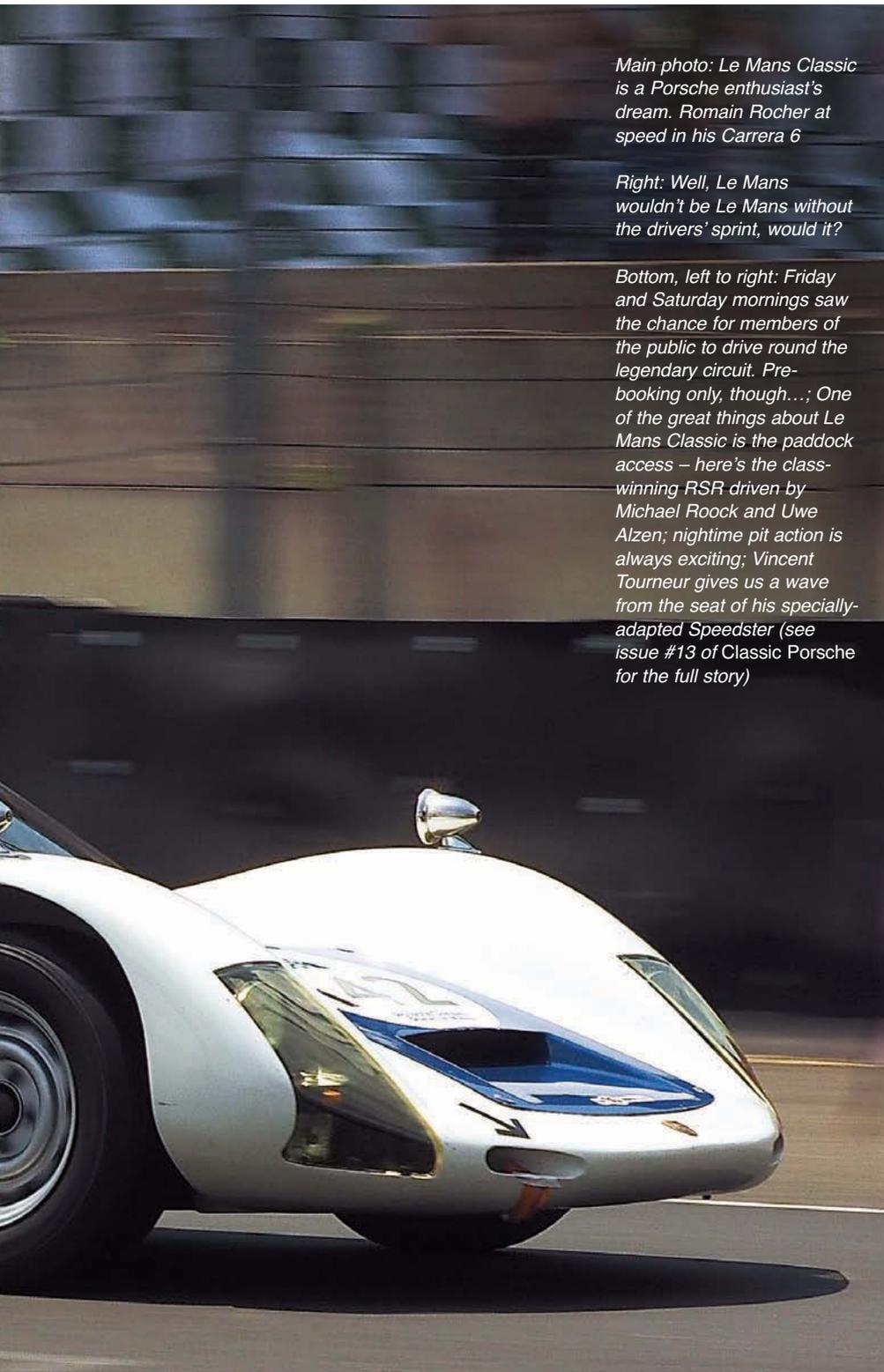


Words & Photos: Keith Seume

LE MANS CLASSIC

Held every two years, Le Mans Classic is arguably the greatest historic race meeting in the world, bringing together Le Mans legends on four wheels (and two legs...) from all over the world to compete before an audience of more than 135,000 spectators. As an event it is unique and unmissable...





Main photo: Le Mans Classic is a Porsche enthusiast's dream. Romain Rocher at speed in his Carrera 6

Right: Well, Le Mans wouldn't be Le Mans without the drivers' sprint, would it?

Bottom, left to right: Friday and Saturday mornings saw the chance for members of the public to drive round the legendary circuit. Pre-booking only, though...; One of the great things about Le Mans Classic is the paddock access – here's the class-winning RSR driven by Michael Roock and Uwe Alzen; nighttime pit action is always exciting; Vincent Tourneur gives us a wave from the seat of his specially-adapted Speedster (see issue #13 of Classic Porsche for the full story)



So, that's it for another two years...two whole years. That's a long time to wait for what is arguably the greatest classic car race event in the world. High praise? Yes, but if you've not yet been to the bi-annual shindig at the legendary French circuit, you might find it hard to understand what the fuss is all about.

Let's put it this way: imagine those photos you've seen in old magazines showing blower Bentleys thundering down the Mulsanne, or fire-spitting 935s slowing for Aranlage, all coming to life before your very eyes on the same weekend. Throw in a sound track that makes Mr McQueen's movie sound like a Disney film and there you have it: Le Mans Classic in a nutshell. And we love it.

Running since 2002, Le Mans Classic caters for all cars that would have been eligible to run in the 24 Heures du Mans up to the Group C era, although this year there was a new class added: Golden Endurance Legends, which welcomed GT1 and LMP P1 cars of the 1990s and 2000s.

The field is split into various grids, or 'Plateau' as the organisers prefer to call them, separating the cars into groups which would have run together in period. The earliest cars dated back to 1923, the most modern on track this time around 2014, although from the Porsche enthusiast's point of view, the greatest interest lay not only in the 1950s, '60s and '70s grids, but also the new Porsche Classic Race, specifically aimed at bringing together on track one of the biggest fields of classic Porsche race cars we've seen. You can read about that starting on page 50.





The organisers, Peter Auto, claim that this year's event attracted a field of over 700 historic race cars, along with more than 1000 drivers, all competing before an audience of around 135,000 spectators – 10 per cent up on last year. In addition to the racing, there was an auction courtesy of Artcurial, an impressive club display, with a claimed 8500-plus cars brought to the track by over 200 clubs representing 60 different marques. Impressive figures however you look at them!

Although many people arrived by Thursday lunchtime, the racing – or strictly speaking the practice sessions – didn't start until Friday, with the first of the nighttime sessions running until the small hours. These sessions are where Le Mans Classic really comes into its own, the atmosphere around the paddock (and pits) being electric.

It wasn't until Saturday morning that the event really got into its stride, starting with laps of the track open to members of the public on a pre-booked basis. That was followed by a

series of parades in celebration of the 24 hour race, after which racing proper kicked off with the hour-long Jaguar Classic Challenge. Porsche wasn't to be outdone, however, with a parade of several significant cars from the Porsche Museum, led by Porsche No1 driven by Felix Porsche,

grandson of Ferdinand Porsche, and co-piloted by Felix Lange, grandson of Ferdinand Piëch.

This was followed by a 911 Carrera RSR 1971 driven by Derek Bell (five-time winner of the Le Mans 24 Hours), a 911 2.5 ST with Marc Meurer (Porsche France General Manager) at the wheel, a 906 Carrera (1966) for Romain Dumas (two-time winner), a 908/3 for Henri Pescarolo

(four-time winner), Richard Mille (main partner of Le Mans Classic with EFG) in a 962 and the GT1 victorious in the 1998 race with Stéphane Ortelli (one of the winning trio) in the cockpit. Quite a line-up!

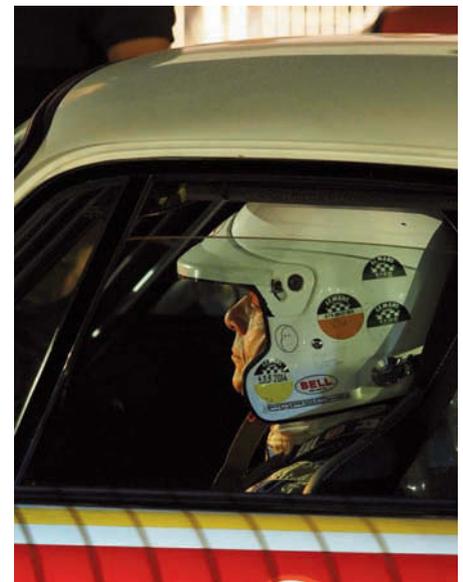
But the weekend wasn't only about parades and one-marque racing, for the bulk of the weekend's competition

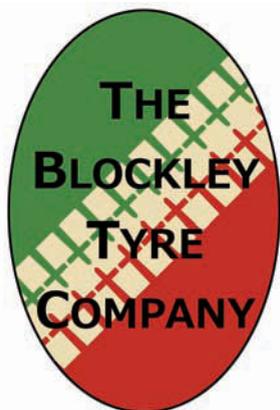
Above: Uwe Bruschnik backs his 910 out of his pit space in the night time qualifying session for the Porsche Classic Race, which he went on to win

“BUT THE WEEKEND WASN'T ONLY ABOUT PARADES...”

Below left: Grandstand and adjoining VIP space give a wonderful view of the track. Weather was hot – almost too hot – topping 30°C for much of the weekend

Below: A pensive Reiner Becker at the wheel of his Carrera RSR





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comprised the aforementioned 'Plateau' which saw the cream of the world's finest classic race cars on circuit in spirited (sometimes a little too spirited) action.

Plateau 2 saw the first of the Porsches take to the track over a series of three races, each inevitably dominated by the D-type Jaguars. Porsche 356s gained top 20 places in each race, but gained no higher than 10th place.

Plateau 3 saw the likes of the Porsche 718s and later 356s take to the track, with the dominant cars being the likes of Lotus XVs and Aston Martins. British father and son team Bill and Will Stephens did well to finish in the top 20 in their Carrera Speedster against some very stiff opposition.

Plateau 4 was the playground of the mighty Ford GT40s, with Porsche 904s tagging along behind. The most memorable result in this group as far as we were concerned was Paul Stephens and Rob Hyett's win in the GTS11 class in what was Paul's first Le Mans outing. To say that Paul was a

little emotional at the end is an understatement! Well done to all concerned.

Plateau 5 would, if there was any justice for Porsche fans, have been the hunting ground of the Porsche 917, but it was the Lola T70 which reigned supreme. For many, though, this was the premier grid of the weekend, and we can understand why.

Plateau 6 saw the Porsche 935s out on track, although they had to play second best to a swarm of Lolas. But who can forget their flame-spitting antics in the night sessions?

The Group C race was a fantastic display of horsepower, with a lonely Porsche 956 and 10 962s doing battle with the

impressive Jaguar XJRs in all their forms. It took us right back to the late 1980s when the 962s dominated the class...

Once again, Le Mans Classic left us spellbound, too hot (it was over 30°C for most of the weekend) but gasping for more. Too bad we have to wait until 2020 to witness this great spectacle once more. Make your plans now... **CP**

“ONCE AGAIN, LE MANS CLASSIC LEFT US SPELLBOUND”

Above left: Terrail/Aeberhard 1974 Carrera 3.0 RSR awaits its turn on the track in the night qualifying session for Plateau 6

Above right: Russell Kempnich ran the sole 956 in the Group C race – by comparison, there were 10 962s competing

Below left: Paul Stephens and Rob Hyett were consistently among the quickest 911s on track, heading the GTS11 class at the final countdown in Plateau 4

Below: And so the flag comes down on another great event. Here's to LMC 2020. See you there!



