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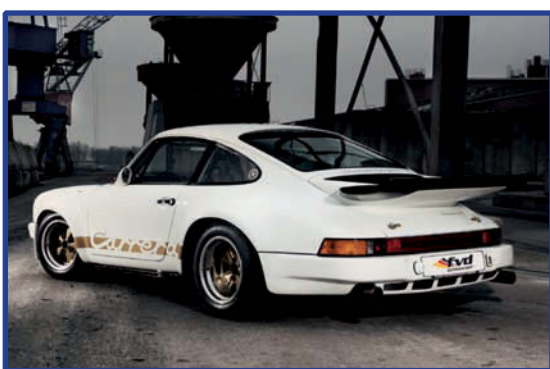


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We have something of a mixed bag in this issue of the magazine, a reflection, I believe, of the diverse nature of the classic Porsche world. There's everything from a brace of hot-rodded 911s, to a Carrera Panamericana class-winning 356, a supercharged Pre-A coupé, beautifully restored soft-window Targa and the amazing Gruppe B prototype from the wizards at Stuttgart: we've got them all covered – plus, of course, plenty more besides.

It's impossible for me to choose a favourite from among

“A REFLECTION OF THE DIVERSE NATURE OF THE CLASSIC PORSCHE WORLD...”

them, although I do have to admit to being drawn back to Ryan Hoegner's 911SC which graces the cover. It began life as that mythical beast, the 'barn find', and has been turned into what must rank as one of the most highly-detailed projects of all time. Just check out the interior if you need confirmation of that.

There again, who can resist Øystein Asphjell's beautiful supercharged Pre-A coupé, all the way from Norway? Or Rob Curry's battle-scarred 'La Carrera' racer? There are no better examples to illustrate the longevity of classic Porsches. And then there's the technological masterwork that was the Gruppe B project – polar opposite to the 356s, maybe, but still a classic in every way. Old Porsches – don't you just love 'em?

Keith Seume
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CONTENTS

FEATURES

GLOBAL UNDERGROUND **08**

Sleepers convert a neglected barn find into a full-on 'bahn stormer

SCHOOL OF ROCKS **28**

This 356 bears all the scars of hard use in La Carrera Panamericana

RENNSPORT RENEGADE **38**

Dave Eck's white lightning 911 is a poster child for the R Gruppe

STEALING THE SHOW **46**

Looking back at the 1963 Frankfurt show and the launch of the all-new 911

SOFTLY SOFTLY **52**

The soft-window Targa is something of a rarity – and a fascinating one, too

RARA AVIS **62**

We visit Norway to view Øystein Asphjell's supercharged Pre-A 356

GRUPPE B FOR THE FUTURE **72**

Karl Ludvigsen on the story behind Porsche's technological *tour de force*

LAND OF THE MIDNIGHT FUN **80**

Classic Porsche drops in on the Porsche Classic Center Son in Norway

FUELLING INTEREST **88**

We drop in on California-based PMO, manufacturers of carbs for 911s



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Just turn to page... **94**





52



62



REGULARS

NEWS & PRODUCTS

News & reviews from the Porsche world

DELWYN MALLET

Mallett's mental meanderings

ROBERT BARRIE

More from our resident racer

CLASSIFIEDS

Find the classic Porsche of your dreams

16

22

24

95



72



80



88



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Words: Alex Grant Photos: Andy Tipping

GLOBAL UNDERGROUND

Ryan Hoegner's barn find 1982 911SC might have taken inspiration from the full spectrum of car culture, but it's a design brief rooted firmly in the 911's factory DNA



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Despite their common interest, the myriad micro-scenes which make up global car culture can, at times, be a little insular. Even communities within communities don't always see eye to eye

when it comes to how to take on a project, focussing instead on their own unique way of doing things to the exclusion of any others. It's a missed opportunity – cross-pollination, even between the most polarised cultures, often yields the freshest and most interesting builds on the planet.

We'd include this 911SC in that list. By his own admission, its owner Ryan Hoegner is a bit of a 'Honda guy', but working at suspension specialist Eibach in California means he's also one not afraid to think well outside the box. It's perhaps why the wrecks-to-riches

story of this car going from neglected barn find to a star attraction at last year's SEMA Show in Las Vegas is one of mixed cultures. A carefully-considered blend of global car scenes and historic race influences, restored down to the

last nut and bolt, and finished with cutting-edge technology. It's cross-pollination at its very best.

This also hints towards a lengthy wait to get started. Ryan had been looking out for a good coupé as a base car when, ten years ago, he found an '82 Targa for sale in rural California and couldn't pass it up for

the \$7000 asking price. The Porsche stuck around for a year but, never quite fitting the brief and with prices creeping up, the temptation to pocket a profit was too good to ignore. It made way for a '64 Chevrolet Impala, and a

“A CAREFULLY- CONSIDERED BLEND OF GLOBAL CAR SCENES...”





promise-to-self to fill the 911-shaped hole in the garage once the right car came along.

With no time pressure, Ryan could be picky. 'I kept my eyes open for a project for a couple of years, so I could get back into an air-cooled 911,' he explains. 'Then I found this car on the Pelican Parts forum – a legitimate barn find in Louisiana which hadn't been run since 2002. I had the owner verify the motor wasn't locked, and shipped it to California, sight unseen.'

The seller would barely be able to recognise this as the car that rolled out of the corner of his barn a little under three years ago. Originally an '82 911SC, the Guards Red paint was obscured under a thick layer of grime, and it had been ordered from the factory with the optional 3.0 Turbo styling pack – including the 'tea tray' rear spoiler. But it was complete, and the engine had survived its hibernation

surprisingly well, coming back to some semblance of life shortly after it arrived on the west coast.

For Ryan, it was a solid foundation to work from, and one with a straightforward brief. Reasoning that the 911's motorsport pedigree had owed a lot to its tight handling and low weight, the aim here would be to enhance that character rather than upset the balance with extreme horsepower. It would be a full restoration, but with a ruthless removal of every unnecessary ounce of weight and a goal of tipping the scales at a respectable 2100lbs – or just under a tonne.

The body had appeared straight enough to undergo just a few light repairs and re-paint, but came hiding the scars of life on the road beneath primer and multiple layers of red. So the job of finding the car beneath fell to William Galan at Willy Werx in Riverside, dismantling the coupé and sand-blasting every inch of the bodyshell back to bare metal, both

Above: Exhaust system is custom-made by Sleepers Speed Shop, and terminates in a GT3 silencer. Engine produces around 260bhp at the wheels

Opposite page: Interior is minimalist, but finished to an incredible standard. Painted sheetmetal must have taken hours of preparation...

Below: Wheels are 16in-diameter Fifteen52 Outlaw 003s shod with Toyo tyres







inside and out. Not only did this rid it of past repairs, but it was an opportunity to stand back and work out what really wasn't needed. Redundant brackets were cut out, trim holes were filled with metal patches, and a panel was welded in to delete the sunroof. Even Porsche's abundant stone-chipping was stripped from the metalwork, to be re-applied only where considered necessary.

No stone was left unturned, says Ryan: 'Every nut and bolt was re-plated in zinc before it was put back on the car, so he brought a lot of the old parts back to life. I'd guess around 85 per cent of the parts on the car are original, which is really cool.'

A faithful factory-spec restoration this isn't, though, and the visual overhaul enabled a pick-and-mix of Porsche influences to be rolled into the build. Ryan opted for a glassfibre '74 IROC-style front and rear bumper kit from TRE Motorsports, paired with an RS-style ducktail spoiler and

finished in an incredibly glossy olive green from the 991's colour palette.

The bodykit alone sheds another 200lbs from the kerb weight, while also offering an aperture for the CSF Radiators front-mount oil cooler – tailor-made for IROC-inspired builds. And if you're struggling to work out where the splitter came from, it's a part designed to be tucked under the front of a Honda Integra Type R, trimmed to fit the almost identically-sized front of the 911. Old habits die hard, it seems.

'The 911 is a classic, and the shape is iconic,' says Ryan, 'so the last thing we

wanted to do was rivet on some goofy fenders and change the visuals too much. We always thought outside the box when we needed, but the idea was to make it as light as possible, and only improve what needed improvement.'

Time was ticking down to its debut on the Eibach stand at SEMA when the bare bodyshell moved on to Porsche

Above: IROC-style front bumper houses a CSF-built oil cooler. Body kit sheds around 200lbs of weight

Contact:

www.facebook.com/willyworx.galan

Sleepers Speed Shop
2020 Placentia Ave
Costa Mesa
CA 92627
USA

www.sleepersspeedshop.com

Below left: Ducktail is a nod to the Carrera RS

Below right: Dreamsicle provided the complex bolt-in strut brace

“OPTED FOR A GLASSFIBRE '74 IROC-STYLE BUMPER KIT...”





Above left: Sugar scoop headlight rims are an unusual touch, but work well



Above right: Willy Werx modded the dash to include Alcantara top and carbon-fibre lower section and instrument surround

Below: 3.0-litre 911SC engine is now fed by Borla throttle bodies. Internals include WebCam cams, Carrillo rods and CP high-compression pistons

performance specialists Sleepers Speed Shop in Costa Mesa for the last of the build to take place. Chief amongst this was reviving the SC's original 3.0-litre engine, but with the benefit of modern technology.

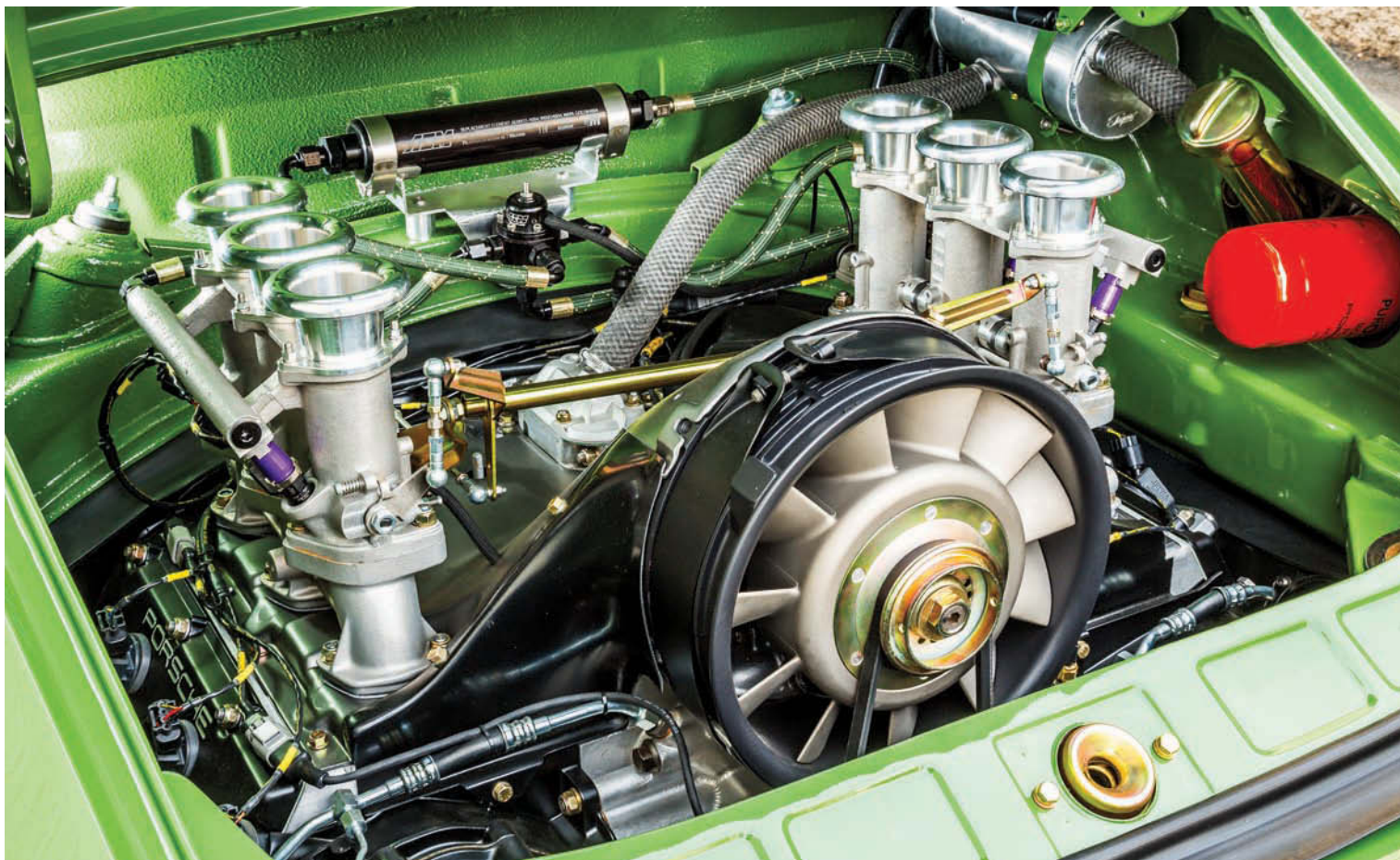
Ryan admits being prepared for more mechanical carnage than was unearthed. 'Sleepers pulled the motor and found a cracked valve. That's probably why it was parked in 2002 – it would have been a \$5000 repair for a car probably worth \$5000, so they parked it. It's hard to imagine with today's Porsche prices.'