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The screenshot shows the ROSE PASSION website interface. At the top, there is a search bar with options for 'Search by keyword' and 'Entry by reference'. Below this, the text reads 'All the parts for all the vehicles!' and lists various Porsche models. A row of vehicle images is displayed, including a wheel, a steering wheel, and a headlight. Below the images, there is a 'SELECT YOUR VEHICLE' section with a carousel of car models: 996, 996 GT3, 996 Turbo, 997 / 05-08, and 997 / 05-11. A filter bar below the carousel includes options for '2005', '997 C2S', 'COUPE', and 'MANUAL GEARBOX, 6'. At the bottom, there are four guarantee icons: 'Delivery anywhere in Europe and the French overseas departments and territories', 'Tracking parcels via Chronopost International', '100% secure', and 'Payment by Bank card / Cheque / Bank transfer'. A hand cursor icon is positioned over the bottom right corner of the screenshot.

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Words: Robert Barrie Photos: Keith Seume

PORSCHE CLASSIC

One of the most anticipated events of the 2018 Le Mans Classic, the Porsche Classic Race saw close to 70 cars take to the track, ranging from pre-A 356s to a 910. Our resident Porsche racer, Robert Barrie, reflects on the race...



Main photo: Claude Le Jean (#63) leads the Wunderlich/Gnani 911 (#3) and Dean Desantis (#17) out of the Ford Chicane. All were driving 2.0-litre 1965 cars





Below, left to right: Pit stop for #72, Richard Cook, driving the Historika-prepared 1964 911; Le Mans legend Gérard Larrousse's ST succumbed to engine problems, sadly; James Turner's striking 911 (#44) featured a paintjob designed by fashion guru Paul Smith. It was a photographer's favourite



Something clearly wasn't right. I had come to Le Mans to watch seventy classic Porsche race cars celebrate the manufacturer's seventieth anniversary. But where were they? The qualifying session was due to start and the assembly area was empty. Frantic enquiries led to the discovery of two vital pieces of information. First, the session had been delayed. That's always useful to know. Second, the relevant paddock and circuit entry point were both some way away.

For anyone who hasn't been to Le Mans, it's worth stressing the sheer scale of the place. It is absolutely enormous. To go from any point on the circuit to any other typically means walking miles. Literally. For the record, the cars were to be found on the outside of the circuit between the Porsche Curves and the Ford Chicane. I thought it was a giant camp site down there. Apparently not.

The delay meant I managed to catch up with some of the cars and drivers before they went out onto the circuit. The latter were in good spirits. It also meant they, in turn, had the opportunity to drive at night – an essential part of the experience and a tiny insight into the 24-hour race itself. The straights are long and dark, but the corners and their approaches are well lit.

The event was for cars from the pre-1973–74 period. The timing sheet showed Raymond Narac on pole in a 3.0 RS, one of the youngest cars in the field, with Ewens Stievenart's long-tailed 908 just behind, and Max Maurice's 2.8 RSR just behind that. Olly Bryant was the fastest of the 2.0-litre 911s in sixth and the top ten was rounded out by a 904 and a 906. A nice cross-section. Further back were half a dozen or so 356s, including a trio of pre-As. In a sign of things to come, the timing sheet also showed that a number of lap times had been excluded as a result of speeding in a slow zone.

Slow zones are used to avoid sending out a safety car when a problem is confined to a certain sector of the track. The cars must slow to 80kph as they enter the zone and only return to racing speed when they leave it. It sounds simple enough, but seems to have been beyond some competitors. I hesitate to judge, but when a former Le Mans winner has three lap times excluded it looks like someone hasn't explained something very well or someone else hasn't understood it very well or, more likely perhaps, both.

Later, it emerged that some cars with excluded times had also been given grid penalties as had some that hadn't had times excluded. Again, I hesitate to judge, but note that the heaviest grid penalty was handed to James Turner, one of the organisers of the 2-Litre Cup. It may be that painting your car





several different colours is not the most effective way of concealing transgressions on track...

The 55-minute race was the following afternoon. Any hopes it might be incident-free were dashed very early on when the rolling start pace car gave way to a safety car on the opening lap. A blown engine had left a substantial amount of oil on a long stretch of track and the marshals needed access to dust it down.

As the race resumed, the leading places remained reasonably stable. Or so it seemed. My understanding is that Stievenart crossed the line first, followed by Raymond Narac and Marc de Siebenthal in another 3.0-litre RS. However, all three were penalised to a varying, but significant, extent.

The official results show Uwe Bruschnik winning in a 910, with Narac second as before followed by Karsten Le Blanc in a 2.8 RSR. Adam Dawson took his road-driven 2.7 RS to an impressive fifth, just ahead of Bryant, who

finished where he started in sixth.

It's a feature of Peter Auto events that the results are also adjusted by an index of performance that takes age and engine size into account. As is often the way, the adjusted results were led by the trio of pre-A 356s. Well done to

Gabriel Balthazard, Xavier Dochez and Jean-Michel Villot.

For those of us of a classic Porsche persuasion, it was a great occasion with a great grid, but one can't help wondering what's going on when a quarter of the cars and drivers involved in an event attract penalties of one sort or another. I imagine that many – if not most – of the problems were to do with slow zones.

That may have been an unfamiliar situation for many competitors, but it is surely something that needs to be worked on before the next event in two years' time. For all the levity in some of the observations above, there are entirely proper safety considerations behind the penalties incurred. It is a shame that they were required. **CP**

Above: First overall was Uwe Bruschnik in his 1967 910, finishing over a minute ahead of second placed Raymond Narac's 3.0 RS

“IT WAS A GREAT OCCASION WITH A GREAT GRID...”

Below left: Erwin Van Lieshout's 911 ST leads Paul Daniels' 2.8 RSR onto the pit straight

Below: The Porsche Classic race was certainly a colourful affair, with a wide variety of machinery taking part



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Words & Photos: Paul Knight

A CLEAN SLATE

Dean Jones builds and restores award-winning classic cars for a living, hence it will come as little surprise to learn that his personal pride and joy is every bit as good as his customers' vehicles



A dark grey 1970 Porsche 911T is shown from a side profile, parked on a paved surface. The car features silver five-spoke wheels, a chrome side skirt, and a chrome door handle. The background consists of a red brick wall and a portion of a building with a gabled roof and a chimney. The sky is overcast.

**“DEAN EVENTUALLY
STUMBLED ACROSS
A TIDY-LOOKING
1970 911T...”**



Above: There's no denying that Slate Grey is an attractive colour – which would you prefer, the original Sepia Brown or the 'Steve McQueen' grey?

Classic Car Revivals is based in Hertfordshire and has produced a string of award-winning restorations of late. Proprietor, Dean Jones, certainly knows a thing or two about classics of all kinds, however he is most passionate about VWs and, of course, classic Porsches. He commented, 'Over the years I've owned various Beetles and vans plus a string of water-cooled VWs and a Porsche 911S, but I really had a hankering for a fresh, early 911 project this time round'.

In fact, we should explain that whilst Dean has tackled the restoration and is currently driving the car, it's actually part-owned by his father-in law, Nigel, who was also keen to get involved with a classic Porsche project, albeit with Dean at the helm. Working together, the guys calculated their combined budget and started to look for a decent base project via the usual online forums, club pages and car sales sites over in the USA – the plan being to find a nice, tidy car that required light resto rather than a total basket case.

Having enquired after a few cars, Dean eventually stumbled across a tidy-looking 1970 (registered in 1971) 911T, which was for sale at Beverly Hills Car Club in Los Angeles. Dean explained, 'The car was originally painted 7474 Sepia Brown but had been refinished in red some years later'. He continued, 'However, it looked to be solid and was a complete, running and driving, matching-numbers car, so we requested a few additional photographs, which arrived the next day'.

Even with detailed photos to hand, there's still nothing like viewing a car in person but the logistics and the costs involved in flying out the States to view the car led Dean to trust his instincts and take a gamble on buying it 'unseen'. 'It took eight weeks to arrive and I was really hoping that it was going to be as good as it looked in the photos as I'd been losing sleep worrying about it!' The good news is that it turned out to be even better than they had hoped...in fact, it was so good that they were able to simply rectify a few minor issues in order to make it roadworthy.

Below left: Dean Jones has a history of carrying out high-class restorations, notably on early VWs and Porsches

Below: Red insert in the dashboard is the perfect finishing touch...





Above, left and right: Red interior trim is perfect with the Slate Grey exterior. Upholstery work was carried out by Dean's friends at Bespoke Auto Interiors

By October 2015, Dean had made a plan and ordered some parts to get things started, so he took the car off the road and set about stripping it back to a bare shell. As the front wings required repairs to the headlight bowls and lower sections, he also removed them from the body before sending everything off to be media blasted.

'The body was pretty good, but that didn't mean that it didn't need any welding...' says Dean. Moving from the front to the rear, he found rust issues in the fuel tank support panel, both A-pillars and sills, plus some perforation in the rear seat buckets, and also some corrosion around the rear torsion housings. This is where his day job stepped up to bring this project to the next level as Dean and the expert team at

CCR set about repairing each and every body issue to the highest possible standard.

For instance, the outer sills were removed to gain access to the inner sheet metal and jacking points, etc. These were repaired and 'blasted prior to being treated with a modern rust-inhibiting finish, which will ensure that this car will not suffer from rust issues in the future. Once happy with the inner sills, Dean went on to fit the outers. Looking through the restoration folder we were impressed to see that the repairs and welds were all ground back to provide a faultless finish, and that traditional lead-loading was used on seams and body joins, too.

If you'd like to see the entire folder of restoration images, you should look up Classic Car Revivals on Facebook.com where you'll find literally hundreds of photographs detailing every stage of the metal

**“PRETTY GOOD,
BUT THAT DIDN'T
MEAN IT DIDN'T
NEED WELDING...”**

Below: Engine now displaces 2519cc following a rebuild by Jaz using 90mm pistons and cylinders. Camshafts from a 911E help boost power and torque output





repair process...you'll see exactly what we mean when we say that the workmanship involved is of the highest order.

With the metal and body repairs completed, the body was treated to several coats of high build primer before being left to sit for five days (ie, enough time for the 2k primer to 'sink' and settle). This was then block-sanded to reveal any high or low spots before receiving a further coat of high-build primer (and repeating the curing/sanding process once more). From here, it was a case of priming and sanding with progressively finer grades of paper culminating in a wet-sanded, 800-grit finish prior to the application of the topcoats. This was also the point at which the seams were sealed and the floor/underside was treated to a factory-style stone-chip finish.

Dean commented, 'Initially we had planned to repaint the car in the original Sepia Brown, however I noticed that there were already quite a few brown cars around and I didn't want this to be just another Sepia 911'. He went on, 'I've always been a fan of Slate Grey, which I felt would work

perfectly with fresh brightwork and a red leather interior'.

The Slate Grey 2k paint was applied to the underside first, followed by the interior, engine bay and beneath the bonnet. The body and panels were then sprayed in the same hue before being clear-coated and colour-sanded to perfection. As you can see, the end result is absolutely top-notch – and Dean was right... the Slate Grey looks great!

The next step was to overhaul and reinstate the suspension and braking systems, which involved 'blasting and repainting each and every piece of hardware, as well as replacing bushes, joints, seals, pipes, dampers and brake components throughout. As you would expect, the same level of detail was applied to the body refit, which includes all new

seals as well as rechromed door window frames and various other smaller pieces.

The gearbox was in good order, hence Dean treated it to a thorough clean 'n' detail session before bolting it up with new mounts and filling it with fresh transmission oil.

He then fitted up the overhauled and re-anodised 14-in

Above: The car sits just 'right', a perfect example of a very useable early 911 that can only increase in value

“WE HAD PLANNED TO PAINT THE CAR THE ORIGINAL SEPIA BROWN...”

Below: Attention to detail is what counts, separating the 'OK' from the 'Oh yeah!' With years of experience behind him, there was no way Dean was going to let the restoration of the 'T' fall at the last hurdle...



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Fuchs to get the project rolling once again before calling up his buddy Phil at Bespoke Auto Interiors, who went on to complete the interior trim. Phil fitted a fresh headliner and factory-style carpets prior to rebuilding the original seats, which he then trimmed in red leather. The same red leather was applied to the dash pad before Dean refitted the gauges and installed a factory-spec Blaupunkt radio, which has been modified by ChromeLondon to include Bluetooth connectivity, so Dean can now stream music and make calls via his mobile phone.

By now the project was really starting to take shape and it was soon time to refit the original engine. Of course, having gone to such great lengths to assemble a superbly finished Porsche, Dean wasn't about to cut any corners regarding the engine, hence he called on the assistance of Jaz Porsche in St Albans. The old 2.2-litre motor has therefore been stripped and checked over before being reassembled, albeit with a few modification along the way.

The original 66mm-stroke crankshaft and stock rods are connected to a set of 90mm pistons, which has upped the capacity to 2519cc and Steve at Jaz has also fitted a pair of 911E camshafts before porting and polishing the cylinder heads. With a fully rebuilt pair of Zenith carburettors and a set of SSI heat exchangers (with a stock muffler), Dean estimates the power output to be somewhere around 200bhp now. As you can see, the engine has been detailed well and now looks and sounds great – it really is the icing on a very nice cake!

As much as Dean has enjoyed building and driving this project, he has decided that it's time to allow somebody else the opportunity to enjoy this car. He explained, 'I've loved every minute of this build, hence I'm itching to start a fresh project and do it all again!' **CP**

If you like what you see, give Dean a call on 01462 659833 or e-mail him via info@classiccarrevivals.com

Above: Good to see the car running the original 14-inch Fuchs wheels, instead of the more widely-used 15s

Below, left to right: Window frames and all other brightwork were restored and rechromed as necessary; Karmann Karosserie ID plate confirms where the 911's body was assembled



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The big grins are back!

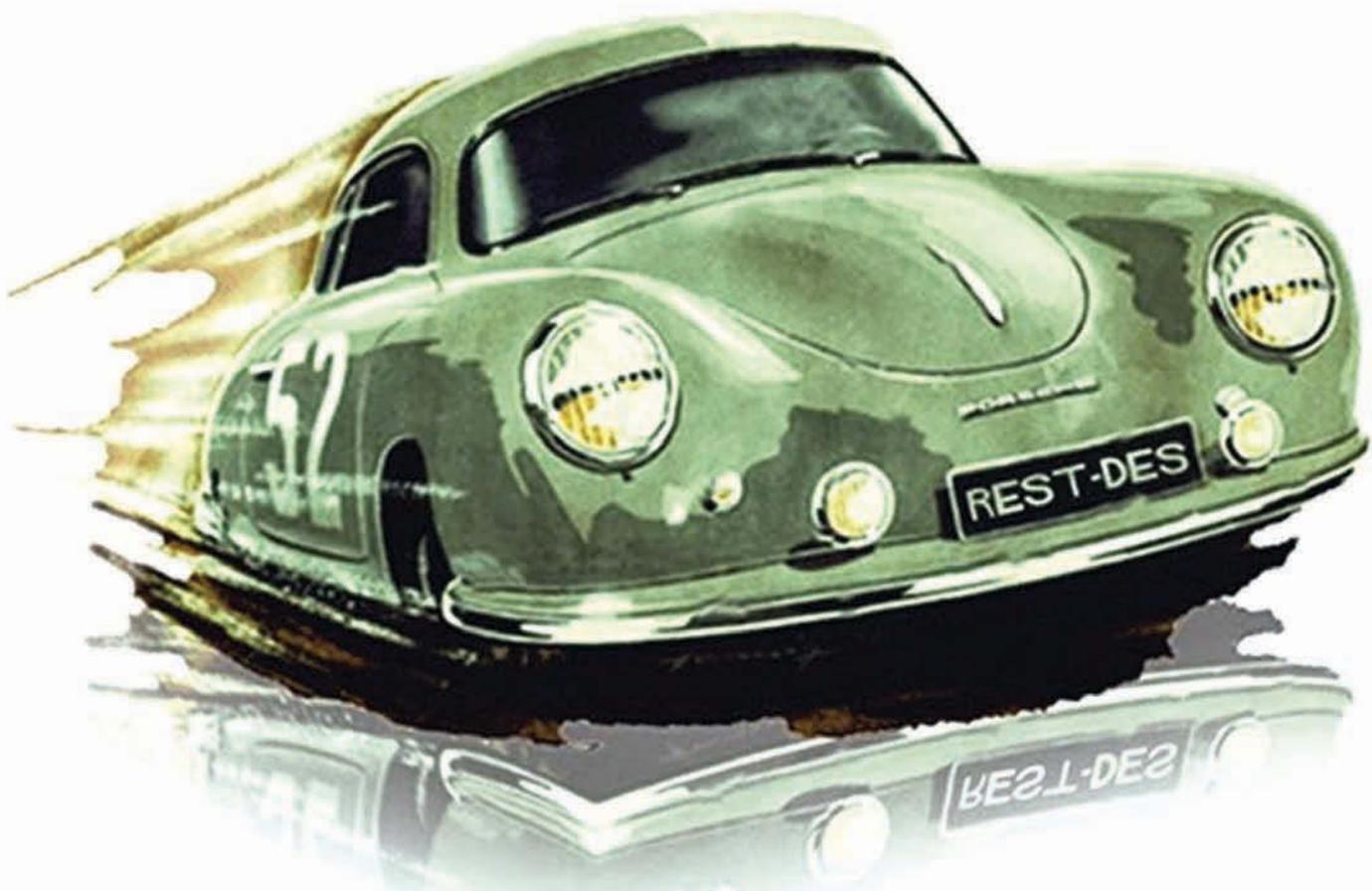
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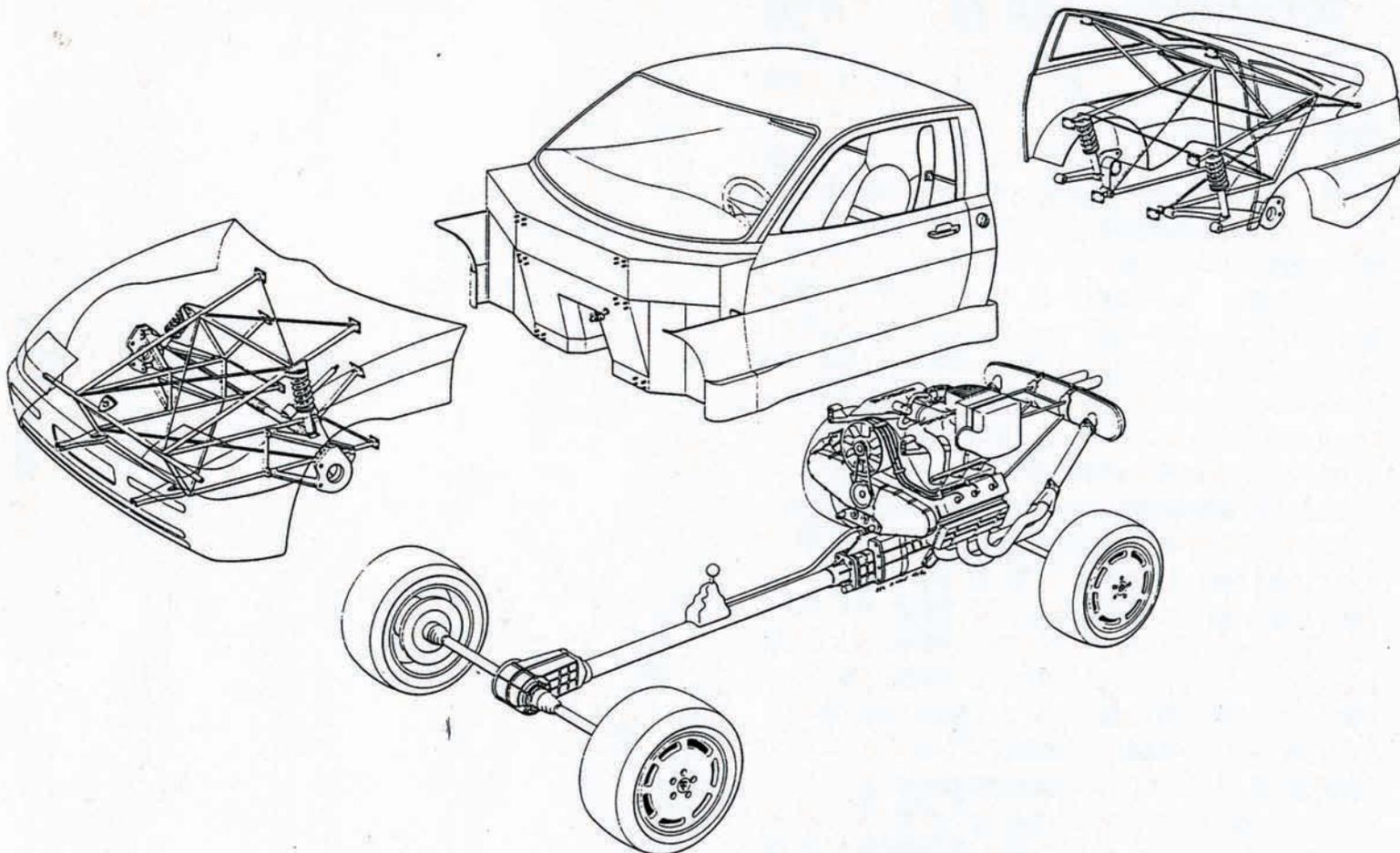
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Words: Karl Ludvigsen Photos: Ludvigsen Archive

PORSCHE'S TINKERTOY PEP

In the mid-1980s Porsche's inquisitive engineers built a radical test bed for the exploration of completely new drive and suspension configurations. It had magazine editors scratching their heads with curiosity





Above: The original concept called for the flat-six engine to be mounted above the transaxle, drive to which was via a series of gears. The Type 2696 also featured all-wheel drive

Unlike other car makers, Porsche has seldom bedecked its motor-show stands with concept cars, new designs intended either to solicit public opinion or to foreshadow future products. There are a few exceptions, such as the first 911 Turbo and of course the Boxster concept of 1993, which turned out to be a starting point for a new kind of Porsche. I've always felt that the poor reception given the controversial Panamericana concept of 1989 may well have discouraged Porsche from putting its ideas for future models in front of the public.

Three years before the Panamericana, another concept Porsche took to the road. It wasn't publicly revealed, however. Instead the matte-black coupe was hammered around the test tracks of Weissach, occasionally snapped by an opportunistic photographer. What could it be? editors speculated. Was it a completely new model? A possible 911 replacement? It looked the part with its plunging nose and big tail-mounted wing.

In 1987 Porsche came clean. Built by the Weissach engineers as Project 2696, the car was their new tool for exploring advanced concepts of handling and suspension. 'It's ugly as sin,' said Peter Schutz, Porsche chief at the time. 'It looks like a camel or something, instead of a horse, because we pay very little attention to its appearance.' This was the Type 2696, also known as the PEP — standing for Porsche Experimental Prototype.

'It's a rolling test stand,' explained Schutz. 'It is a car with which we can do some preliminary feasibility evaluations of concepts. It gives us the opportunity to evaluate different drive systems, because it is literally a Tinkertoy.' This was a reference to a kids' construction set invented in Chicago in 1914. I well remember making interesting structures of

various kinds with my Tinkertoy sticks and circular hubs.

'The idea was to create an adjustable car,' said engineer Helmut Flegl, whose research department built the PEP. 'At one stage it looked like a 944 with a different rear end and sounded like a 911.' Its core was an aluminium monocoque center section, which extended from the front toeboard back to the area behind the two seats. In the rear of the monocoque were a 5.3-gallon rubber fuel cell — it wasn't expected to go far from Weissach — and a 3.2-gallon oil reservoir.

Fronting the greenhouse was a 944 windscreen. The 944 also provided the roof and B-pillars. Doors were adapted from the 944 but fabricated in glassfibre, which was used for the entire exterior skin. The steering column with its attached instruments was borrowed from a 928.

Bolted at front and rear to the PEP's central monocoque were welded-steel tubular structures. Carried by these were the suspension systems that Porsche wanted to try out with the PEP. The attachments were made in such a way that the torsional

stiffness of the complete vehicle could be varied to try the effects of different structures on handling behaviour.

Suspension at the rear was laid out as trailing arms which were sprung by high-mounted coils. High coils were used at the front as well, acting against the upper arms of a parallel-wishbone setup. This gave the design freedom that was needed to allow all four wheels to be driven. The tubular structures also gave the flexibility needed to try completely different suspensions.