Again, the upgrades enhance what was there originally rather than starting from scratch or over-burdening the innate balance of the chassis. Sleepers stripped the engine to its bare components, rebuilding it with CP high-compression pistons, uprated Carrillo rods and billet cams from WebCam, all taking it to a Euro-spec 9.8:1 compression ratio. Borla throttle bodies are used in league with Injector Dynamics injectors and coil-over-plug ignition, all breathing through a

custom-made exhaust system comprising bronze powder-coated MSDS manifolds and a central-exit GT3 silencer. 'Estimated power is around 260bhp to the wheels,' says Ryan. 'It sounds amazing, too.'

If the engine is a work of art, then the electronic side of the 911 is the stuff of science fiction in contrast to a near 40-year-old body. Custom-built by RyWire Motorsport Electronics, it's the sort of weight-saving innovation engineers could only have dreamed of when this car left the drawing board – a palm-sized programmable 'brain' with solid-state memory, now controlling almost every function of the car through a military-grade wiring harness. There are no fuses, no relays and only the minimal amount of cabling, even including the AEM infinity ECU that brings the engine to life.

Track car inspiration didn't stop the Sleepers team tending to every detail inside – after all, there's nowhere to hide a half-job when all that bare metal is on show. Designcraft Fabrication tailored a roll cage to the cabin's compact





dimensions, leaving space for a pair of Sparco seats and a matching wheel. Everything fabric was stripped back, aside from the glare-resistant Alcantara coating on the dashtop, while the lower section of the dashboard and the surround for the instruments was re-made in carbon-fibre by Willy Werx. It not only de-clutters the dashboard, but meant the air conditioning and radio could be deleted to strip yet more mass from the featherweight coupé.

Given Ryan's job, you won't be surprised to hear that the chassis upgrades were largely developed in-house. The stock torsion bar setup has made way for a lighter, fully adjustable Eibach coil-over set, with RSR-style weld-in gusseting of the rear shock towers to take into account the extra stresses placed on the body. Each axle has an Eibach adjustable anti-roll bar, while Sleepers added a one-off

Dreamsicle cross-brace to stiffen the front end.

With so little weight to haul to a stop, Pagid pads are the only add-on for the rebuilt but otherwise stock SC brake setup, all neatly packaged behind 16-inch wheels. The Fifteen52 Outlaw 003 offers a hint of authentic 917 and RSR style to the build, looking tough wrapped in Toyo R888R track tyres and colour-matched to bronze powdercoated engine parts. 'I decided early on that we absolutely had to run 16s, and it was the right choice. The wheel and tyre package is perfect,' says Ryan.

It's certainly hard to argue with; SoCal style influenced by decades of global motorsport and fast-road culture, somehow sympathetic to the engineering ethos of the earliest 911s. A reminder that shared ideas very quickly evolve into something better than the sum of their parts. **CP**

Above: Front splitter was originally designed for use on a Honda Civic Type R – a throwback to owner Ryan's Japanese car roots

Below left: Interior trim? Who needs it? It would be a shame to hide all that attention to detail...

Below right: More weight-savings, and improved aero, in the form of the door mirrors



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1980 911SC - ROTHMANS DAKAR TRIBUTE



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NEWS & PRODUCTS

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

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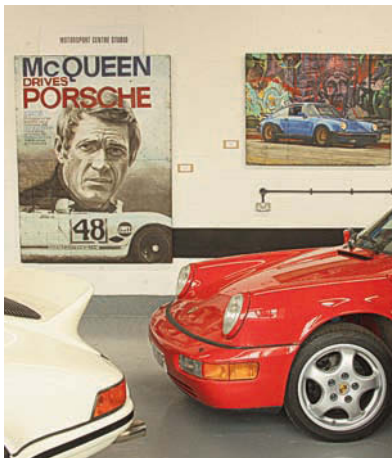
911 MILESTONES



The Ultimate Sportscar as Cultural Icon from Gestalten publishing explains exactly how the long-running 911 became a global phenomenon and a symbol of aspiration and freedom, and why the 911 continues to fascinate and inspire. Author Ulf Poschardt puts Porsche drivers under the spotlight and concludes that a little narcissism can be a healthy thing. Not everyone can, nor indeed should, drive a Porsche, he thinks. Hmmm. It's available for €34.90, or £30, from the publisher: www.bulangandsons.com

METAL GARAGE WALL ART

Buckinghamshire-based BS Motorsport is turning one wall of its new facility into an eye-catching artwork gallery. First to grace the appropriately minimalist concrete facility is this striking pair of images from Racing Steel in Belgium. Hand-painted on sheets of recycled metal, the pictures deliberately retain the battle scars of their previous lives. City Blues, depicting an iconic air-cooled 911 Turbo, is priced at £1650, while the atmospheric Steve McQueen 'poster' is listed at £1950. Call Nicole Parish at BS Motorsport on 01296 658422 or go to www.bsmotorsport.co.uk



PORSCHE JOINS PETERSEN...

Nearing its 25th anniversary as a world leader in automotive thought, the Petersen Automotive Museum has announced that Dr Wolfgang Porsche will be its first honorary board member. Wolfgang Porsche has accepted the unanimous invitation of the Petersen Board of Directors to serve alongside Founding Chairman Bruce Meyer, Chairman Peter Mullin, Vice Chairman David Sydorick and other industry dignitaries.

The grandson of Ferdinand Porsche, Wolfgang Porsche has a lifetime of experience with one of the world's most respected automotive brands. He will undoubtedly be an invaluable asset to the Petersen Board of Directors, exchanging ideas, offering advice and fostering discussions about future plans for the museum. www.petersen.org



NEW PORSCHE SWAPMEET

Since the demise of the much-loved Husborne Crawley swapmeet of several years ago, there's been something of a gap in the UK Porsche calendar for a place to buy and sell all those unwanted (or desperately needed) Porsche parts. Now, though, there is light at the end of the tunnel in the form of a DDK-backed swapmeet organised by the crew at Greatworth Classics.

With the opportunity to enjoy overnight camping, the event will be held on Saturday, 9th March 2019 from 10.00am until 2.00pm (note that pre-booked traders can gain entry from 9.00am) at Greatworth Park, Banbury, Oxfordshire OX17 2HB

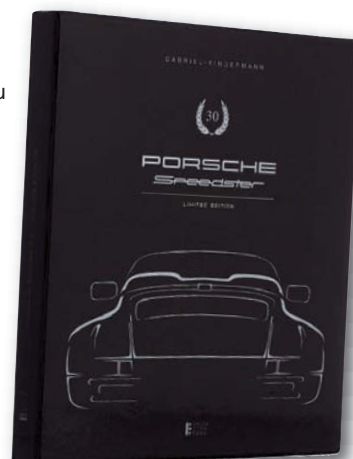
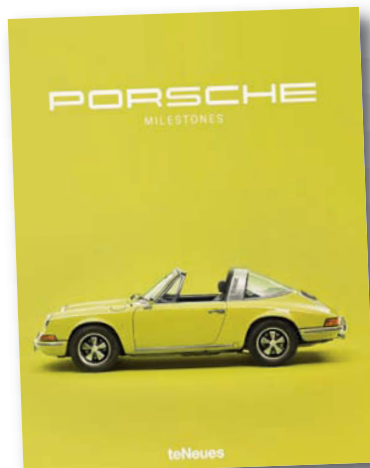
To book pitches (£10 car, £20 truck/trailer) and to take advantage of the free camping, send an e-mail to: admin@greatworthclassics.co.uk. Proceeds go to Macmillan Cancer Support. www.greatworthclassics.co.uk

MILESTONES...

With Porsche's 70-year celebrations wound up, here's one last chance for wistful retrospective. *Porsche Milestones* takes the reader through Porsche's key moments in chronological order, from the number one roadster in 1948 right up to the 2018 911 GT2 RS. A mix of top international writers have joined forces to bring together their expertise and perspectives in an entertaining, creative and informative book. The text is in English, French and German. The ISBN is 396171021X and it's available on Amazon for £29.25 www.amazon.com

SPEEDSTER TOME

If you're a fan of the later incarnation of the 911-based Speedster, then you need to buy yourself this book: *Speedster – Legends live forever: 1989–2011*. Numbering 396 pages, it's said that Porsche gave author Andreas Gabriel full access to its archives, enabling him to uncover new insights and reveal previously unpublished documents and images. It's published by BMB Berlin Motor Books, with an ISBN number 3981459229. The text is in German and English, and the book is copiously illustrated. Cost? £80.30 Available from www.amazon.com



GET SPACED OUT

Building a hot-rod 911? Here are ST Suspension's latest 5x130mm PCD spacers for Porsches, offered in 30mm or 40mm sizes. Available as a range of 'system' options that include both wheel bolts and fixed stud solutions to ease the installation of any aftermarket wheel, they come with everything you require to make these hub-centric spacers a simple bolt-on upgrade. The black-anodised finish is corrosion resistant and features press-in inserts. They cost £145.80 a pair from www.st-suspensions.net



RENNLINE GOODIES

These valve covers are a direct bolt-on replacement for the cast factory covers. Handily, they are machined to accept the reusable OEM gaskets, which are also available from Rennline. With the corrosion resistant finish, chamfered edges and tight gasket fitment, Rennline reckons these valve covers are simply the best on the market. And who are we to disagree? Available in anodised clear or black finishes, or powdercoat red, all with or without the fins brushed, they are sold as a pair, with prices starting at \$325.

If you've ever restored an early 911 then you're probably all too familiar with the plastic guides in the factory door strikers. Over the years, these guides become brittle and discoloured until they disintegrate and fall apart altogether. Rennline has a solution in the form of this upgrade kit, made from HDPE and nylon, this is a total rebuild solution. Simply press out the retaining pin in the old striker assembly, then swing the top plate through 180 degrees. Next, install the new plastic guides and reinsert the pin. The kit is designed for use on all air-cooled 911 and 912 models up to 1989. They're priced at just \$29.95, plus taxes and shipping.

For more information on both products, log onto www.rennline.com



CARRERA RS SPIRIT

There have been many times while attending Techno Classica at Essen that we've drooled over models from GT Spirit. These large-scale (1/18th) diecasts are superbly detailed and arguably the next best thing to ownership of the real car. Now, with prices of classic Porsches – and most notably models such as the Carrera RS – holding firm, the chances of owning anything other than a model seem to be slipping away from us! Perhaps the answer is to save up and treat ourselves to this stunning model of the iconic 1973 911 rocketship – after all it's a snip at €199.95 compared to the £500,000, or more, a full-sized one might cost...

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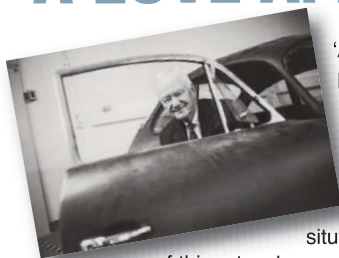
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Overseas (approximately): Europe 28th March; N. America 25th April; Australia/NZ 23rd May. For your nearest stockist worldwide see page 3

A LOVE AFFAIR PART FOUR...



'As a member of the Porsche family, I am particularly pleased that so many interesting people have a passion for Porsche cars. In this book both the people and their cars are shown in a very special way.

'I still like the monochrome tone of Bart's pictures because the contrasts, shapes and lines have a much stronger effect here and you can really "feel" the situation when looking at it. It's also nice to be a part

of this artwork myself.' So says Hans-Peter Porsche (left) in his introduction to the fourth in a series of seven high-quality photographic books entitled *A Flat 6 Love Affair* produced by Leica-wielding Bart Kuykens.

Bart's work will need little introduction to those who share a passion for Porsches and photography. He works exclusively in black and white – film, naturally, not digital – and puts his trusty Leica to good use, capturing the intimate relationship between a man (or woman) and his (or her) Porsche. His photos are edgy, atmospheric, in character, each chapter concentrating on one owner and their car. In this edition, his subjects include such marque luminaries as Hans-Peter Porsche, Jeff Zwart and Jürgen Barth.

The 336-page hardback books are limited to just 911 copies of each volume and can only be purchased through Bart's website – the price is €150 per edition, with postage to the UK €26.

www.bartkuykens.com



DATES FOR THE DIARY

February 14–16: London Classic Car Show, ExCel Centre, London Docklands
www.thelondonclassiccarshow.co.uk

March 3: Caffeine & Machine open meeting, Ettington CV37 7NS
www.caffeineandmachine.com

March 9: DDK/Greatworth Classics swapmeet (see main news item)
www.greatworthclassics.co.uk

April 6–7: Goodwood Members' Meeting, Goodwood Circuit, West Sussex
www.goodwood.com

May 3–5: Donington Historic Festival, Donington Park Circuit, Leicestershire
www.doningtonhistoric.com

June 15–16: Le Mans 24-hours; Le Mans circuit, France
www.lemans.org

June 22–23: Porsches at Prescott, Prescott hillclimb, Gloucestershire
www.prescott-hillclimb.com

July 4–7: Goodwood Festival of Speed, Goodwood Circuit, West Sussex
www.goodwood.com

July 13–14: Chateau Impney hillclimb, Chateau Impney, Droitwich WR9 0BN
www.chateauimpneyhillclimb.com

July 20: 914/50 Celebration, Brooklands, Weybridge, Surrey
www.brooklandsmuseum.com

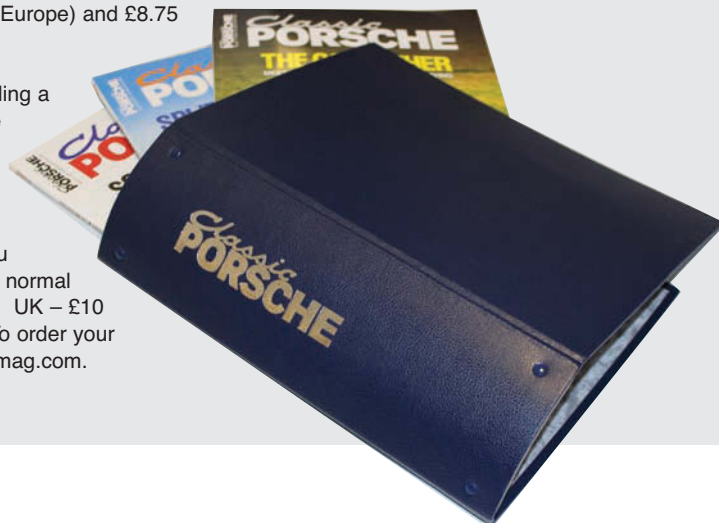


CLASSIC PORSCHE BACK ISSUES AND BINDERS

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And now that *Classic Porsche* is 60 issues old you'll be needing a suitable means of storing all those back copies. The binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

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DELWYN MALLETT

MALLETT GETS ALL NOSTALGIC AS HE RECALLS TIMES WHEN HOT PANTS, RACING STRIPES AND EXITING ROUNDABOUTS BACKWARDS FOUR-UP IN A PORSCHE 356 WERE CONSIDERED NORMAL...

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...



As I type it's New Year's resolution time. In an effort to not fail in too many objectives my one and only resolution is fairly simple in principle and hopefully not too difficult in practice – I declare that come what may before the end of the year at least two of my four Porsches are on the button and on the road. One of them, my 1957 Speedster, shouldn't actually have a 'button' as the ignition switch provides the electrical route twixt battery and starter solenoid. Irritatingly, starting, hot or cold, had become a problem.

Despite a new ignition switch and a new battery, there remained a distinct lack of life at the starter and a subsequent reluctance to fire – sometimes impossible when hot without resorting to a push. In an attempt to ensure that as much of the already far too few six-volts reach the starter I've temporarily run a wire directly to the starter solenoid with a button in the line. Ignition key turned to its first position, coil has power, button pressed, starter spins with added vigour. Old-fashioned but it helps. But not a lot. So 2019 will require further exploration.

On the other hand, as an early car my 1952 'split-window' coupé actually does have an old-fashioned dash-mounted starter button. As intermittently reported on in this column, the car is nearing the end of its lengthy restoration and should be back on the road for the summer – and hopefully starting with ease and fit for posing.

Resolution making resolved, I kicked off 2019's automotive adventures with a trip to the New Year's Day meeting at the Phoenix Inn in Hartley Wintney, near Camberley in Surrey, (where the Vintage Sports Car Club was founded in 1934) only a dozen or so miles from my home. Despite the uncharacteristically mild weather I couldn't face the ignominy of having to press-gang the assembled enthusiasts into push starting one of Stuttgart's legends so the Speedster stayed at home, but I did manage to turn up in a rear-engined car, coincidentally made in the same year as the Speedster, in the form of my slightly mad 'back to front' Abarth 'Goccia' – Google it if you don't know what it is and want a chuckle. These days the Speedster usually solicits an 'Is it real?' from the replica-aware passing populace but the 'Goccia' is definitely a 'Never seen one of those before!' Understandable as it's one of only two in the world and the only one in the UK.

One week later a rendezvous with editor Seume was scheduled at the Bicester Heritage site and the first 'Sunday Scramble' of the year. Again, I'm afraid to say, unlike editor Seume, I didn't arrive in a Porsche but another of my 'Don't see many of those' machines in the form of an Alfa SZ, commonly known as *il Mostre*. (I'm a little worried that if I don't get a Porsche on the road soon the editor might end up firing me as a Porsche-pushing pundit.)

Fortunately hundreds of Porsche owners did bring their cars. Inevitably 911s of all ages dominated with only a smattering of 356s scattered amongst the extraordinarily varied agglomeration of motoring history scattered around (and in) the WWII aircraft hangars. However the late, and quite noisy, arrival of a striking dark blue Porsche 356 coupé with a broad silver dorsal stripe sparked a pang of nostalgia.

The last time I saw XTV 5 was back in the 1970s when its then owner, Edgar Valentine, and myself were amongst early Porsche Club members burning rubber on the race tracks in the HSCC Road Sport series. I'd like to say that we were tangling door handles as we fought tooth and nail through corner after corner but it was not so – Edgar was, in fact, far quicker than me.

We both drifted out of racing and XTV 5 went into hibernation. Some years later I heard that Edgar wanted to sell his car and, as it happened, I was doing a story about a track-prepped 911 belonging to vintage aircraft specialist, stunt pilot and historic racer, Tony Bianchi. Tony had owned 356s back in the '60s, including a Speedster, and mentioned that he was thinking of getting one again to race.

'I know just the car,' was my immediate response and

I put Tony in touch with Edgar. The deal was done, Tony had his racer and Edgar bought a Cayman. Two happy bunnies.

The car, an extremely rare RHD Pre-A, was sound, rust-free and only slightly tarnished by time. Tony used the car for a few years before eventually having it smartened up with fresh paint and a hot Ian Clark engine rebuild.

It's at least 40-years since I last set eyes on the car and it was wonderful to see it on the road again in sparkling condition. A full feature on the car is on the cards for later this year.

However, I have to stop now – I've got a Speedster to sort out and (at the time of writing) only 358-days to do it if I'm not to bust my resolution! **CP**



The ex-Edgar Valentine RHD Pre-A now belongs to Tony Bianchi, well-known stunt pilot and aviation enthusiast. It was a welcome sight at the recent Sunday Scramble at Bicester

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ROBERT BARRIE

ROBERT PLAYS THE NUMBERS GAME, LOOKING BACK TO WHEN CHARACTERS LIKE DICKIE STOOP RACED THEIR ROAD-LEGAL PORSCHEs, OFTEN BEARING INTERESTING REGISTRATION NUMBERS

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



This is the column for you if you think this magazine ought to contain more articles on number plates. At last, I hear you say! Some years ago, I raced a couple of early 911s with the registrations 5 KAT and BOY 7D. The cars have gone but, without wishing to give the plot away, I have retained the numbers. There is a strong historical precedent for putting something catchy on a racecar. It was relatively common in UK club racing in the 1950s and 1960s.

A leading practitioner was Dickie Stoop, the accomplished privateer who competed at Le Mans ten times, mostly in a Frazer-Nash, and won the 2-Litre class twice. He was close to AFN and switched his affiliation to Porsche as the Isleworth firm did so.

He seems to have taken a greater interest in number plates at much the same time. I should thank the excellent website porschepicturespast.com for some of what follows.

A well-funded, if reputedly rather frugal, individual, Stoop started his Porsche racing endeavours in 1960 with a red RHD 356 Carrera and the registration YOU 4. He won the Autosport Three Hours at Snetterton in the car and took class placings at Goodwood and elsewhere.

Denis Jenkinson records that the car was crashed at some point and subsequently reappeared in blue with a replacement body and the registration 2 LAA. As such, it was the subject of a favourable used car test in *Autocar*.

In the meantime, in 1963, the unstoppable Stoop bought another RHD 356 Carrera, this time in silver with the later and larger 2-litre four-cam engine and the registration 5 HOT. As before, he raced the car at Goodwood and elsewhere.

The following year he acquired the car for which he is now best-known, his 904 Carrera GTS in Irish Green. The new car soon raced with the registration YOU 4. After a short interval, Stoop bought his last Porsche – a silver RHD 2-litre 911S collected from the factory in 1967. Again, the new car raced with the registration YOU 4. Sadly, Stoop suffered a fatal heart attack while driving it at Croft in 1968.

In the mark of a true numbers man, Stoop towed his racecars behind a BMW saloon with the registration OU 4, showing tremendous attention to detail. There

is a lovely picture of the BMW and the 904 on its trailer with their nearly matching numbers outside the Christophorus Restaurant in Stuttgart. I tip my hat to Simon Drabble of Duncan Hamilton for knowing that OU 4 had previously been seen on a Lotus Elite entered by Stoop at Le Mans in 1959. The car was involved in a road accident after qualifying and unable to start the race.

Later, Stoop owned a couple of early 911s with the more prosaic registrations DAA 911C and MAA 911F. The latter appeared on a 911L Sportomatic he used on the road. Later still, and by now digressing somewhat,

Beatle George Harrison had a 911 Turbo with the sequentially Stoop-related registration YOU 5.

So, where are Stoop's cars and numbers now? As far as I know, neither of the 356 Carreras survives. It's a real shame to have lost two such rare and notable cars. Do let me know if one or other might still be around.

The fabulous 904, thankfully, is still with us in good health and hands and enjoying a new career in historic racing. I understand it's likely to be at Goodwood again at the Members' Meeting in April. I am also told that the 911S is in a shed somewhere in Suffolk waiting to be restored.

Enough about the cars, what about the registrations? The DVLA records that both YOU 4 and 5 HOT are currently assigned to 911s of one sort or another and that OU 4 is on a Mercedes. Has anyone seen any of them recently?

As well as enjoying the exploits of a true enthusiast, number plates are on my mind at present for other reasons. I am buying an early 911 that's partly known by its registration. I don't have a problem with the number on the car and it's been there since it was first registered, but I also

like the idea of replacing it with one of mine. Historians will be appalled, but I find myself wondering what Dickie Stoop would do?

I never met the man, but have a hunch that he might be open to the idea. In any case, I can always put the original number on retention and reinstate it in future. I remain undecided – you will, of course, be the first to know what I do. I am not buying another racecar, incidentally, but I do like the idea of putting a sympathetic registration on one's tow car. It's reassuring to know that such enjoyable nonsense was an authentic part of racing in period. **CP**



'5 HOT' was just one of several interesting numbers owned by Dickie Stoop, shown here on his 356B Carrera GT in the 1963 Tourist Trophy. Copyright The GP Library

“SO WHERE ARE STOOP’S CARS AND NUMBERS NOW?...”