Changes in the PEP's weight distribution and polar moment of inertia could be tried by bolting weights to the tubular frames. 'You could make changes fast,' said Volker Berkefeld, who worked with the PEP, 'and move masses

“WHAT COULD IT BE? WAS IT A POSSIBLE 911 REPLACEMENT?”

Left top: The ultimate kit car, with removable front and rear subframes carrying the drivetrain and suspension. Removable bodywork gave instant access to the mechanical components

Left: Then Porsche CEO Peter Schutz called the PEP 'ugly as sin'

around very well.' Wheelbase length could be changed as well. To accommodate this the drive shaft from rear to front, and its surrounding tube, were telescopic.

The PEP's basic drivetrain powered all four wheels with its 911 engine mounted in the rear. To reduce mass overhang at the rear, however, the flat-six was to be mounted above the transaxle, driving it through a train of gears. The drive train was laid out so that the PEP could be front-driven, or rear-driven, or four-wheel-drive with different front/rear torque balances. The purpose of the wing at the rear of its snub-nosed bodywork was to permit the car's aerodynamics to be balanced to resemble that of production models.

Porsche made bold claims for its Type 2696. 'In the future it will no longer be necessary to build costly prototypes or heavily modified production cars in the concept phase of a newly-developed vehicle,' it stated. 'In advance its handling can already be evaluated and optimised with the Porsche Experimental Prototype.'

The reality was less rosy. 'It was too crude,' said Flegl. 'It felt very much like a prototype. You couldn't get the feeling of a real car. To decide whether a concept was good or not was impossible.' Volker Berkefeld seconded this negative assessment of the PEP. 'Its acoustics, vibration and so forth made it not representative of a real car. The idea was good, but it's better to build the components into an actual car. The driving feeling is then much better.

'When you try to present a new idea internally,' added Berkefeld, 'it's best to present it in a very good form — not too noisy, for example. Otherwise people don't like it!' He added that later developments leapfrogged the PEP idea in

any case: 'Basic suspension issues can now be resolved with computers.' Engineering chief Horst Marchart confirmed this: 'We have become more scientific in the way we work. Maybe this is not always as exciting as it used to be, but the final result is really impressive.'

I can't help thinking as well that the high position of the engine may have skewed some of the research findings. This would have been less than ideal, raising the car's centre of gravity and placing a substantial mass high at the rear. It was, in retrospect, an odd way to build a test car that was intended to show the best way forward.

Interestingly the Porsche initiative wasn't all that different from the Grand Prix Lotus that Colin Chapman created for the 1976 season. His Type 77 had the following features, said Chapman:

'We can alter the front track very easily by moving the whole of the suspension system out on the very simple sub-frame. It is also very easy to change the rear track. In fact, this is achieved simply by swapping over the rear

wheels, which varies the track by four inches.

'We can alter the wheelbase by up to ten inches,' Chapman continued, 'because there are five inches of adjustment at both the front and the rear, and so we can have either a long- or a short-wheelbase car. At the same time, depending upon how it is set up, it is possible to change the location of the centre of gravity, a fairly major adjustment which normally cannot easily be effected once any particular design of racing car exists.

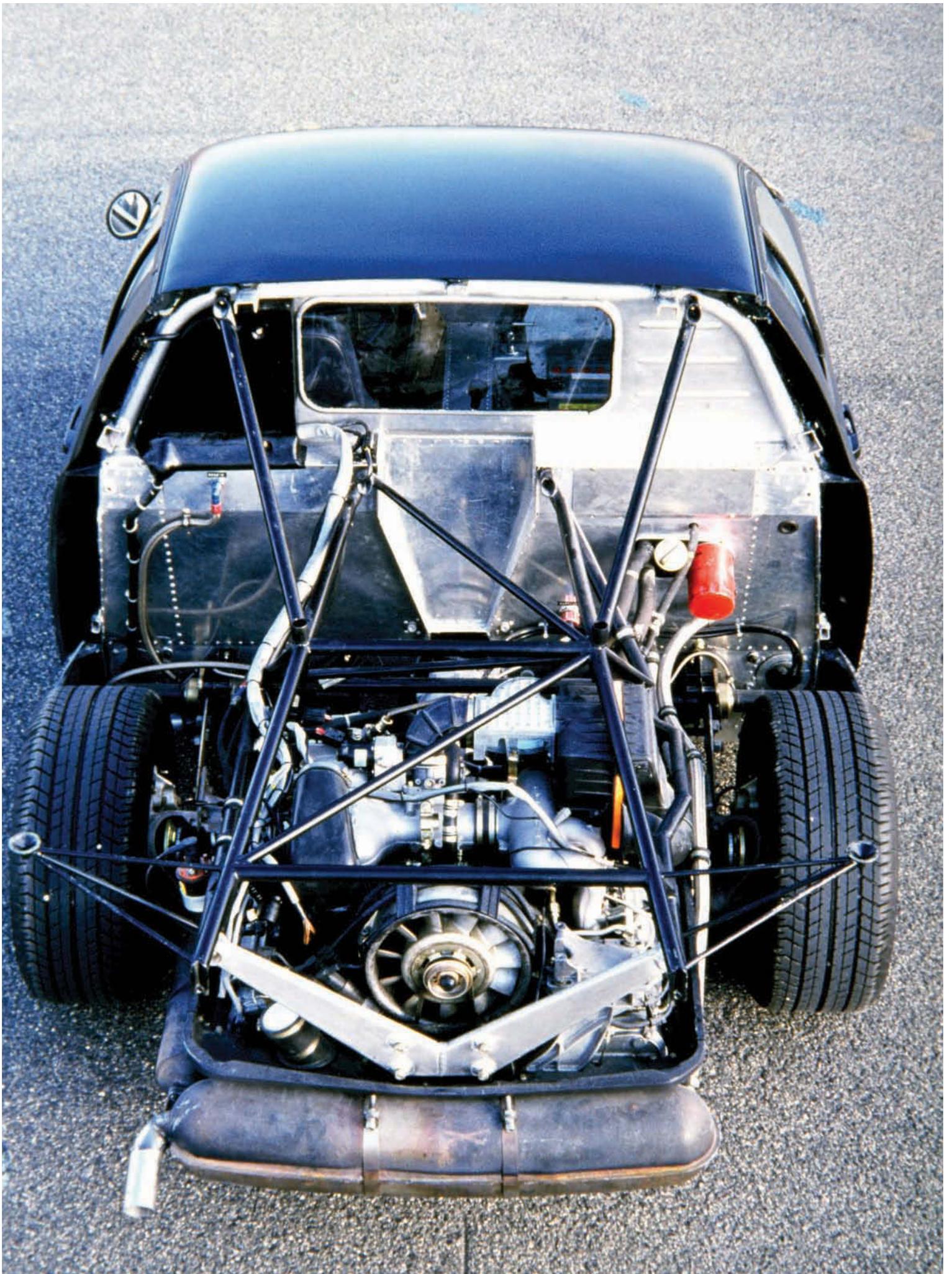
'The basic concept of the Lotus 77,' concluded Colin Chapman, 'apart from trying to produce a light, strong and efficient racing car, is to attempt to effect quite large

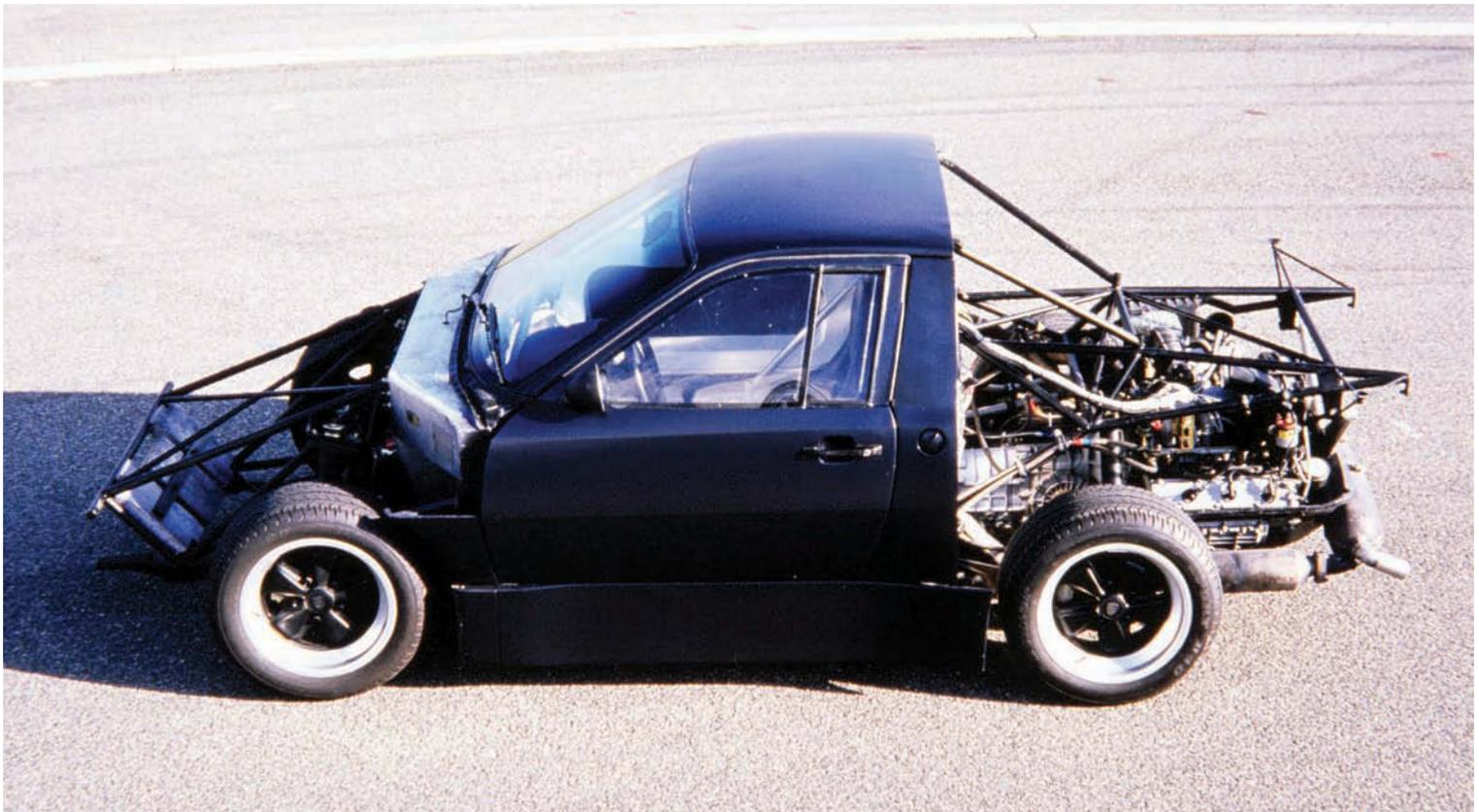
Right: One proposal was to run with the engine located above the transaxle, but the sole PEP (Porsche Experimental Prototype) used an air-cooled 'six' mounted conventionally behind the transmission

**“IT WAS CRUDE...
YOU COULDN'T GET
THE FEEL OF A
REAL CAR”**

Below: The Type 2696 would certainly never have won any beauty contests. There was more than a hint of 924/944 about its styling, but very little to link it with the 911







geometry changes very easily. This is not to say that we will go to a circuit and immediately start altering the car, although that could be done quickly.

'The idea is that if we are going to a circuit where we know that a long-wheelbase car would probably perform best, we will set it up in the workshop as a long-wheelbase car. If we felt that a wide track would be beneficial for a particular circuit, then we will set up the car in that form. Then, if we found we were mistaken, we could very easily and very quickly change it.'

Chapman first fielded his 77 on the wildly sinuous Interlagos track in Brazil. To suit it, the team's 77s were built to minimum dimensions of both track and wheelbase. Mario Andretti found that his 'handles like a go-kart. I just can't get any precision with it.' Ignominiously the Lotus team-mates

crashed into each other early in the race, Ronnie Peterson leaving the team thereafter. Andretti persevered to win the season's wet final race in Japan driving a much-improved 77. In fact the 77 was the car that served as a test bed for the 78, which introduced ground-effect downforce to Formula 1 racing.

I don't know whether the PEP has survived. When I updated my Porsche history I was allowed access to the vast underground warehouse off a back street in a Stuttgart industrial estate that housed the Museum's overflow. I saw lots there that was interesting, including the flat-16 engines built for Can-Am racing and the prototypes of the Type 989 four-door Porsche. But I didn't clock the PEP.

Exiguous as it was, it may well have gone directly to scrap. Just like my Tinkertoys. **CP**

Above: Aesthetics were of little concern – the PEP's raison d'être was as a development vehicle, a role in which it failed to excel...

Below: Colin Chapman tried a similar 'adjustable' concept with the Lotus 77 Formula 1 car, the forerunner of the ground-breaking Lotus 78 ground-effect car. It was more successful in its role than Porsche's PEP...



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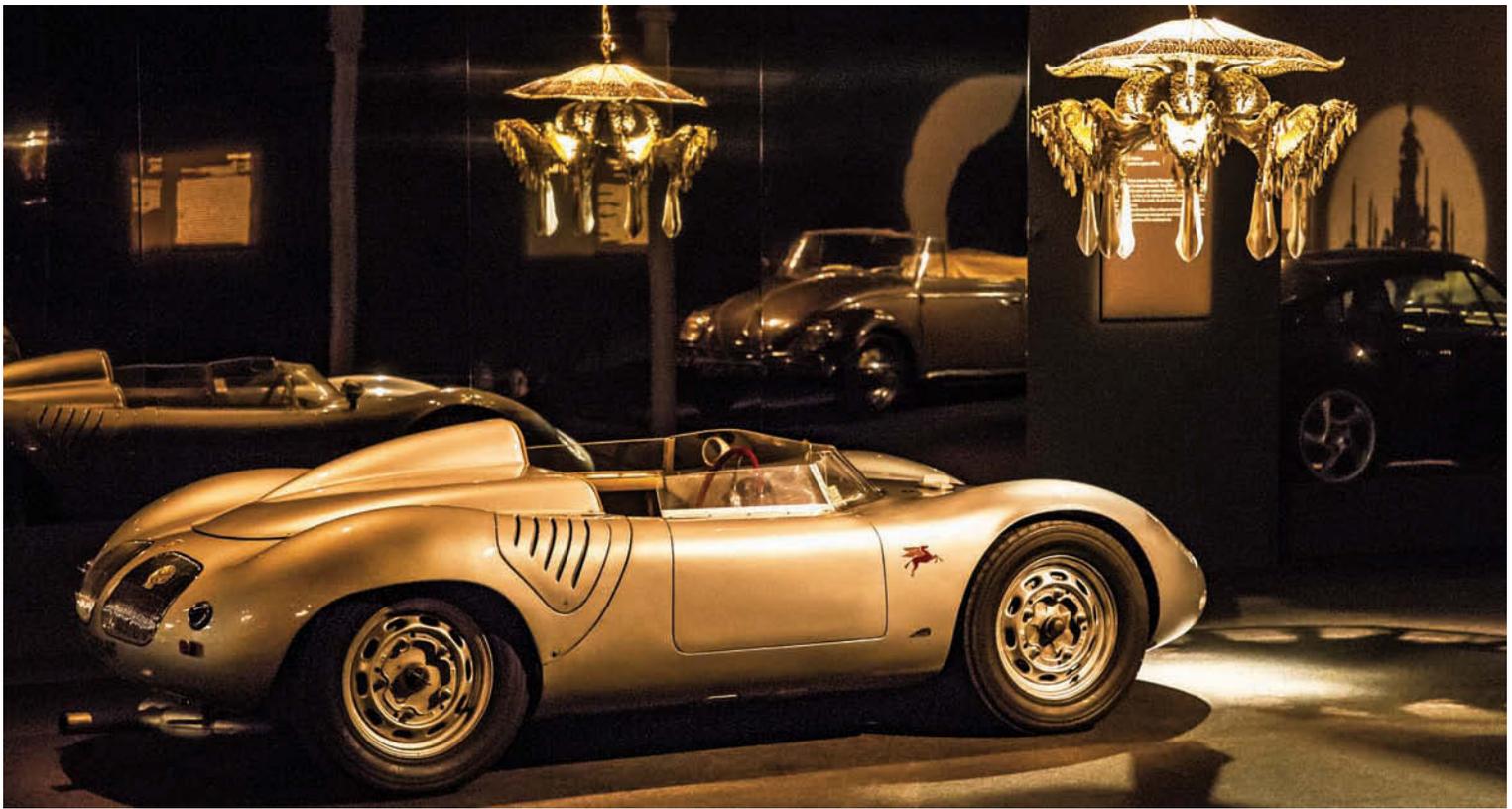
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Word & photos: Robb Pritchard

THE LIGHT FANTASTIC

What do chandeliers and Porsches have in common? At first glance not all that much but Régis Mathieu's life revolves around both and his absolutely stunning exhibition celebrating the combination of light and automotive art is both utterly unique and very spectacular. We visit the Cité de l'Automobile in the French city of Mulhouse to meet the man behind the display





Left: It's an inspired idea, combining the owner's love of Porsches with a display of his finest chandeliers, all set in one of the world's largest car museums...

It's one thing to write about an unimaginably wealthy person who can go to a Sotheby's auction and buy pretty much whatever takes his fancy, but it's another entirely to talk to a man who started with next to nothing and has spent half of his life working his way up. At first barely able to keep his road cars running, but over the years as his business grew adding slowly to his collection, Régis is one of the latter.

Today in his mid-40s he is a world-renowned chandelier designer and restorer, his works hanging in the Opera Paris, the Louvre and in the Monaco Opera, and with clients that include Cartier and Chanel – but it was a long road to get where he is today. While still a teenager he decided to resurrect his late father's business of designing, making and restoring chandeliers. He had to start absolutely from scratch, though, and it has taken over twenty five years to build up his amazing personal collection of Porsches.

'Chandeliers and Porsches are actually similar,' he explains. 'With regards to functionality and practicality, to get you from A to B an old Lada is really all you need. A Porsche craftsman, though, gives you a lot more than what you really need in a car, from the lines of the body to the nice interior, the trim and the powerful engine until it

becomes something very special. A chandelier is much the same because essentially it's just a light, but one that is crafted into a form of art. This is why in my opinion putting them together works so well.'

Walking through the main hall of a collection of 600 cars, one of the biggest and most important car collections in the world, they became merely background as he opened a door to a side room. With thousand points of suffuse light catching the familiar lines of various Porsches, it was immediately obvious that it's an absolutely inspired idea.

His passion for Porsche started at a young age, being enamoured with the timeless lines of the VW Beetle which, in a slightly non-linear way, he thinks has its ultimate expression manifest in the 911. This was a car that in his youth he could never hope to afford, though, until one day in the 1980s he discovered that there was a compromise halfway between the Beetle and the 911; the 356. At the tender age of 19 he acquired an SC from Germany which he was very happy with...until while in California, trying to get his business established in America, he came across the bright red Speedster displayed here. It was love at first sight.

'I had to sell the SC to pay for it but it was a good decision because so many years later I still have this car and

Above and below: The RSK is a more recent purchase and, while not a matching numbers car, it has interesting history, having been raced by Ricardo Rodriguez





when you have a Speedster you have a dream, because it's so light and easy to drive. I have done the Tour de France six times in it and for many years have been on holidays with my wife. In fact, a holiday without the Speedster isn't a holiday at all. I live in the south of France so it is very easy to drive to Corsica, Sardinia, Spain and Italy.'

The next acquisition he made way back in the early days of his collection was a very cheap 2.2 911E, but he didn't keep it long...and as crazy as it sounds today, swapped it for a 2.7 RS! 'It sounds an incredible story to say it now but in 1992 no one wanted a 2.7 RS. Back then the 964 RS had just come out so the 2.7 was considered just an old and underpowered car, and either people ripped them apart to make them go faster or they got rid of them in exchange for something quicker. This one was really original, which today is amazing, but back in 1992 meant that it was just slow. It was my dream car as a boy which is why I wanted

it. I had no idea what it would come to be worth.'

It was bought with a big chunk of capital, though, so with the business still slow and unpredictable his life goal was just to preserve these two cars, and the business was basically to make sure that they were perfectly looked after. 'I didn't need an apartment, didn't need to go out to restaurants or on holiday, so it was OK,' he smiles. 'Actually, for two years I couldn't even afford the insurance for them as the business wasn't so good back then.'

With a combination of perseverance, self-belief and business acumen Régis managed to build Mathieu Lustrerie into a renowned name in the exclusive world of chandeliers, and with its success allowed himself the luxury of buying some older cars, although nothing too spectacular. Yet. 'The 1967 soft-window Targa 912 is a fantastic car for driving in my home region of Provence. It's a convertible but with the Targa roof on you are not out under the hot sun which is

Above: Almost unbelievably, the 1973 Carrera RS was acquired in a swap for a 2.2-litre 911E, back in the days when RSs were of little value

Below: Régis couldn't imagine life without a Speedster – it was his second Porsche, selling an SC coupé to buy it. His stable now includes the 914 and, of course, a Beetle...





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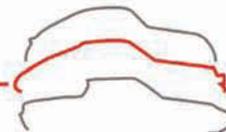
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really great. While the small four-cylinder engine is not so fast it is made up for by the fact that this car is so easy to drive. And when you want to enjoy it a little more, on some nice roads for example, the 50/50 weight balance is perfect.'

Beyond the Alfa Romeo-red 914 there is an ordinary looking 911, but the fact that it has pride of place in the display indicates that there may be something more about it than at first meets the eye. Régis found it by accident around the back of a garage he'd stopped at to look at a 914. It was dirty, had bad wheels and even worse seats, but the VIN number started with a '3' not a '9' so his interest was piqued because it meant it was a pre-production model.

Looking at the Carfax he saw that it had been kept by Porsche for four years and, intrigued, he contacted a friend at Porsche to find out a little more...and got a very surprising answer. 'He said, "where did you find that? It's a famous press car, we've been looking for it for years!"'

They were keen to buy it but Régis declined because owning a car that had been Porsche's press car and was

featured in many brochures and magazine test drives, as well as being used in promotion photos with Ferry Porsche himself sitting on the front, is a great feeling. 'It's of course very nice to drive light and fast, just like any 911, but the car has far more value to me because of its history. It really is a privilege to own a car like this.' Porsche have asked to use it for a few exhibitions and Régis is more than happy to let them display it.

A few years ago when then the business started doing very well Régis decided to make a real investment, but instead of buying stakes in a company or property, or something equally as boring, he decided to put his money into something much nicer: two serious race cars. The 904 Carrera GTS had only covered 1800km when he bought it, which was the lowest mileage of any of the hundred 904s in the world. It was so original it still wore the original tyres. His love of owning such a car is equalled by his love of driving it, so he has more than doubled the mileage (it currently stands at 3800km), but it is still possibly the lowest of any 904.

“THE 904 GTS HAD ONLY COVERED 1800KM WHEN HE BOUGHT IT...”

Left: The Spedster has been used in the Tour de France Auto no fewer than six times, plus for many family holidays

Below: 904 GTS and the 718 RSK make up the 'race car' section of Régis's collection





As a lover of the Speedster he was also on the lookout for a 550, but came across this glorious 718 RSK in the UK instead and was smitten. At some point in its life it had had an engine change so is not a matching numbers car, but the sale came with 13 folders full of history including photos of it being driven by Ricardo Rodriguez, younger brother of the more well known Pedro, and so this became another star of the collection.

'With these two cars it's like how I was with my first ones all those years ago, I run my business so I can look after them! But in the last few years the prices of some Porsche models have gone up like crazy so now I couldn't afford to buy my collection again,' says Régis.

These are the Porsches on display but the chandeliers that surround them are also amazing, even if they're not something we know too much about. The most impressive of all is a sand-cast three-foot tall bronze piece that is a painstakingly accurate replica of one commissioned for Madame Poisson, who had the rather dubious sounding title of the 'official chief mistress' of Louis XV.