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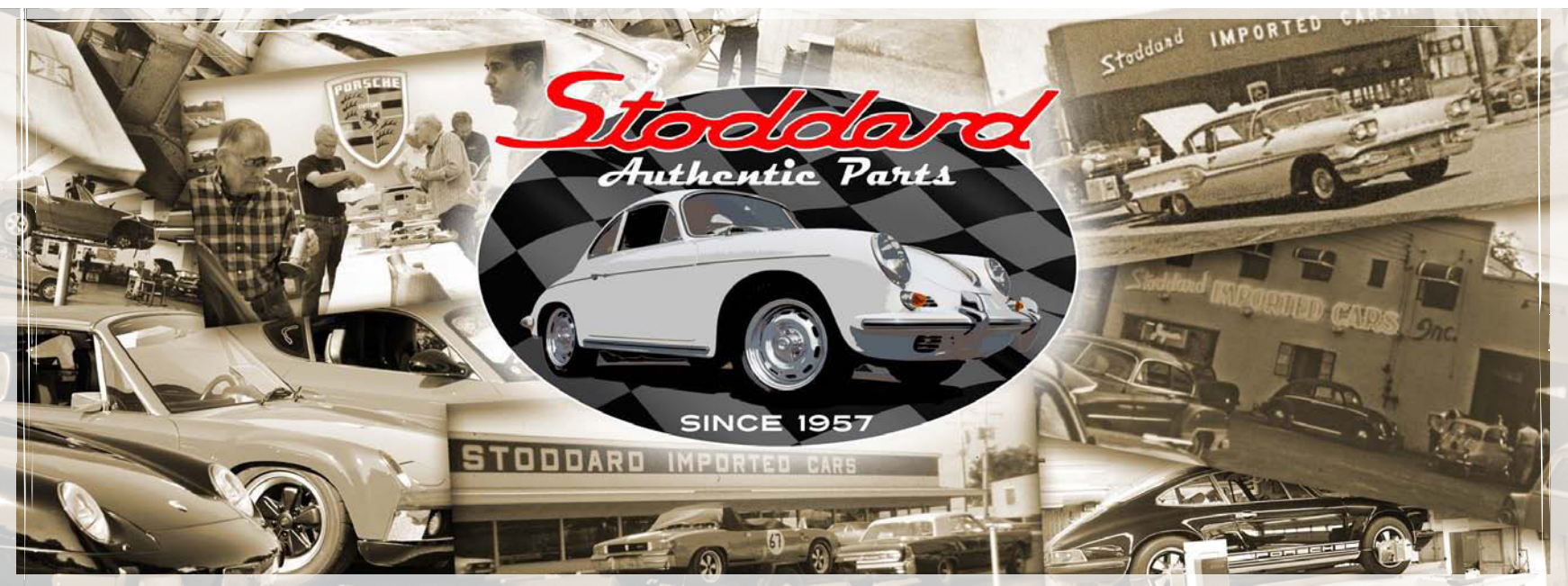
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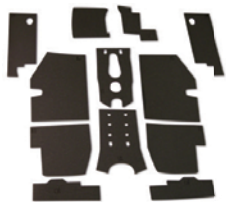
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Words: Alex Grant Photos: Andy Tipping

SCHOOL OF HARD KNOCKS

Built by some of the best in the business, Rob Curry's battle-scarred 356 is a living testament to the enduring lure of the La Carrera Panamericana road race – and it's not retiring any time soon



Carving a seven-day, 2000-mile route along the spine of the Mexican landscape, La Carrera Panamericana is one of the most gruelling tests of man and machine left on the planet. Born in the 1950s and revived, after a 34-year hiatus, in 1988, it's an endurance road race tracking some of the route of the Pan-American highway, taking in everything from unpaved mountain passes to long, high-speed 'transit' stages escorted by police. Damage is common, the surfaces unforgiving, and the weather unpredictable – but those who reach the finish line often find it hard to resist coming back for more.

For this '62 356B, that annual trip south of the border

has become a way of life. One seemingly at odds with the backdrop of the clean backlot at Benton Performance in California, where the hard work between events takes place. And shop owner, John Benton, has no illusions about the task ahead each year.

'There's a lot of things these cars will see that a car on a speedway will never see,' he laughs. 'It's probably the ugliest car in its class, but many of the repairs are as they were in Mexico, and we preserve it. We say leave it alone. The owner, Rob, is cool with that, it adds to the flavour and nature of the car.'

Racing has long been part of this car's life. The 356 spent most of its first 30 years living in Colorado, before





being shipped to New Zealand to compete in road rallies. And that's where it showed up, in 2009, when SoCal-based businessman and air-cooled car enthusiast, Rob Curry, discovered it for sale on an internet forum. Rob and his friend Ricky Shaw had plans to enter that year's La Carrera Panamericana – the 356 seemed a good enough fit to ship it Stateside sight-unseen.

It turns out this had more heritage than they first realised. The 356 had been one of the cars entered in the revival event in 1988 and, while it needed some modernisation to get through FIA scrutineering, it already had most of the right hardware to be competitive. Rob and Ricky would win the Histórica A class in 2009 and 2010, their first two years at the event, before deciding to step up into *Sport Menor*. With fewer restrictions on engine and transmission swaps, it offered John more opportunity to progressively push the boundaries.

'Rob is a competitive guy and wanted to push the envelope. So we came back in 2013 with a 1.9-litre 616 motor, and we podiumed in *Sport Menor* with a third place,' he explains, unclipping and removing the 356's decklid 'But, ultimately, the cars that win the class have a 2.0-litre Type 4

VW motor. Because of the way it's built, it does more with less rpm. So that's what we built for 2016.'

Between FIA rules and the event's uniquely tough terrain, the heart of the 356 is no off-the-shelf job. John had the pistons and cylinders custom-made to get the capacity as close to the strict 2000cc limit as possible and paired it with a capacitive discharge ignition system and cooling fan from an early 911. This makes a reliable 140bhp on 91 octane Mexican pump fuel, which all entrants have to use. John admits it hasn't been plain sailing – the engine failed in 2016 – but the team now brings a spare, each with matching mounts to make it easier to swap if needed.

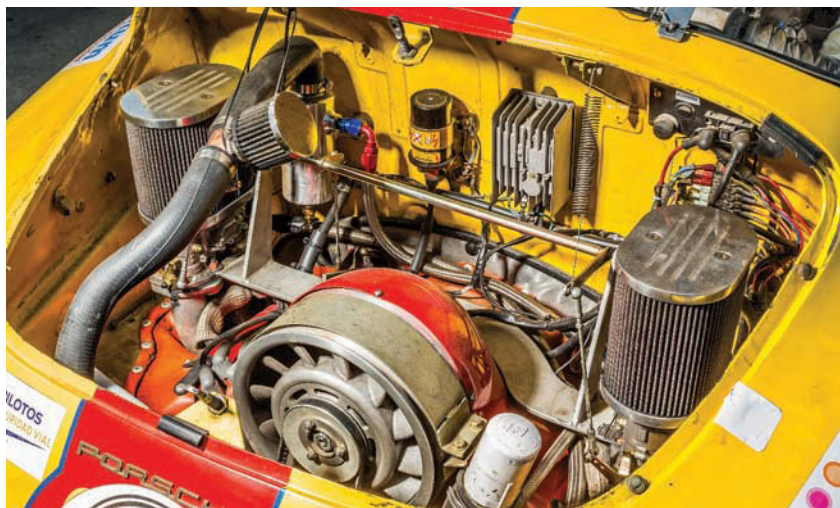
The learning curve has been a steep one, he explains: 'Things happened in Mexico which hurt the motor, and we couldn't finish the race. So we came back in 2017 with a spare engine and transmission, but the car was spot on. It performed brilliantly and we didn't need any of the spares, we ran with what we had. Most nights it was just a case of checking nuts and bolts – checking torques – and making sure the car was ready for the next morning.'

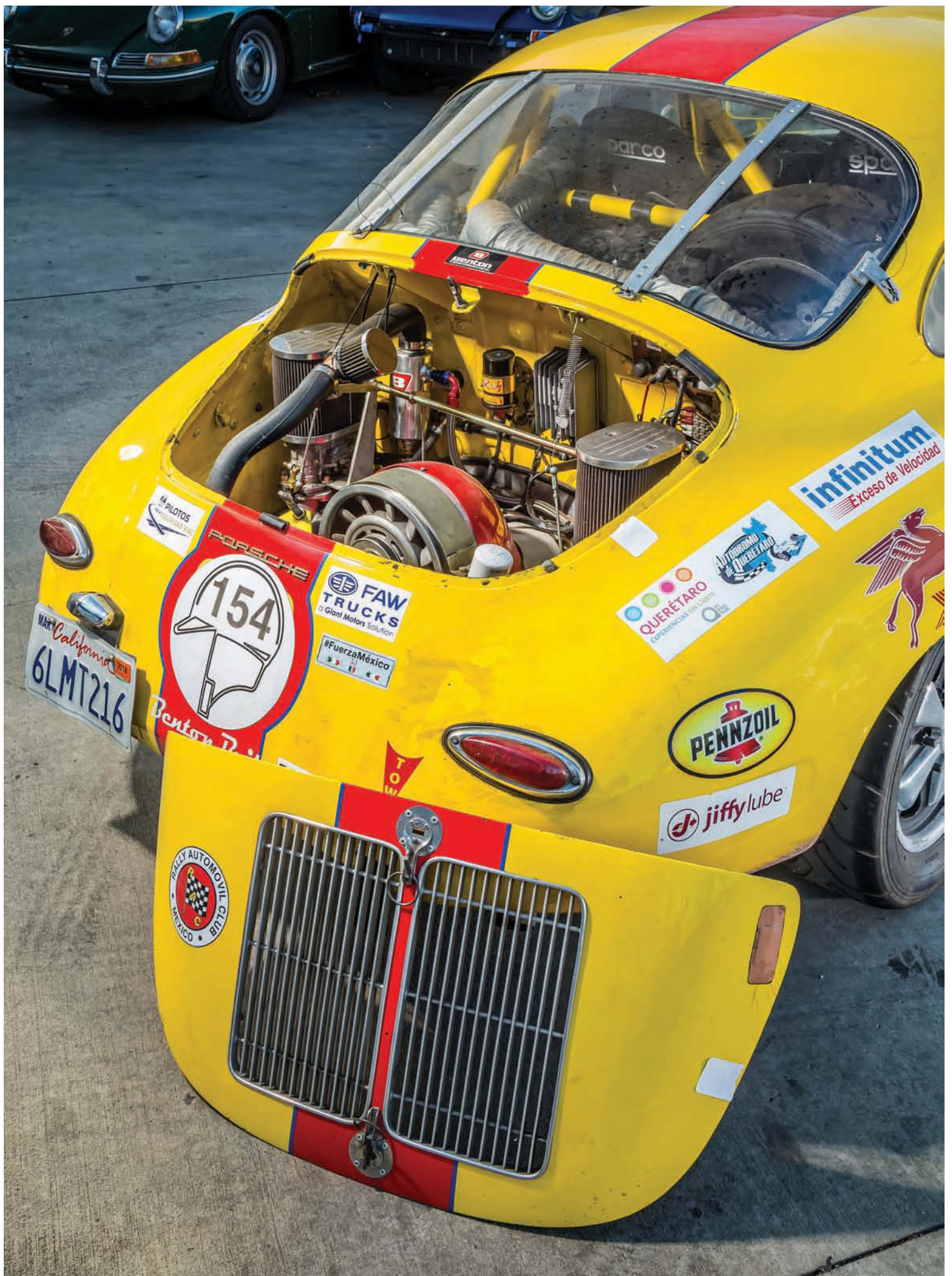
Sport Menor offers extra freedom beyond the engine capacity, so very little of the 356's running gear survived the

Above: Decals tell a tale of a long, hard life in events like La Carrera Panamericana. This is no concours queen...

Below left: Spare wheel resides in what would have been the rear seat area, accessible through removable rear window

Below right and opposite: Engine is a VW Type 4 punched out to close to 2.0-litres using custom cylinders and pistons – it produces 140bhp on pump fuel







rebuild. The front beam is still stock, albeit heavily reinforced, and fitted out with gusseted suspension arms, custom 2.5-degree negative camber spindles and a thicker 19mm anti-roll bar, with uprated mounts, as it's prone to being hit by rocks. Heavy-duty Bilstein shocks and 356C disc brakes are practically mandatory, given the stresses put on the car.

At the back, moving up a class enabled John to swap to a five-speed 901 transmission and shifter, and thus the independent trailing arm suspension, custom pedal box and linkages to go with it. Everything is packed in behind a heavy-duty skid plate and cradle to support and protect the rear end of the engine. It's over-engineered, John says, but why take the chance on anything less?

'The first year I designed a skid plate and it was gone in half an hour on the first section. Some of the damage and

dents in that rear quarter-inch aluminium plate are substantial. Without the skid plate, we wouldn't have finished the race this year.'

By contrast, everything top-side was engineered to be accessible and easy to work on, while also maintaining slightly rear-balanced weight distribution. The 100-litre fuel cell and its associated pumps and filters are under the bonnet, alongside the electrical components, dual-fan Setrab oil cooler and a three-quart Accusump to protect the engine if the oil pressure drops. This turned out to be a life-saver when, rushing to leave one of the

mid-race stops, Rob forgot to put the oil cap back on having checked the levels after the previous run.

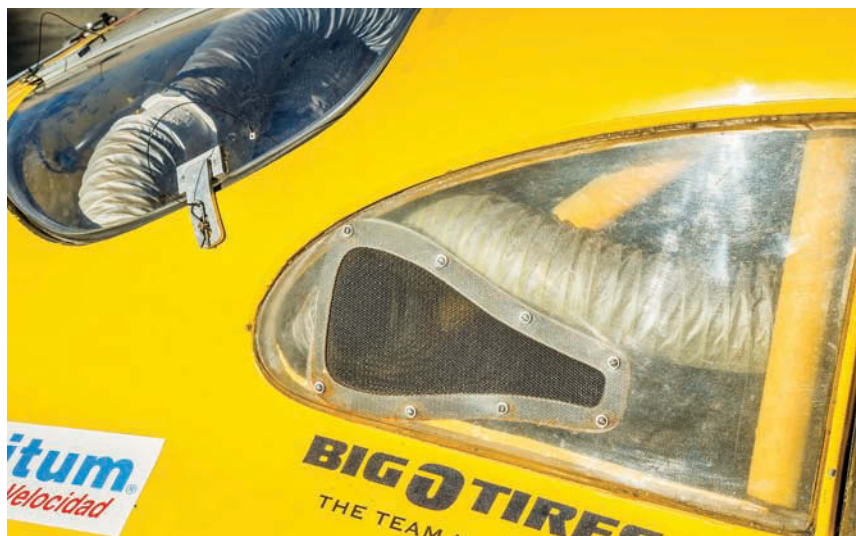
'They did a 120mph transit for two solid hours – if we didn't have the Accusump they would have lost the motor,'

“EVERYTHING TOP-SIDE WAS ENGINEERED TO BE ACCESSIBLE...”

Above: Hard-used 356 is a crowd favourite, attracting attention at every stop. Cookie Cutter wheels alternate with Fuchs according to tyre choice

Below left: This is a car built to serve one purpose – to race and win

Below right: NACA ducts feed cooling air to engine bay. Note the quick-release catches allowing rapid removal of rear window





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says John. 'As they were hauling ass, the Accusump had enough oil to keep the bearings alive. When they got to the next stop, they took a can and a rag, poured two quarts in and it podiumed. Then we spent the whole evening cleaning, finding a Home Depot and constructing an oil cap out of PVC and rubber clamps.'

It says a lot for Porsche engineering that the 356 can survive the stresses of the event, but stage after stage takes its toll and creative thinking is par for the course. Mid-event notching of the steering box follower make it necessary to carry a spare, and the team had to develop a new breather system during one of the stops to stop it leaching so much oil at 7000rpm. And the mechanical wear and tear is only half of the story.

'A lot of the metal was added in Mexico – it hit a bump

and mashed the whole bottom of the car, or a rock and tore a whole section out and we'd have to get it running the next day. The main thing is the car still had integrity, the alignment was still there and it was still driving. So we'd beat the panel, had our local welder on it, and then we'd put some bondo and spray paint over it.

'Then, over the years, all of the little patches of spray paint meld together. If you look at the car, there's blotches of shades of yellow that are slightly off, but when you're looking at it 20 feet away you don't see it. The endeavour is expensive,

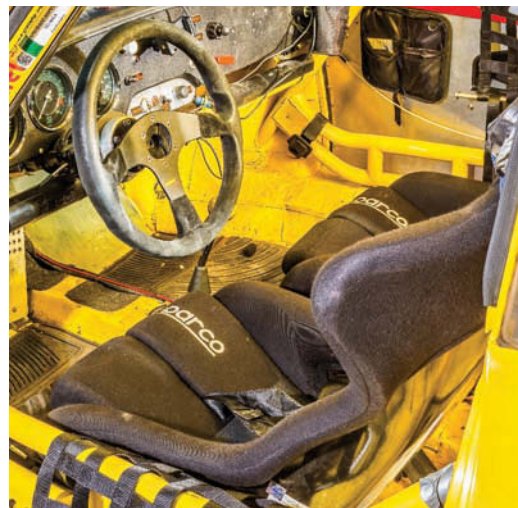
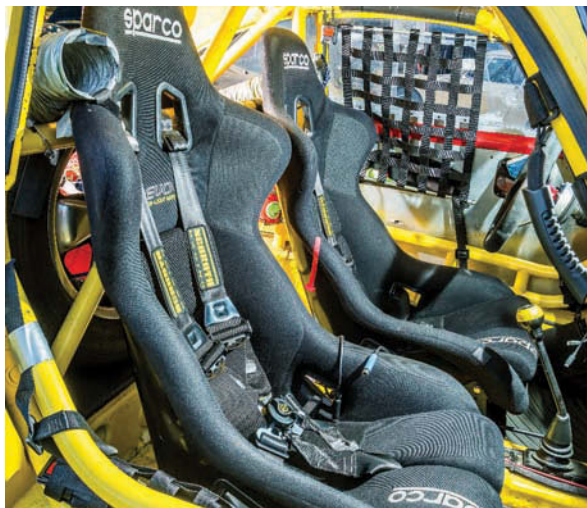
so we've been frugal where we can.'

Of course, they've also spent money where it's needed. The 356 runs a full fire suppression system and the usual

Above: At speed on the open road – La Carrera Panamericana is hard on machinery, demanding constant use of wide-open throttle regardless of poor road conditions

“THE ALIGNMENT WAS STILL THERE AND IT WAS STILL DRIVING...”

Below, left to right: The interior is best summed up as 'no frills', with emphasis on safety – note substantial roll-cage, modern race seats and full harnesses. Form definitely follows function...





Above left: Fuchs are the wheel of choice for running the 'dry' tyres

Above right: Everybody turns out to watch the race go by

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Below: The little yellow coupé is in stark contrast to the pristine cars normally seen at Benton Performance, but then it's undoubtedly the hardest driven of all...

electrical shut-offs required by FIA rules, and Rob and Ricky are harnessed into Sparco bucket seats within a rigid roll cage – just in case. NACA ducts with bilge fans from a boat draw air in through insect-proof mesh in the Plexiglas side windows, and the rear screen is removable with four pins giving quick access to a full-size spare wheel stored in the back, in turn offering more space for the fuel cell under the hood. And, while it's a road rally car built to a classic recipe, there's room for new technology, too.

'We added a tablet mount on the dash last year,' John explains. 'It had a Terratrip rally computer in it, but that had become redundant because Google Maps has improved to the point where the guys can use a rally app, pre-programme all of the stages into it and be guided very well. When we stopped in Mexico City, we had a list of things Rob and Ricky would like, and Ricky said take the Terratrip out. So we got rid of it, drilled the rivets out and there are still holes in the dash.'

"WE'RE ALL EXHAUSTED, BUT THERE'S NOTHING LIKE IT..."

Persistence, engineering and hard work from driver and co-driver paid off. The 356 arrived in Durango at the end of the 2017 event a mere four minutes behind the class leader, and a clear eight minutes ahead of the next competitor,

taking a podium spot 29 years after it had competed at the revival. And, although it missed 2018, John reckons it's unlikely to have had its last time at La Carrera.

'It's an endeavour (Rob and Ricky) have chosen to do together on several occasions,' he says. 'And, with a few exceptions, they always say at the end that they don't know if they'll do it again. But they always come back, I

come back, and we have a good time. It's work, we're all exhausted at the end, but there's nothing like it.'

Nor anything quite like the cars built to survive it. After all, if you're going to skip the concours stuff and use a 356 properly, why not task it with the world's toughest classic endurance race? **CP**



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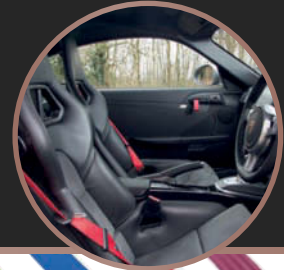
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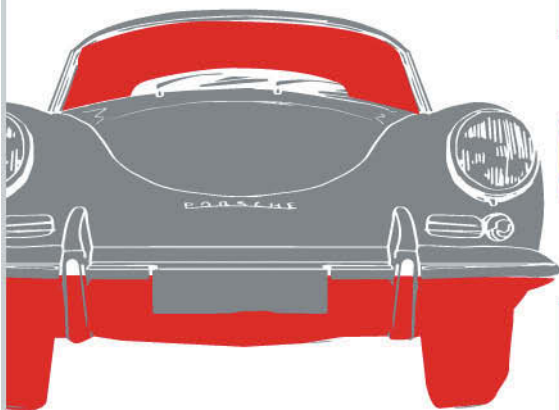


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RENNSPORT RENEGADE

R Gruppe member Dave Eck fondly remembers his dad's two 356s and how he promised himself he would own an early Porsche one day. His longing came to fruition shortly after the turn of the century, courtesy of this subtly-altered '72 911T, which continues to evolve as time passes by. After all, hot rods are never finished, right?

Words & photos: Stephan Szantai



Visiting Southern California, the influence of the car culture on the social fabric will be clear for all to see. Los Angeles and its sprawling surroundings never benefited from public transportation comparable to that found in most European cities, post-WWII. After the conflict, automobiles became increasingly popular, with the young crowd in particular embracing a new breed of vehicles called hot rods. They were often based on inexpensive, stripped down 1920s and '30s roadsters, and the great weather allowed owners to drive them all year long.

Car manufacturers took notice of Californians' love affair with automobiles, too. Even European companies such as Porsche knew the importance of America's west coast market and, not surprisingly, the new Speedsters sold very well in the sunny western states. After all, the Speedster offered some traits in common with hot rods, being lively, lightweight – and topless.

Decades later, vintage Porsches and the hot rod culture continue mingling in California, as exemplified by Dave Eck's 1972 911T, a model year characterised by its oil-filler flap set on the right-hand rear wing. The Orange County, California, resident belongs to the renowned R

Gruppe, which comprises a few hundred early 911s modified in the spirit of what Porsche could have done back in the days of the factory Sports Purpose programme. Some might call them hot rods; but the club in question prefers the 'outlaw' moniker.

Like many kids growing up in SoCal, Dave showed a strong interest in cars at an early age, discovering the German brand thanks to his dad, who owned a couple of 356s, while his grandfather worked at Masterson Motors, a VW/Porsche dealer located in the city of Ventura. 'I remember the day the first batch of 911s came to the dealership,' says Dave.

He later used to cut out Porsche ads from *Road & Track* magazine and plaster them in his room knowing that, someday, he would own one. Well, a successful career in the medical industry allowed him to do just that, starting with a Grand Prix White '97 Carrera C4S, then the '72 featured here, followed by a stock Signal Red '66 coupé. His fondness for German cars also translates into an immaculate 1957 Oval-window Beetle and a low-mileage '76 VW Westfalia camper, itself a true time machine.