The display will run until the middle of October and is well worth a visit as no other Porsches have been seen displayed quite this way before. The Cité de l'Automobile is open all year and includes 600 cars from the dawn of motoring up to a Bugatti Veyron, and is surely one of the most spectacular automotive sights anywhere in the world. **CP**

Above: Subdued lighting and clever use of mirrors gives the exhibition an ethereal atmosphere, quite unlike any other we've seen

Below: Soft-window 912 Targa is a personal favourite, one which Régis loves to drive on the roads of his native Provence



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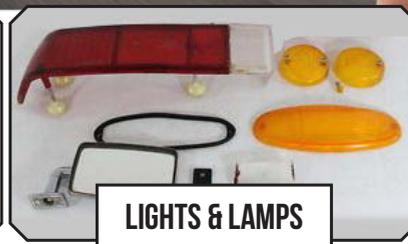
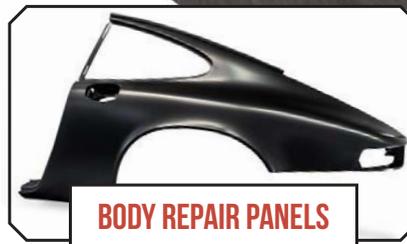
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GOODWOOD FESTIVAL OF SPEED 2018

This year marked the silver jubilee of the Goodwood Festival of Speed. The festival has grown exponentially since Charles Settrington, the then Earl of March, now Duke of Richmond (and a batch of other titles), invited a few like-minded enthusiasts for a blast up the drive of the family pile

Words & photos: Delwyn Mallett, with Goodwood FofS



Left: Porsche brought a whole host of cars from its collection to help celebrate 70 years of the marque, including the original Porsche No1, 356/001

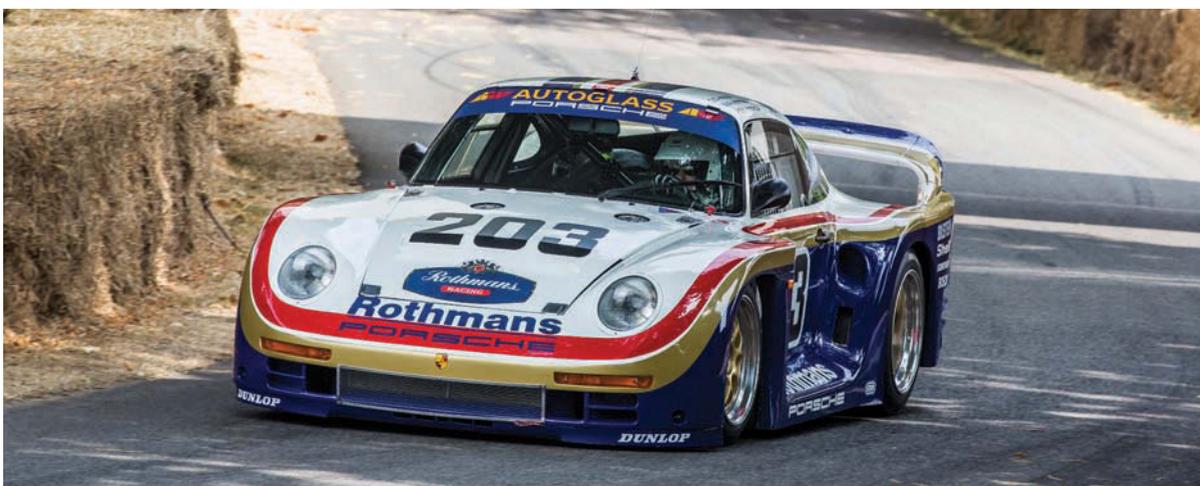
Right top: Richard Attwood took to the wheel of the Type 804 Formula One car, powered by a 1.5-litre flat-eight. In the hands of Dan Gurney, this car gave Porsche its only Grand Prix victory

Right: We always imagined the 'Mary Stuart' RSR to be bigger than this...



Far left: Magnificent centrepiece featuring Porsche road and race cars was designed by Gerry Judah. At 52 metres, it matched Nelson's Column in height

Left: Waiting their turn in front of Goodwood House for the parade up the hill



Right: Some famous faces lined up in the paddock. Easy access gave spectators a chance to examine the cars up close

Left: Porsche's stunning 961 (race sibling of the road-going 959) hurtles up the hillclimb



In the last quarter of a century, the FoS has grown into the most glamorous and eclectic classic car event in the world – a must attend occasion for owners of automotive exotica (and, to be fair, the not so exotic – this year the humble Citroen 2CV was featured) from all over the world as well as motor racing royalty past and present.

The FoS now encompasses everything with wheels, from acrobatic bicyclists, via motorbikes to every facet of four-wheeled motoring, off-road, on-road racing, and ranging from the turn of the 20th century to freshly-minted hypercars. And rather ominously for we petrolheads, for the first time a driverless and electric-powered machine navigated the hill in the outrageous shape of the Roborace projectile.

The core of this year's event was of course a celebration of Porsche's 70-years as a manufacturer, and the Duke and Porsche pulled out the stops to ensure the weekend was a success. The Museum's considerable contribution commenced with a rare appearance of the car that set the ball rolling 70 years ago, 356/001, and progressed through the decades with some of Porsche's finest to the current Nürburgring lap record holding 919 Evo. Crowd pleasers such as 'Moby Dick' were on hand as well as less often seen pieces of history as the 'Paris-Dakar' four-wheel-drive 953 and the not-as-successful-as-hoped CART 2708 single-seater. The Porsche Museum also sent the 1.5-litre 804 flat-eight powered F1 car that in 1962, in the hands of Dan Gurney, gave them their only F1 victory. Richard Attwood piloted it on its demonstration runs.

Holland's Louwmann Museum sent another single-seater in the form of the ex-Carel Godin de Beaufort 718/2. Finished in

“THE CORE OF THE EVENT WAS A CELEBRATION OF PORSCHE...”

the vibrant orange Dutch national racing colour, the 718/2 was an evolution of the Spyder series, using the four-cam Carrera engine and rebodied as a single-seater. Also in orange and making a welcome change from silver was the ex-Ben Pon 904.

Orange also featured on the massive wing adorning the recreation of the Porsche 550 Spyder that Swiss engineer and racer Michael May created in 1955 – and which was promptly banned. This pioneer of aerodynamic down force made an interesting comparison with the be-winged Chaparral 2E of a decade later parked elsewhere in the paddock.

As ever, famous racing drivers past and present were in abundance, amongst the many ex-Porsche regulars Richard Attwood and the ubiquitous Derek Bell, who I am sure must have been cloned as he seems to be everywhere where classic cars gather, were much in demand from fans. Rally ace Walter Rohrl, and Porsche's Nürburgring expert, was at the wheel of something more sedate than the fire-breathers he is normally associated with – a 356A coupé, albeit a Carrera.

The spectacular giant sculptures created by artist Gerry Judah and anchored to the lawn in front of Goodwood House have become a much anticipated feature of the event but, to these eyes at least, this year's was not amongst his best efforts. A single 52 metre vertical column (the same height as Nelson's) soared skywards into a starburst of Porsches, which were almost too far away to be identifiable. This giant maypole did come alive briefly when a magnificent parade of Porsche history, led by 356/001, circled its base for a crowd-pleasing flag waving photo call.



The Porsche presence in the Cartier 'Style et Luxe' Concours was also a little on the underwhelming side, as well as puzzling. As usual the Concours cars were grouped into headlined categories. Some quite excruciating puns provided the themes – Bright Sparks, for pre-WW1 electric cars being inoffensive, while 'Fins ain't what they used to be' for a batch of 1950s and '60s American excess had a high squirm factor.

'Fresh Air (Cooled) Motoring' as the theme for the Porsche presence obviously satisfied the organisers at the planning stage but turned out to be rather disappointing in execution.

Of the six cars displayed three were Speedsters – which seemed to be an opportunity lost to show other open Porsches. Why not a Convertible D, or a Roadster, or a Cabriolet? Nothing wrong with the cars themselves, each being a superb example of its type, but the fairly subtle differences between them would be lost on the majority of spectators. Jay Kay's 1955 Pre-A, and Edoardo Tabacchi's rare and desirable 1957 Carrera GS/GT were both finished in black, while Amanda Newey's 1956 car, sporting US spec bumper guards, was painted red.

A 550 Spyder completed the 'made in Zuffenhausen' quartet, the two other cars being only partially Porsche. The 1957 Swiss-built Enzmann 506 Spyder is essentially a VW Beetle chassis with a glassfibre body bolted on to the floorpan. This particular

and unique example managed to edge into the Porsche display as it was fitted with a 1300cc Porsche engine and brakes from new. The Devin-Porsche also scraped in on the basis that it carries a Porsche engine, one of the multiple options available in the chassis and glassfibre body produced by California-based Bill Devin between 1955 and 1964.

Given this year's theme there were surprisingly few Porsches

in the Bonhams auction held on the Friday. The famous Aston Martin Zagato, '2 VEV', and the late John Surtees' BMW 507 both set world records for the type but, for Porsche fans, interest focused on what superficially was an unremarkable 1977 US spec 911S. However, due to its starring role in the Scandi-noir thriller, *The Bridge*, interest was high. Driven in the series by the enigmatic police detective Saga Norén, the car had acquired over the last four years quite a

cult following. Now surplus to requirements as the series has finished, it was donated by the production company to raise funds for the international charity, Water Aid.

The delectable Sofia Helin, who plays Saga in the series, was on hand to encourage bidders into opening their wallets, which seemed to work as the 'Jager Grun' 911 was finally knocked down for £125,000 (£141,500 with premium), four times over what, admittedly, most thought was a surprisingly low estimate. A meticulously restored yellow 1972 911S fetched

Above left: 956 or 962? Take your choice – just as long as you don't mind the iconic Rothmans livery

Above right: Type 804 alongside RSK – another hard choice for the seasoned racer

“OF THE SIX CARS DISPLAYED, THREE WERE SPEEDSTERS...”



Below left: Martin Eyears' gorgeous Carrera Abarth ran in the 1961 Le Mans 24 Hours and Targa Florio

Below right: David Piper's 917 is always popular with the photographers

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£166,700 with premium. A 993 Turbo achieved £116,300 and that was it for Porsches.

One newly restored and extraordinary Porsche design made its world debut at Goodwood with barely a mention of the word Porsche. Perhaps not surprising as it's a Mercedes – the extraordinary six-wheeled T80 record car built between 1937 and 1939. Powered by a massive 3000 hp, 44.5 litre supercharged inverted V12 Mercedes aero engine it never ran in anger as WW2 intervened. The experimental engine was removed and returned to the war effort and the car put into storage.

Unlike Porsche's Auto Union Grand Prix cars at the War's end, the T80 was liberated from its hiding place by the Allies rather than the Russians and returned to Mercedes rather than being shipped east as reparations. The extraordinary streamlined body has long been on display in the marvelous Mercedes museum but minus, we now learn, the mechanical internals. Mercedes has

created a see-through tubular space frame that defines the shape of the body around the original and reconstituted rolling chassis carrying a period correct but partially sectioned engine. Magnificent.

Not yet a 'classic' but, as all Porsches eventually reach that status, the latest 911 Speedster 'Concept' is surely destined to become another hugely inflated in value 'investment' vehicle. The car, on display in the 'moderns' paddock, was somewhat marred by the 'boy racer' graphics (surely, not destined for production!) but the conversion to Speedster format is aesthetically more pleasing than that of earlier 911 Speedsters.

Ironically, unlike the original Speedster which jettisoned all frills in order to make it a cheap 'poor man's Porsche', the new one is from the 'Exclusive' department of Zuffenhausen. In other words production, if it makes it, will be very limited and the price will be exclusive, too.

We suggest you watch out for it at the 2043 Festival of Speed Golden Jubilee. **CP**

Above left: Edoardo Tabacchi's rare and desirable 1957 Carrera GS/GT Speedster was perfect

Above right: The evergreen Derek Bell always has time to stop and chat with the crowds

“WATCH OUT FOR IT AT THE 2043 FESTIVAL OF SPEED...”