When it comes to the white 911, Dave is quick to thank another well-known hero of the Porsche scene, the late





Roger Grago, whose own Aubergine '73 RS-inspired 911T appeared in the May 2012 issue of *Classic Porsche*. The two enthusiasts had known each other since 1982. 'Around 2001, I told Roger I always loved the '72 911S model and was looking to buy a project,' remembers Dave. 'Roger called me back a few months later, telling me he had found the right candidate. I quickly went to check it out.'

While not the 'S' he longed for, the car turned out to be a very clean, one-owner '72 911T beautifully painted in Grand Prix White, a car which had always resided in Southern California. It already featured some alterations, including '73 Carrera RS flares and slightly stretched front wings to allow the fitment of 7Jx16 Fuchs rims to match the 8Jx16s at the rear. The '73 Carrera RS Touring theme continues with the rear bumper and rockers, though a 911S supplied the front bumper. What lurks under the decklid very much defines an R Gruppe car; thankfully, this sunroof coupé already ran a healthy powerplant, in the shape of an Andial-tuned twin-plug 2.7-litre flat-six, fitted with a few choice parts, such as a genuine RSR distributor.

Yet, Dave was still on the fence about buying the vehicle,

due to its somewhat dated appearance. It had 911SC mirrors, blacked out window trim, plus wheels with black centres and polished lips. The interior featured plenty of black corduroy, 911SC door panels and bulky Scheel seats, too. As he looked at it, friend (and one of the current R Gruppe administrators) Ray Crawford stopped by in his '70 911S; he recommended buying it – and Dave did.

He enjoyed the coupé in this form for a couple of years, entering various events organised by the Early 911S Registry and the R Gruppe, which influenced him to bring his Grand Touring-themed toy to the next level. With the paint still in excellent shape, Dave knew he had the perfect canvas for the hot rod/outlaw he envisioned, so went ahead and contacted the Haydon brothers (see issue #32 of *Classic Porsche*).

Vintage Porsche gurus Doug and Whit Haydon have been in business in Orange County since 1972, first working on Volkswagens while belonging to the renowned Der Kleiner Panzers VW club, as had Roger Grago. Work involved replacing the fuel tank with a 22-gallon '86 Carrera unit, accompanied by a 6Jx15 Fuchs rim and space-saver tyre.

Above: RS flares had been installed at the rear, and the front wings have now been reprofiled to accept the 7Jx16 wheels

Below left: Hella foglights were chosen to match the Hella-lensed headlights

Below right: Dave opted to use 16in Fuchs wheels, which allow a wider choice of rubber, although the spare is a 15in with space-saver tyre



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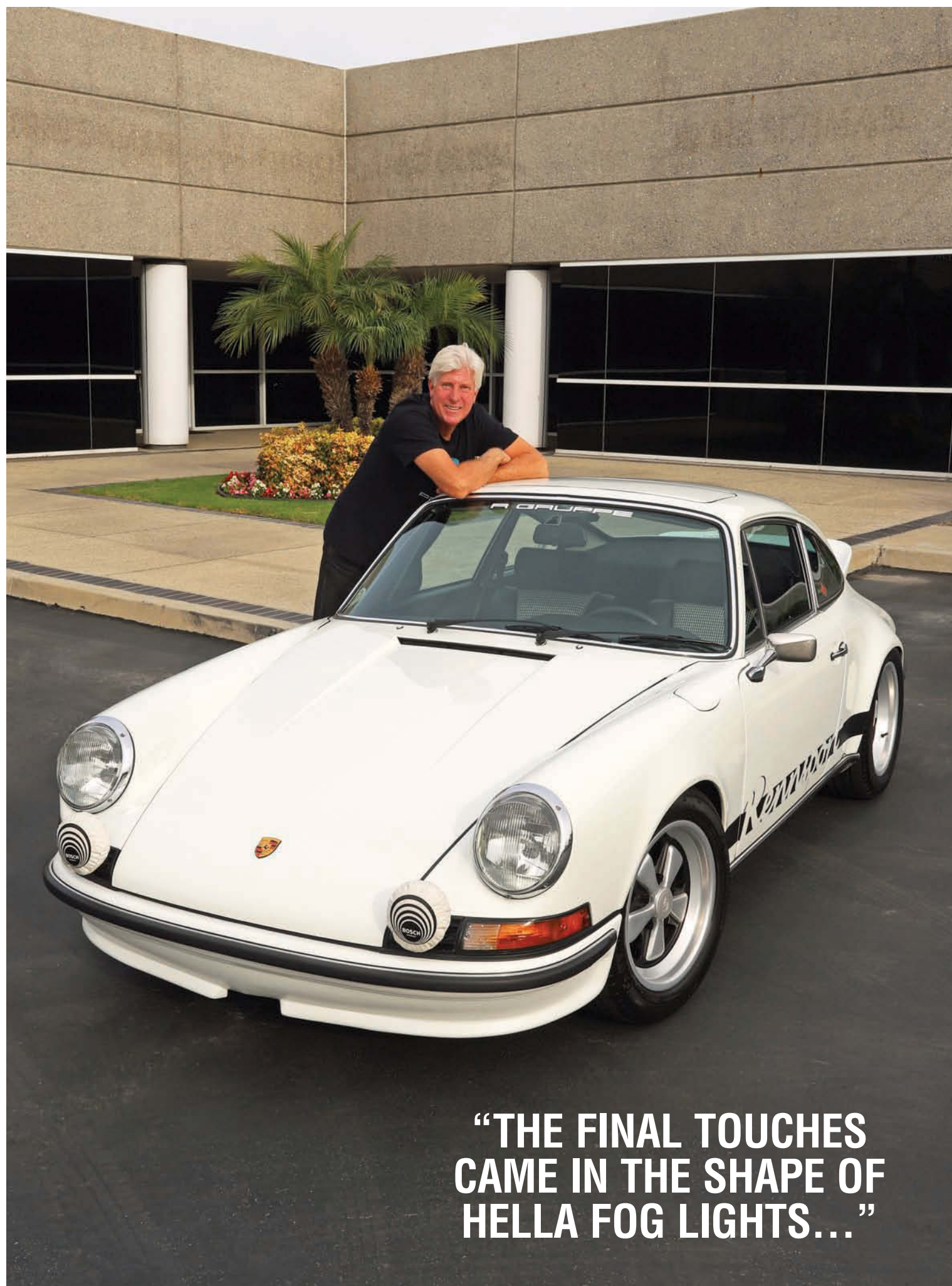
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**“THE FINAL TOUCHES
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Above, left and right: Rear end detailing is more than a nod to the Carrera RS. Note the 'RGRP GT' licence plate – R Gruppe GT, a reference to the award given to the car at the club's 10th Treffen



Jim East Auto Painting did some touch up, including in the trunk where it is still possible to see small patches of the original Aubergine paint.

The team of TLG Auto led by Tony Gerace handled the formerly blackout-out trim, now shining as it did when the car left the Zuffenhausen plant – note use of chromed H1 headlight rims and period-correct outside mirror. Tony also built a close-ratio 915 gearbox, featuring an overdrive fifth, a limited-slip differential and a short-shift kit.

Dave elected to keep the 16-inch rims, though Al Reed anodised them for a finish of the highest level, while black accents now match the finish of the 15-inch wheels available in 1972. Choosing sticky Michelin Pilot rubber, measuring 205/55R16 and 225/50R16, means the car handles great and remains comfortable.

Plenty of work went into the chassis, the goal being to offer softer suspension and firmer torsion/sway bars. To this effect, Dave used four Bilstein heavy-duty shocks and Weltmeister rubber bushings, in addition to Sander Engineering tubular 21mm (front) and 28mm (rear) torsion bars. At the front, he elected to use dropped spindles, a factory '86 Carrera aluminium crossmember and 930 Turbo tie-rods, plus a 1976 930 Turbo 18mm through-the-body anti-roll bar. The aluminium trailing arms, sourced from a 1986

911 Carrera, and a 21mm anti-roll bar with Wevo mounts complete the setup. Rothsport supplied the 930 Turbo brakes, matched to a 23mm master cylinder.

Thankfully, the 2.7-litre MFI engine was in good health, meaning the Haydon brothers could concentrate on small details such as moving the CDI boxes, together with the freshly cad-plated hardware and clamps, as seen on '72 911s. Worth noting are some interesting features, including the one-off mounting plate for the dual coils (an Andial trademark) and the correct white-coloured thumbscrews on the aftermarket intake horn (most found on the market are black). That horn had a carbon-fibre look-alike finish, which didn't please Dave, thus explaining the decision of painting it black – it's also fitted with GT Racing 'tin' and shroud. Initially he ran an original Leistritz exhaust with SSI heater boxes, although this has since been replaced with a cool twin-pipe Monty system. To make sure the oil temp remains under 210°F, a brass 28-tube cooler hides under the right front wing.

In the meantime, Dave had gathered a pile of parts ready to be installed in the cockpit, starting with a pair of stock sports seats produced six weeks after the coupé came out of the factory (June 1972). Eric Linden supplied the vintage-correct black and white houndstooth material, stitched by

Below: With correct houndstooth material from Eric Linden, the factory sports seats in Dave's 911 were retrimmed by Tony Garcia at Autobahn Interiors





Tony Garcia at Autobahn Interiors. Tony additionally handled the rest of the upholstery, using black leatherette and German Haargarn carpeting in the back, which lost its rear seats. The no-frills interior features factory rubber mats, plus RS-style door panels. They feature custom leather pulls and electric window switches that activate 964 motors, which are more reliable and faster than the stock equipment.

A handful of other goodies came from contemporary Porsches, specifically the 993 model; they include the door strikers, which have been cadmium-plated silver, the large ventilation grille, along with the seatbelts, which resemble the '72 pieces but work oh-so-smoothly. As you might see, the dash lacks a radio, but it now houses a 180mph speedo and 10,000rpm tach (with a 7500rpm red zone set at 12 o'clock), both rebuilt by North Hollywood Speedometer. Dave agonised over which to use of the several steering wheels he had gathered, ultimately settling on a rare 380mm Nardi unit.

The final touches came in the shape of Hella fog lights that match the Bosch headlight lenses. We should also mention the genuine aluminium-framed '73 Carrera RS

ducktail, a recent 'refresh' as Dave used a regular deck lid for years. It's interesting to see how some folks go back-and-forth between these two options... Ultimately, there is no right or wrong, of course, since the goal remains to personalise a vehicle with parts offered by Porsche back in the day.

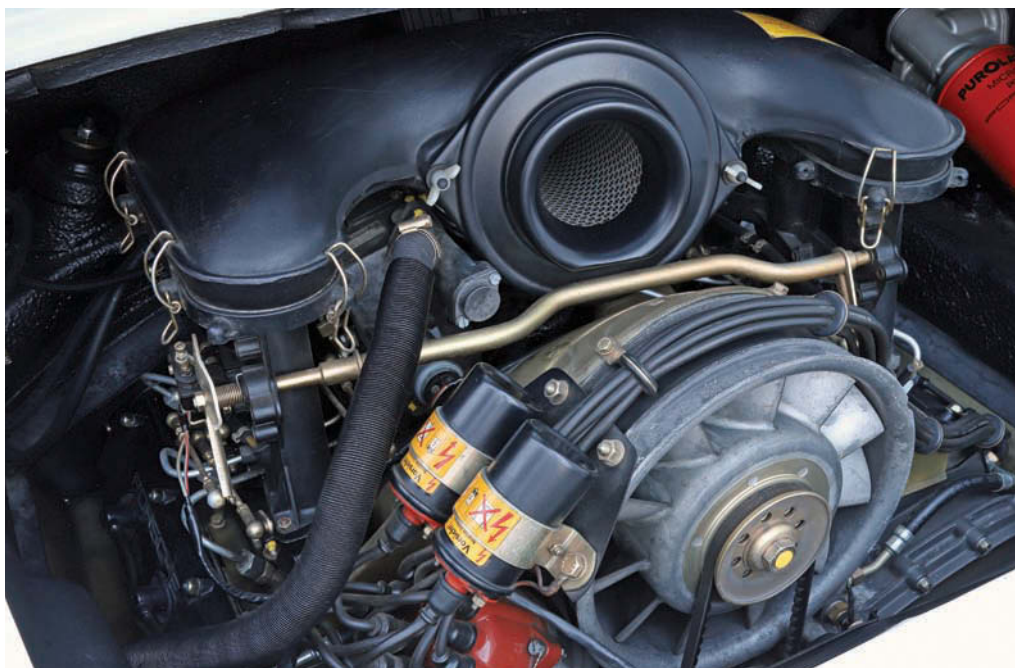
Dave hasn't been shy about extensively using his '72 'Rennsport' – a nod to the famous meet hosted in the United States every few years. Outings include the local Cars & Coffee gatherings, together with multiple events hosted by the R Gruppe, Luftgekühlt and the Early 911S Registry, track days included.

Yet, one of his proudest moments was being recognised by his R Gruppe peers, specifically when co-founders Freeman Thomas and Cris Huergas presented him with the GT award during the 10th R Gruppe Treffen, a few years ago – the annual trophy celebrates the owner of a car that best represents the club. Considering the latter has hundreds of members, this is no small feat. In our humble opinion, the car has become even better since. Remember, this is a hot rod. And they are never truly finished, right? **CP**

Above: Dave has every right to look happy – after all, his car represents all that's great about the world famous R Gruppe fraternity

Below left: Nardi wheel makes a refreshing change from the highly-popular Momo Prototipo. 10,000rpm tach was redone by North Hollywood Speedometer

Below right: Andial-built twin-plug MFI-equipped 2.7-litre engine came with the car when purchased by the current owner





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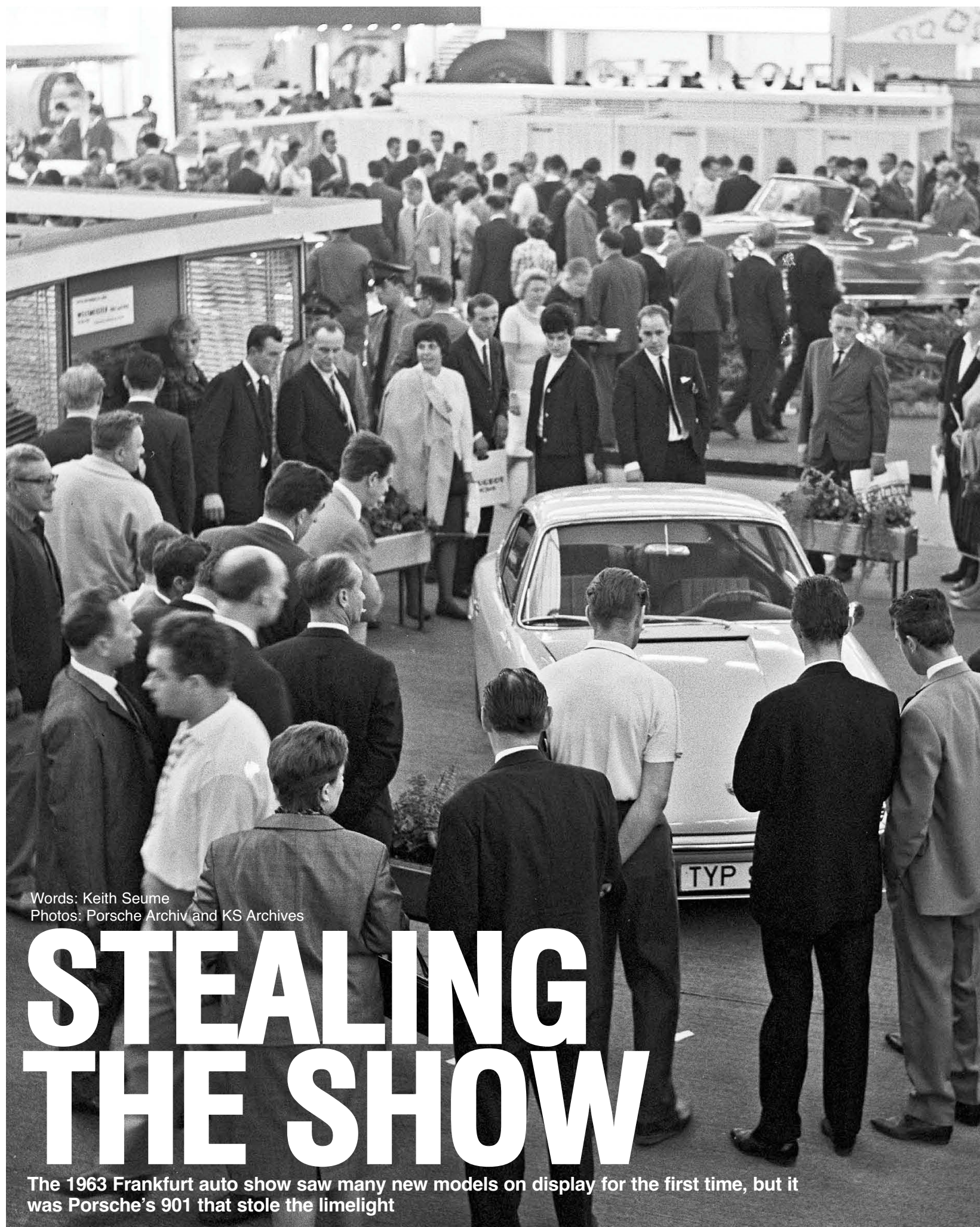


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Words: Keith Seume
Photos: Porsche Archiv and KS Archives

STEALING THE SHOW

The 1963 Frankfurt auto show saw many new models on display for the first time, but it was Porsche's 901 that stole the limelight



‘Big, bigger, biggest are the adjectives that become grossly overworked this year at Frankfurt.’ That’s how the British magazine *The Motor* began its report of the 1963 International Automobile Show held in Frankfurt in September 1963. And it was big, too, with some 800,000 visitors attending the event, which filled no fewer than 26 individual halls, spreading out over 800,000 sq ft.

Of the 11 German manufacturers at Frankfurt that year, Mercedes was the biggest – and also had the biggest car on show: the mighty 6.3-litre 600-series limousine. Technically, one could argue the most fascinating was the tiny NSU Spider, a Wankel-engined sportscar of diminutive proportions that was, as far as many journalists were concerned, the star of the show. Others, though, thought differently...

Across on Stand 27 in Hall 1A, Porsche had chosen to debut its all-new sports car, the 901. There had been much rumour of this long-awaited replacement for the 356, but there had been little concrete news – and no ‘spy’ photos in the fashion of today’s motoring paparazzi. Everyone was keen to see what Stuttgart’s designers had come up with, and they would not be disappointed.

The Porsche stand was busy from the moment the doors opened. On display were several examples of a revised 356 range, both coupés and convertibles, which looked as stunning as ever under the glare of the spotlights. The 356 had been the subject of a redesign in August 1961, with the

“THE PORSCHE STAND WAS BUSY FROM THE MOMENT THE DOORS OPENED...”

launch of the T-6 body style, and the new 356C, with its four-wheel disc brakes, was undoubtedly an improvement over the older models, but there was no escaping the fact that it was starting to look dated.

But the new Porsche, which sat roped off and surrounded by containers overflowing with plants, was the car everyone wanted to see. Compared to the ‘old’ Porsches alongside, it was low, slim and aerodynamic – and it caught the attention of the journalists. Here’s *The Motor* again, in a one-page special feature on the 901: ‘For the enthusiast, perhaps the most notable car at the Frankfurt show is the new Type 901 Porsche – with a six-cylinder 2-litre engine. In the Porsche tradition, this is an air-cooled, horizontally-opposed unit mounted at the rear and is astonishingly compact...’

The Motor continued: ‘The body follows typical Porsche line but the wheelbase has been increased by 43/4in to give better passenger space, although the rear seats are still definitely of the occasional type’ – and ended by saying ‘Production of this Type 901, which is planned to give a 120mph-plus performance with much greater refinement, cannot begin “for some time”.’

Porsche was not in a position to take orders for the new car quite yet. Not only was the factory concentrating on completing a series of the new 904 sports car, but the 901 was, despite appearances to the contrary, a long way from being production-ready. In fact, the sole example on show was little more than a mock-up, with a non-running engine and still requiring a lot of work under the skin. The rear suspension was of the old swing-axle layout, the decision to

PORSCHE 901



change to the improved 'four-joint' design not being made until the new year, just months ahead of production.

Even the interior was not yet finalised, with a pre-production dashboard layout and specially trimmed seats in black vinyl with 'Prince of Wales' fine check inserts. And when a journalist from the British *Motor Sport* magazine enquired about the availability of the 901, he was told that it was 'The only one we've got'.

So, knowing how much interest it would attract, why did Porsche choose to show the new car at Frankfurt in 1963, when there was little chance it would go into production for at least another year? There are a number of reasons, one being that it stood to show the world that not only was the company not standing still, but also it was still capable of producing a technological masterpiece.

It would be easy to assume that showing the 901 early might have an affect on sales of the existing 356C range, but this was thought not to be the case, as the proposed price of the new car was far in excess of the old model – in truth, the 901 was viewed as a successor to the exotic four-cam Carrera 2, itself far more costly than the basic 356.

In an interview in March 1963, publicity chief Huschke von Hanstein is reported as saying 'we are planning to show another car at Frankfurt. That doesn't mean that it will come into production right away, but it might do so by the end of next year. This would be a considerably bigger and more expensive car. It wouldn't interfere with today's models.' And, somewhat cryptically, he added, 'Whether we show something at Frankfurt, and what we show at Frankfurt, can only be decided by Dr Porsche.'

As a publicity stunt it was hard to beat, for when the doors opened on 12th September, the 901 stole the show. Basically Porsche had nothing to lose by showing off the new coupé early – but everything to gain.

Reinhard Seiffert, who attended Frankfurt on behalf of the German *Auto Motor und Sport* weekly, recalls that all the big

guns were on hand to talk about the car: 'Certainly Ferdinand Alexander (Butzi) Porsche was present, as was Ferry Porsche himself. And taking care of the press was Huschke of Hanstein, while answering questions on technical matters were Helmuth Bott and Peter Falk, as well as Ferdinand Piech, who was involved in the engine development.'

While period photographs suggest the car on the Porsche stand was white, Seiffert recalls the car being painted pale yellow. This is confirmed by a tale recounted years later in an interview by Huschke von Hanstein for Porsche's in-house magazine, *Christophorus*. The story centres round the first publicity photos taken of the new car in 1963, ahead of the Frankfurt show.

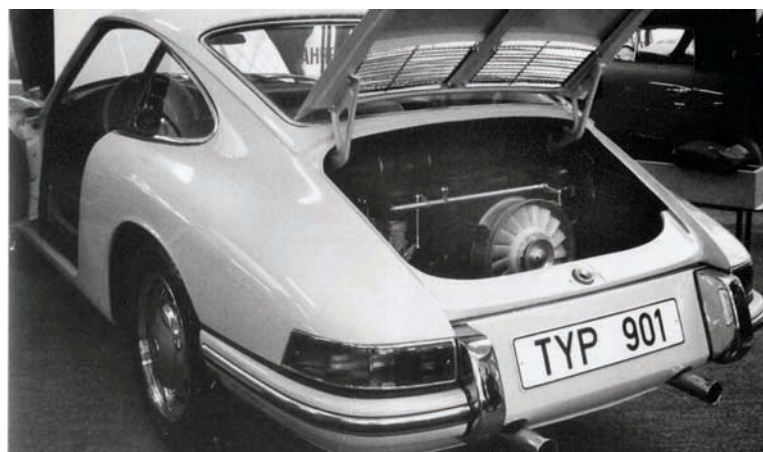
As head of the press department, von Hanstein needed to arrange some photographs of the 901, for which he turned to Ole-Kirk Jensen. 'We're getting a 901 for photography,' said von Hanstein, 'so do something good for the show, with plenty of mood and atmosphere. It's important that people love the car at first sight!'

Jensen was keen to take the car to some exotic location, such as Lake Maggiore or Lake Garda, but his boss would hear of no such thing. 'Any fool can shoot at Lake Maggiore,' said von Hanstein. 'I want mood and atmosphere – here in the courtyard of the factory!' In retrospect von Hanstein's thinking wasn't so strange – he had no real budget to work to, and the new car was still shrouded in secrecy.