Below, clockwise from top left: New 911 Speedster concept attracted attention all weekend; the extraordinary Mercedes T80 record-breaker – designed by Ferdinand Porsche, naturally; Moby Dick – the ultimate incarnation of the 935; heaven on earth? It just could be...





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Above: Silver car is a 912 being prepared for La Carrera Panamericana road race. Workshop is kept busy at all times with a wide variety of customer projects

In an ever evolving classic scene, 912s have gained acceptance in the last decade or so. Few will deny that economics was a driving factor in the model's stronger following, as early 911s became increasingly expensive – though the days of the low-cost alternative are now gone. The efforts of John Benton and the first wave of true believers, who recognised the importance of the 912, helped fuel the interest in the model.

According to folks who have driven one, there's truly nothing wrong with a 912. Oh sure, some might argue it deserves a few more horsepower... Then again, many early 911s will meet their match against lighter, nicely balanced 912s equipped with a hot-rod flat-four.

Ask Mr Benton, he will confirm. His own long-time project, a white street/track 912, is testament of his expertise – the '68 coupé is fitted with a twin-sparked, fuel-injected 1720cc motor that delivers 140 horsepower. John is the owner of Benton Performance, a shop focusing on the repair and preservation of vintage air-cooled Porsches. He traces his interest in 912s back to the 1980s, becoming an expert in the matter as his knowledge increased and decades passed.

Not unlike many of our readers, John first started tinkering

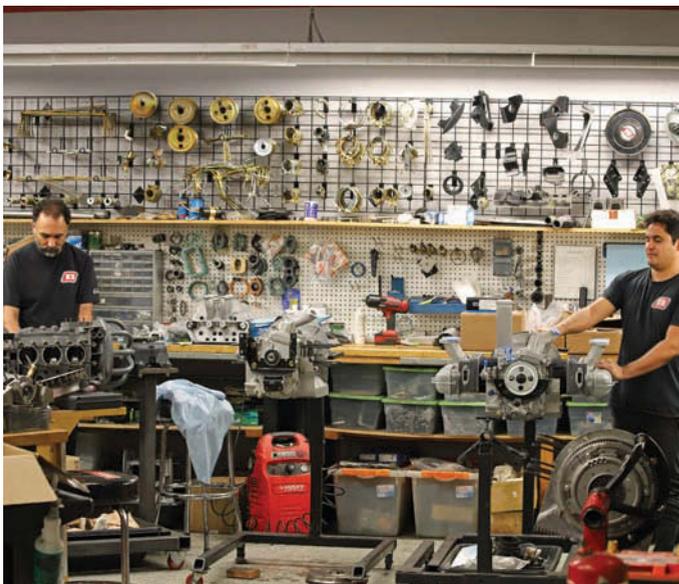
with VW Beetles – he bought his first one at age 15. 'My main focus was to make that car move, while trying to figure things out. I didn't know what I was doing. I had the drive but not all the information.' He kept learning, often from simply watching veterans of the trade, in and around Los Angeles. This led him to know how to take a motor apart and put it back together by the age of 17. 'I had ugly Volkswagens of every shape and size back then, but they always moved well,' he adds.

Starting in high school, he went to learn welding, metallurgy, mechanical drawing, hydraulics, pneumatics and electronics, leading to a well-paid industrial electrician position after graduating from college at the age of 20. He continued studying afterwards and became an engineer eight years later.

In parallel, John worked on cars, building Porsche motors during the mid-'80s. Racing was part of his life, too, using the aforementioned white 912, purchased in '84 on a used car lot for \$6000. 'Some guys were fast with their own 912s back then,' he continues. 'I always thought of the 912 as a fun car, for touring or to drive daily. MEIN12 (as seen on the licence plate) morphed into a weekend racer, before

Below left: The engine room; six-cylinder case (left) for a real 914/6 project, 912 case (middle) for the 912 La Carrera project in the shop; 1963 356 long-block (right) rebuilt to Super 90 specs

Below right: It's all smiles among the Benton team!





turning into a serious race car around 1992.'

Other 912 enthusiasts took notice of John's ride, and his Porsche wrenching abilities soon led to a business on the side, while he continued his career as a successful engineer. Around the turn of the century, his second activity transitioned into a fulltime job, bouncing between the garage next to his house and separate shops. Benton Performance became a Limited Liability Company (LLC) in 2006 and he eventually settled in the city of Anaheim in Orange County, south of Los Angeles, in a neighbourhood filled with car-orientated businesses.

While 912s have been the bulk of our discussion so far, don't be misled into thinking that they remain his only centre of interest. 'There was a time when I owned a Porsche, a VW and a Chevrolet... Come to

think of it, that's true to this day,' he ponders. 'But when I want to do some serious spirited driving, I take the Porsche.' With a growing reputation, he naturally went on to accept other air-cooled Porsches into his shop.

Benton Performance covers 7000sqft and offers a wide range of services, from basic maintenance (tune-up, oil change, brake job), to complete restoration and race car build – and everything in between. Not counting Ross (the shop dog!), the gang in charge of the daily operations includes John's eldest son Ian, Farshied, Eric, Tim, Steven, Valerie and intern Micah.

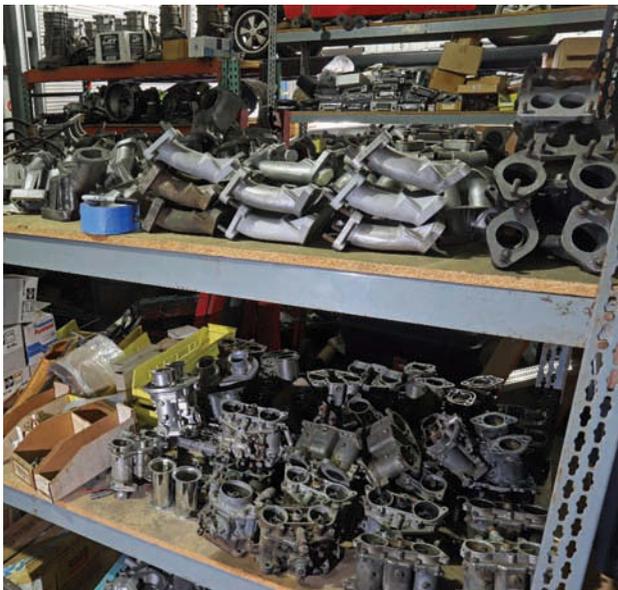
They use a well-equipped facility, fitted with four car lifts, a machine shop and fabrication area, and a parts storage in a separate building. The latter is filled with hard-to-find

Above: A look round the back hints at the variety of work undertaken by Benton. Early 356A sits alongside 912s and a later 911

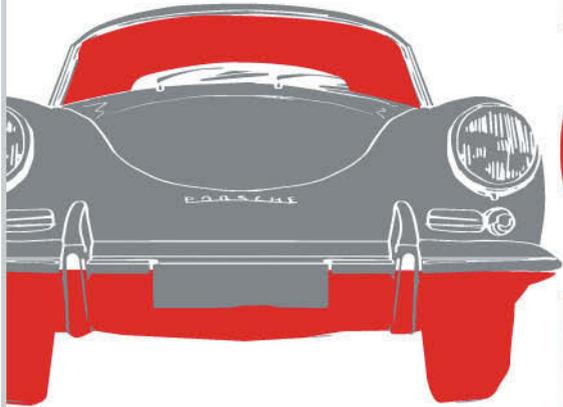
“FOR SERIOUS SPIRITED DRIVING, I TAKE THE PORSCHE...”

Below left: No shortage of spares for 356s and 912s here. You need a carburettor or manifold?

Below right: 1960 Super 90 Karmann coupé features a 1.7-litre 128bhp engine, magnesium wheels and CSP disc brakes



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components, mostly purchased at swap meets or from other shops' inventory when they went out of business.

Within the main building, the engine room enjoys plenty of activity, under the helm of John, Farshied and Eric who assemble 25–30 motors every year on average. 'I've sent fresh engines to all continents except Africa,' comments John. About 75 per cent of the powerplants belong to the 616-series, ie, these flat-fours equip 356s and 912s for the most part, although more exotic motors occasionally make their way to Benton.

During our visit, we noticed a Polo 930/4, one of the revered four-cylinders based on flat-six components for the most part. It will eventually make its way into an outlaw, based on a '56 356 coupé, a soon-to-be bare metal project currently waiting its turn.

Several race cars have helped put Benton Performance on the map as well, starting with a yellow 1962 T6 prepped for La Carrera Panamericana, a grueling 2000-mile road rally held in Mexico. The team built the coupé in 2009 to FIA specs out of an existing race car chassis that was imported from New Zealand by the current owner, Robert Curry. It has

since won its class three times out of seven in Mexican endurance rallies!

The lead picture on page 85 also shows a silver 'Benton-built' FIA rally-spec '67 912, which belongs to two gentlemen from Guatemala. Again, it will participate in 'La Carrera' this year, running a 1.6-litre motor currently being assembled, with a moderate compression ratio due to the low octane pump gas found in Mexico.

Slightly off subject, John and crew have built a 1972 Datsun 240Z for the 2016 Peking to Paris rally (it should be mentioned, having won 'Gold'), as well as a '68 912 for the 2019 edition of the same arduous competition.

It's been a pleasure to hang out with the Benton team for a day. John's passion for the Porsche brand is quite infectious; in fact, he remains heavily involved with the

scene as one of the founders/former President of the 912 Registry. Porsche Owners Club members might remember him as a past POC Slalom Chairman, too.

Like many businessmen absorbed in his automotive field, John hopes the strong interest for vintage Porsche endures around the world, "So we can do what we love and build what customers love." **CP**

“JOHN’S PASSION FOR THE PORSCHE BRAND IS INFECTIOUS...”

Above: Rusty '55 Pre-A coupé sat for 30 years at another shop. It will receive a full restoration, with 901 suspension and 1.9-litre engine upgrade

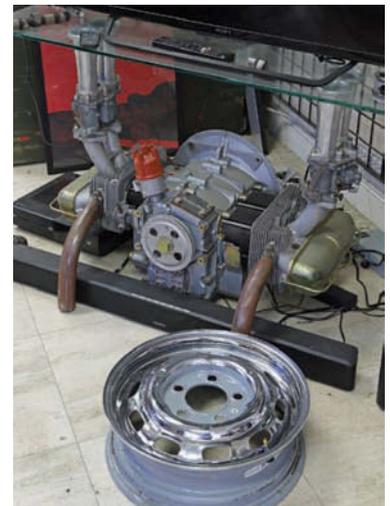
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Below left: three heads are better than one, right?

Below centre: 1966 912 with 1.7-litre twin-spark engine; upgrading to Bosch CD coils/ignition system

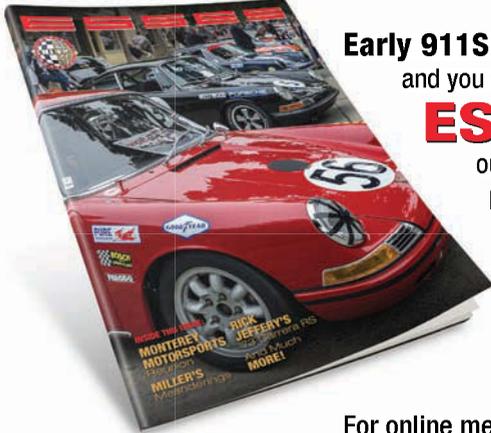
Below right: How about a TV stand made from old parts? Velocity stacks were originally on John's 912





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A RACING START

Steve Wright's season began at the 2018 Donington Park Historic Festival, where our hero found himself up against an assortment of machinery and drivers – including a well-known competitor from the British Touring Car series, also at the wheel of a Porsche 356...





Right: Well, they never said it would be easy. Steve Wright clearly felt the strain – just as well he was sharing the driving with engine builder Ian Clark!



We were entered in the GT & Sports Car Cup for pre-'66 GT and pre-'63 sports cars, which is organised by GT&SCC Cup and run by Automobiles Historique. There was a variety of cars in this race which meant our little 1958 Porsche 356A was a proper David against the Goliaths. The field was an amazing collection of cars from truly sorted MGBs to lightweight E-types and we have come to accept that we are nearly always the smallest capacity car in the field – and the only car on drum brakes, as well.

The timetable for the weekend was leisurely, with qualifying on Friday and then racing on Sunday, leaving a relaxed Saturday to take in all the sights and sounds that the festival has to offer. We had gathered together for the first time this season on Thursday evening, where the car was unloaded and a couple of beers consumed. Fortunately Ian Clark from Wolfsburg Performance Services, who is also the co-driver, had rebuilt the engine over the winter and given the car a general going through, so there was little to be done beyond polishing on the first night.

Qualifying went well and as expected we qualified near the back of the field. The 356 sounded awesome and the fresh suspension rebuild over the winter seemed to be doing its job as Steve posted our fastest ever lap time at the famous Donington Park circuit. The rest of the day was spent practicing pit stops where we had to swap drivers and insert a booster seat for Ian – this isn't a 2.5-second F1 stop but when swapping drivers every second we save counts. True to form our fastest time was when we were taking it slowly and methodically.

We stripped down the front drum brakes and removed all the accumulated brake dust from the drums, swapped the driver's brake shoes for the passenger shoes as the driver side works twice as hard on the predominately clockwise circuits we race on. We also discovered the anti-roll bars were still on their wet weather settings, so we tightened them up ready for the race.

We got to meet Sam Tordoff (the touring car driver) from JCT600 who had their Porsche Leeds dealership represented in the pits. We must thank them for their welcome and morning coffee, not to mention the amazing selection of cars including 356s, a 2.7 RS and an RS 4.0 they brought with them. Sam was racing his newly purchased Porsche Pre-A 356 and I think the weekend was quite an eye opener for him comparing the classic world to the touring car world. Sadly, he was the victim of some tactics more associated with touring cars than classic car racing, but I am sure he will be



back firing on all cylinders next time. It also provided us with an equally balanced challenge and someone for us to compare our times with.

Race day always feels different, everyone is up that little bit earlier and ready to go. So first things first: team breakfast. We were joined this time by Andy Goodwin, as a trustworthy spare pair of hands in the pits is always welcome. Next we completed a visible inspection inside and underneath, checked the oil, topped up the fuel and set the tyre pressures to the relevant cold settings.

We left the tyres to the last minute due to the track temperature just getting hotter and hotter, which resulted in cutting it a bit too close to not getting to the assembly area in time. Next time we will over inflate the tyres and let them down – much quicker. Another lesson learnt.

On the subject of the weather, having spent many a weekend in the micro climates of most race circuits where

the weather is normally less than ideal, to spend it in brilliant sunshine and hot temperatures makes such a difference.

Our race was a packed grid with 40 cars, which always means a rolling start. The cars come out of the assembly area and do one controlled lap before pedal to the metal and the race starts. With the fastest cars lapping some 25 seconds quicker than us, it means it wasn't long until our 356 started to get swamped, which made it tricky for the drivers trying to run their own race and keep out of the way of the much faster cars.

The race consisted of two mandatory pit stops and the car's owner must complete more than 50 minutes, which is a great idea as it stops 'guest' drivers dominating the track time, and keeps it a more level playing field.

The first 35 minutes of the race went to plan with Steve going well and looking comfortable. There was an incident on the track and the yellow flags came out together with the safety cars. All of a sudden the peaceful pit lane was jam-

Above: A touch of opposite lock – a change to the anti-roll bars has made the car a lot more controllable

“IT WASN'T LONG UNTIL OUR 356 STARTED TO GET SWAMPED”

Below: Driver change as Ian Clark takes over from owner Steve Wright. A recurring misfire put paid to the race effort. Shame because the early signs were looking good for the team





Above left: Ian Clark of Wolfsburg Performance Services prepares the car and shares the driving

Above right: You couldn't ask for a better-looking tow vehicle than this, could you?



Below: At full tilt through the Old Hairpin – Donington is a track steeped in history

packed full of cars getting one of their mandatory pit stops out of the way, and Steve was also on his way in. After moving up and down the pit lane trying to find a space for Steve to pit, the driver change went perfectly, we were in and out and, more importantly, with a safe release (just watch F1 to see what can happen if that goes wrong!).

Steve reported the change to the front anti-rollbars has made the car much more controllable, and Ian seemed just as happy after a two-year absence with his lap times coming down every lap. Next lap, Ian was coming down the pit lane for an unscheduled stop, reporting that the car was misfiring but he didn't seem too concerned, remaining in the car while we performed all the obvious checks, identifying zero fuel pressure. We checked all the fuel lines and electrical connectors, and we had pressure again. Ian was released and back out on the circuit.

The car seemed to be going great as far as we could see but half way round it started misfiring again and Ian was back in the pits. This time Ian's out of the car – no one knows the car better than Ian. We did some more checks

and sent him out again but with the same result; he was back into the pits on the next lap. The car does like a spark plug or four, but while swapping out the plugs for new plugs we dropped one into the engine tinware and by the time we'd retrieved it we all had burnt finger tips!

We decided to put Steve back in the car as he still hadn't completed his 50 minute minimum driving time. Just two laps later and he was coming back down the pit lane. We eventually diagnosed a fuel blockage and the pump was just pumping air. There is no playing with the fuel system in the pit lane, so much to everyone's disappointment we were forced to retire.

Racing can be a cruel mistress and every DNF hurts after all the effort everyone puts in. We loaded the car and consoled ourselves with the complimentary lunch provided by the race organisers but learn to our surprise we have completed enough laps to qualify as a race finisher and amazingly we came second in class. So silver medals around our collective necks, we finished the weekend with big smiles, looking forward to the next round at Silverstone in June. **CP**



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356



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1975 911 2.7 Targa SC, restoration project, on carburettors for restoration, has been dry stored for 8 yrs, V5 present and with only 58,000 miles on the clock, engine turns over on the key but will need attention and work. Will require full body restoration as well as leather seats need looking at, the Targa top will need recovering inside and out. Silver in colour, unfortunately there is no other paperwork or service history, hence the low price, £14,000. Tel: 07780 663312 or 07488 374108. Email: richrichardwheeler@gmail.com (Essex). C56/013



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911 Carrera 3.2, 62,000 miles, black with black leather interior, 12 months' MOT, lots of history and documentation, same owner for last 18 years, a very original car with overall good bodywork, needs minor work to the body (photos available), £42,000, the car is an original right hand drive/UK registered car. Tel: 0041 7874 54223. Email: croftsp@gmail.com (UK). C56/016

912



911



1989 911 Carrera Club Sport, 1 of only 53 RHD, the only red one with white decals, while the rest were white with red decals, 97,000 miles, recent body and trim refurbishment, rare opportunity, serious enquires only. Tel: Simon, 07494 902953. Email: sbr1962@hotmail.com. C56/013



1993 Carrera 4S, registered Nov '96, 46,100 miles, FSH, MOT'd 07/05/18, owned by POC last 8 years. Metallic black, tan interior with black dash, immaculate condition, mollycoddled and pampered, as good as they come, oiro £78,000, current number plate is not included with the car, phone for a chat. Tel: 07786 291904. Email: dave@penna.me.uk (Aberdeen). C56/003

911 3.2 Carrera Sport, (first registered UK in 1985), genuine Sport model as factory supplied with options, manual, delivered 1983 to Jersey, it also spent 15 years in the South of France with its former keeper, and still remains low mileage of only 77,000 miles, huge history file with service receipts and MOT certificates, Zinc metallic, numbers matching original engine and gearbox, alloys, recent engine tappet service completed with brake fluid change and new tyres, £49,950. Tel: 07831 674614 (Cheshire). C56/017

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924 Turbo, one owner, non sunroof model, 1st January 1980, matching numbers, original bill of sale, extensive history file containing the original order acknowledgement letter from Porsche, 123,000 miles, Pasha interior, HPI clear, contact for more details and pictures of this 924. Tel: 07779 911911. Email: info@paulfrench.co.uk (Warks). C56/004

944

944 2.7 Coupe, produced for 1 year only, this is an iconic 944 2.7 in cool Alpine White, excellent bodywork and unmarked Marine Blue pinstripe velour. Just over 56,000 miles, only 4 owners from new, last owner since 2006. Retains its original teledial wheels with all new Firestone Firehawk 215/60/15 94V tyres, recent service work includes new clutch and all cam and balance belts done at 55,130 miles. Extensive service records right back to 1993 by mainly Porsche OPC documents its well cared for life, hard to find in this condition, it's not perfect but a nice honest example with room to improve. Rare 2.7 interim model, detachable sunroof with storage cover, MOTs going back to its first MOT in 1992, will come with fresh MOT, HPI clear, Porsche COA, £13,500. Tel: 07768 938967. Email: thedjrobinson@icloud.com (Beds). C56/018

Parts



Porsche 912 Sebring exhaust, exhaust taken from my 1968 912, surface rust but solid, no holes. One mounting bracket is broken but repairable, as shown in photo, collection from West Hallam, Derbys, or can post at cost to buyer, £120 or nearest offer. Tel: 07842 272833. Email: andrewvarley23@sky.com (Derbyshire). C56/001



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Parts: 911 4 speed gearbox believed to be Turbo no.457261477, high ratio, £1500, clean condition; RS steering wheel fits 911SC, 944 2 bosses genuine Porsche, boxed, £250; 944 complete clutch, 2.5. 2.7 push drive, perfect condition inc ring gear; 2x flag mirrors, Guards Red, £100, prices plus carriage. Tel: 07984 650203. Email: hrhsilverfox@icloud.com (Cheltenham). C56/019

1977 Porsche 911 and 2.4 parts for sale, 911 parts, bonnet, boot lid, bumpers, various instruments/sundries; 2.4T R7 engine and gearbox, instruments, ancillaries. Tel: 07879 466740. Email: keith@seatown.co.uk. C56/007

Gold BBS RS 16", rare and immaculate, for classic 911, fronts - 7J ET24, rears - 8J ET11, all four centre waffles and removal tool included. In excellent original condition with no damage to them at all and currently the only set available in the UK, contact for high resolution photos, £1500. Tel: 07769 163548. Email: matthewsmichael@hotmail.com (London). C56/008

993 transmission bracket, part # 993 375 313, £30 incl post. Tel: 01423 709175. C56/020

Porsche 964 replica Speedline alloys with tyres, replica Speedline 17" split rim alloys with brand new Toyo tyres, never been fitted to a car, fronts 235-45-17, rears 274-40-17, rear tyres have not even been fitted to rims yet. Please call or mail for more info and collection/delivery details, £1250. Tel: 07825 610480. Email: george.seb@live.co.uk (London). C56/021



Clearout by former Porsche 356A racer, see Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email wayne.hardman@btconnect.com for extensive list of items available. C56/014

964 RS America door cards, elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). C56/022

Miscellaneous

'JAZ 911', number plate for sale, £11,795. Tel: 07983 898621. Email: jaspal469@btinternet.com. C56/005
200+ Porsche Post/Trading Post magazines, free! Space needed! Approximately 200 PCGB Porsche Post/Trading Post magazines, collection only. Tel: 07941 468437. Email: jsr917@gmail.com (Warwickshire). C56/011

911 & Porsche World mags for sale all mint, consecutive issues 62 to 131, issue 139, issue 156, issue 159, consecutive issues 162 to 165, consecutive issues 175 to 234, issue 244, issue 251. I was a subscriber for many years and the mags have been read once and then stored, I now need the space so will not split, £120. Heavy, so either you collect from Bedfordshire or you arrange carrier. Tel: 07809 206694. Email: alan@brytech-eng.co.uk (Beds). C56/023

'POR 82' cherished plate for sale, drive a 1982 Porsche! The best plate for an '82 Turbo or Targa! On retention certificate ready for placement, DVLA fee included, £6995 or offers. Tel: 07739 642684. Email: richard@db9.org.uk. C56/006

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Porsche repro garage wall signs, 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: stharrington@gmail.com (Leics). C56/029

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Porsche - 70 years, by Randy Leffingwell, pub 2017, 250 pages, £25 incl post. Tel: 01423 709175. C56/009
Registration, 'JJI 911S' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C56/026

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