The photographer, quite naturally, wanted to use a model, but that idea was quashed by von Hanstein, who suggested he 'borrow' one of the secretaries and use her instead. The 'model' in question, Thora Hornung, had already featured in some publicity photos of the 356, so she was at least used to von Hanstein's penny-pinching ways... Wearing a dress made by her mother, the young secretary posed next to the one available 901, which happened to be painted white – every photographer's worst nightmare. To brighten up the image, the sales department arranged for a number of

Above: Original 901 brochure was printed before Porsche was forced to give in to Peugeot's claim that it held the right to three-digit identities with a 'zero' as the middle character

Below left and right: Frankfurt show car was non-running and still in need of a lot of work before it could be driven. Note the 17-blade cooling fan and the dual exhaust pipes. The car drew huge crowds throughout the 10-day event





Above: Artwork from first UK brochure clearly used a photo of the Frankfurt show car as inspiration

brightly-coloured 356s to be arranged in the background.

The photos, of course, turned out just fine but von Hanstein did take on board the photographer's comments – the car on show at Frankfurt had to be pale yellow, not white...

After the debut at Frankfurt, the 901 was next exhibited at the Paris Salon d'Automobile in October 1963, followed soon after by its first appearance in the UK at the Earls Court motor show in London. As was the case at Frankfurt, the majority of the stand was given over to four 356Cs, including a Carrera 2 coupé, with the one solitary 901. Yet again, the new prototype was roped off, preventing close inspection by inquisitive members of the public – this was probably as much about stopping people looking too closely at the fit and finish of a prototype as it was about protecting the paintwork.

There were no further public showings until March 1964, when the 901 was displayed at Geneva, where it was shown alongside a pair of 356s and a 904 GTS.

Reinhard Seiffert was among the first outsiders to look closely at a pre-production version of the new car, and reported on his findings in a detailed technical piece in an edition of *Auto Motor und Sport* published on 18th April 1964.

Seiffert made comparisons to the contemporary Mercedes 230SL, coming to the fascinating conclusion that, 'Without question, the new sports car from Zuffenhausen, which will

be produced from the end of August, is one of the most interesting cars in the world. It is intended primarily as a tourer, not as a full GT sports car.

'Porsche has consistently separated these two tasks and the Type 904, as the sporting model, will certainly benefit from the same six-cylinder motor at a later date.

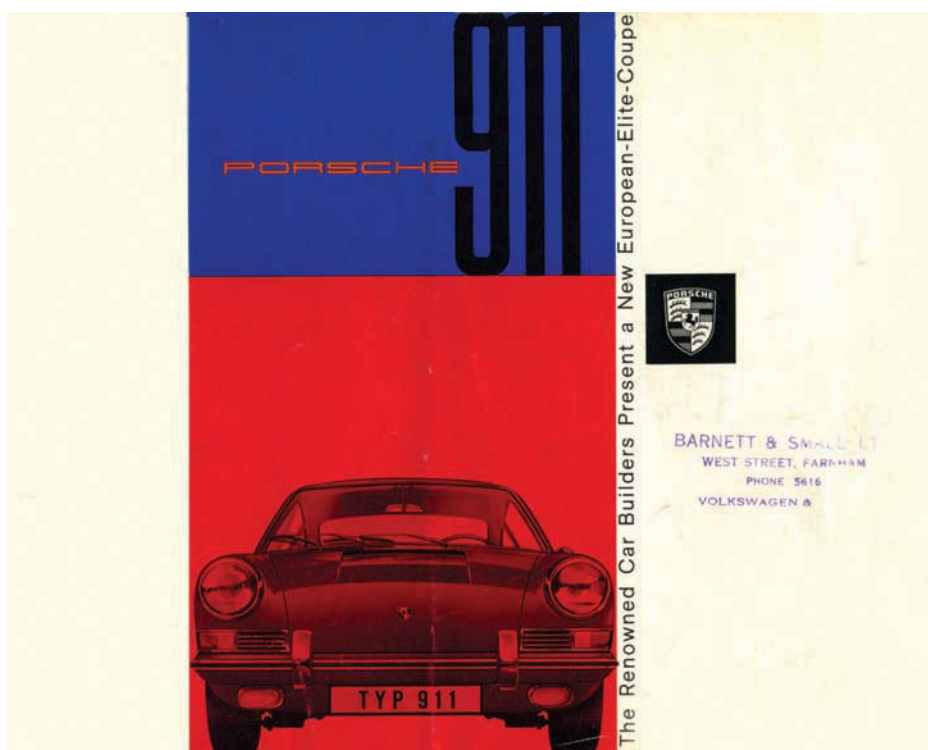
'However, whatever its intended role, the 901 has a functional character which will satisfy the most demanding buyer. In this one area it clearly differs from the (Mercedes) 230SL, and even more so from four-seater sports cars, like the Fiat 2300 or the Alfa Romeo 2600 Sprint, both of which fall in the same price range.

'In both price and performance, the 901 outperforms the Carrera 2 which it replaces, and sits clearly above the four-cylinder models. But we do expect (the 901) to sell in higher quantities than the Carrera, and also that many Porsche buyers will not be put off by the higher price they will need to pay for this beautiful car. Presumably, they (Porsche) have got their sums right...'

The new car made its early public appearances badged as a '901' but Peugeot had other ideas. As it had been building cars since the 1930s that were known by three-digit numbers, each with a 'zero' in the middle, Peugeot claimed this as a form of trademark. Seeing the new Porsche on show in Paris bearing the 901 identity provoked Peugeot into

Below left: The Motor was the first British magazine to report on the new 911 at its launch in Frankfurt

Below right: Early UK market 911 brochure reflecting the change in moniker necessary to appease Peugeot





making a formal objection to the German manufacturer.

As the French market was an important one, Porsche conceded the point and changed the middle digit to 'one' – hence the 911 was born. But what of the 904, though? As that had been on sale for almost a year without any complaint from Peugeot, Porsche argued that there was no reason to change the name now. Also, as Henschke von Hanstein pointed out, the 904 could hardly be deemed a volume production car, offering a threat to Peugeot.

When Reinhold Seiffert, along with the rest of the motoring press, finally got his hands on a 911 (as it was now called) for road testing later in 1964, he was impressed by the performance – especially the acceleration from rest, compared to the old 356s: 'Such accelerative pleasures are offered by only a few cars, most of them much more expensive, with large-displacement engines!' he exclaimed.

But the *Auto Motor und Sport* team was less impressed by the fit and finish of the 911, which in some ways is hardly surprising considering that these were pre-production models that had been loaned to the press. They found fault with the heating system ('oily smells'), the fact you needed three

separate keys to open the door, turn on the ignition and open the glove box, and the awkward nature of the front bonnet release. They also complained of various rattles – and excessive engine noise.

Auto Motor und Sport concluded with the words 'hopes for the future of the Porsche company are invested in the 911. But it is probably just the point of departure for a range of possible variants, a new beginning towards which much creative effort will still be directed by Zuffenhausen for "It is easier to gain fame than to keep it"'. Quite.

Car and Driver in the USA loved the car. 'Race breeding and engineering,' it said, 'ooze from the 911's every pore. Although the 911 costs more than the Carrera – and a lot more than the current C and SC – it's worth the price of all the old Porsches put together. Most importantly, the 911's appeal should be considerably wider than the earlier models which, in truth, you had to be something of a nut to own.'

Whether 356 owners took well to having their mental state questioned isn't recorded. What we do know is that Porsche had built a winner. The 911 was finally on its way to being the world's longest-lived sports car. **CP**

Above left: *Auto Motor und Sport* magazine carried a technical feature in April 1964, highlighted on the cover, as well as an interview with engine designer Hans Tomala

Above right: *Report in the British weekly The Motor* was very formal...

Below: The Porsche display at Frankfurt featured a number of 356Cs, both in coupé and Cabriolet form. But it was the new 901 (right) which everyone wanted to see. It was the only car on the stand which was roped off from the public



HALL 3 TECHNO CLASSICA 10.-14. APRIL 2019



Words: Kieron Fennelly Photos: Tom Gidden

SOFTLY SOFTLY

It is quite unlikely that the removable roof panel was a Porsche invention, but the ingenious if short-lived 'soft' rear screen was distinctly innovative





Above: In side profile, the soft-window Targa was as close to being a full cabriolet as you could get – only the signature roll-over bar breaks up the lines

The Targa, of course, came about because the 911 range lacked an open version, which even in a poor year had accounted for 20 per cent of 356 sales. First shown in 1965, the Targa concept with its tonneau-like roof cover, removable rear window and striking brushed steel hoop created a minor sensation: it seemed that Porsche had found a novel way of creating an open car.

However, it was over a year (December 1966) before production models started to appear: of the two removable panels the roof caused a problem at speed as air pressure caused it to bow upwards. In fact Porsche had intended to market an alternative hard roof, a sold plasticised panel, and so after more experimentation abandoned the tonneau top and made the hard panel standard.

In its first (half) year, 1967, Targas comprised 20 per cent of 911 sales and as the market place grew to accept them, this increased to over a third in model year 1968-9, the traditional level for open 911s. It was in 1968 that Porsche made a further modification to the Targa top. The plastic rear window, clever as it seemed, would prove less than satisfactory in use: not only was it fiddly to fit, it was prone to shrinking once temperatures fell below about 10°C, becoming

impossible to assemble. It also allowed water ingress.

Porsche initially offered a fixed glass screen as an option before making this standard, abandoning the 'soft window' completely for model year 1969-70. This fixed window, besides being waterproof, had the advantage of making the rear bulkhead more rigid, but the abolition of the removable screen somewhat changed the character of the car, effectively depriving its occupants of the pure open-top motoring of a cabriolet.

The design group, led by Butzi Porsche, had never intended the coupé to be an open car. Indeed 'FA' told Karl Ludwigsen that he had favoured a different tail design for an open car, but this possibility was not followed. Whereas the structure of the 356 allowed it to be produced as an open car, the 901 was from the outset designed to be a coupé, and Porsche's subsequent attempt at cutting the roof off produced prototypes so lacking in structural integrity that they sagged in the middle.

Further investigation was not encouraged by the signs emerging from America, and Ralph Nader's infamous book 'Unsafe at any speed,' that open cars might in any case be banned. However, sales chief Harald Wagner pointed to the yawning gap in the market that Porsche had left and which

Below right: Folded away and with cover secured in place, the zip-out rear window didn't take up much room. Many soft-window Targas were later 'updated' with the installation of a glass rear window





clearly opened the way for competitors Mercedes Benz's swish new 'Pagoda' 230 SL, which like the 901 was also launched in 1963. When seen in this light, the Targa was far more than a stop gap, more a brilliant innovation, and it was soon copied, by Fiat with the X1/9 and later by Ferrari's 308GTS. Indeed the Targa top was a defining feature of the 1969 Porsche 914. Harald Wagner takes the credit for thinking up the 'Targa' name.

Mick Pacey's Export 56 is a well established pre-1973 specialist and it has recently restored an early Targa. These are now rare cars: reputedly slightly over 70 per cent of all Porsches built are still in existence, but this proportion varies. The first generation of 911s had only the very limited rust proofing available at the time and it is probable that fewer than half survive. The 'soft-window' Targa was built only in 1967-8 and seemingly only in left-hand drive.

The restored Targa here is an 'S': it was first registered on 22nd June 1968 in Sicily, a connection which appeals to Mick Pacey as, of course, the Targa was named after the

famous Sicilian road race, the Targa Florio.

Rather in the Italian tradition, and probably not unconnected with a wariness of the tax authorities, few details appear to have been recorded and only the original Italian log book accompanies the car. Porsche's Certificate of Authenticity states only chassis (11850087) and engine numbers. Over the next four decades this Targa had a second Sicilian owner until when, in 2010, it was sold to a Belgian collector.

Mick Pacey, who had been on the lookout for a soft-window Targa from 1968, alighted on the car in 2011. It was complete and roadworthy: €25,000 changed hands and Pacey drove the Targa back to Britain. 'In those days the Pound went rather further and if I fancied a 911, I'd buy it,' he says. 'It was before early Porsches shot up in price and nobody was bothered about matching numbers or that sort of thing. It was disappointing the car had so little documented history, but it seemed sound if well used.'

An important detail, missing from the sparse original

Above: From the front, there's little to give the game away that this is anything other than a regular 911, coupé or Targa

Below right: Full-sized spare wheel and tyre stole space from the fuel tank but was so much more practical than the later space-saver design!

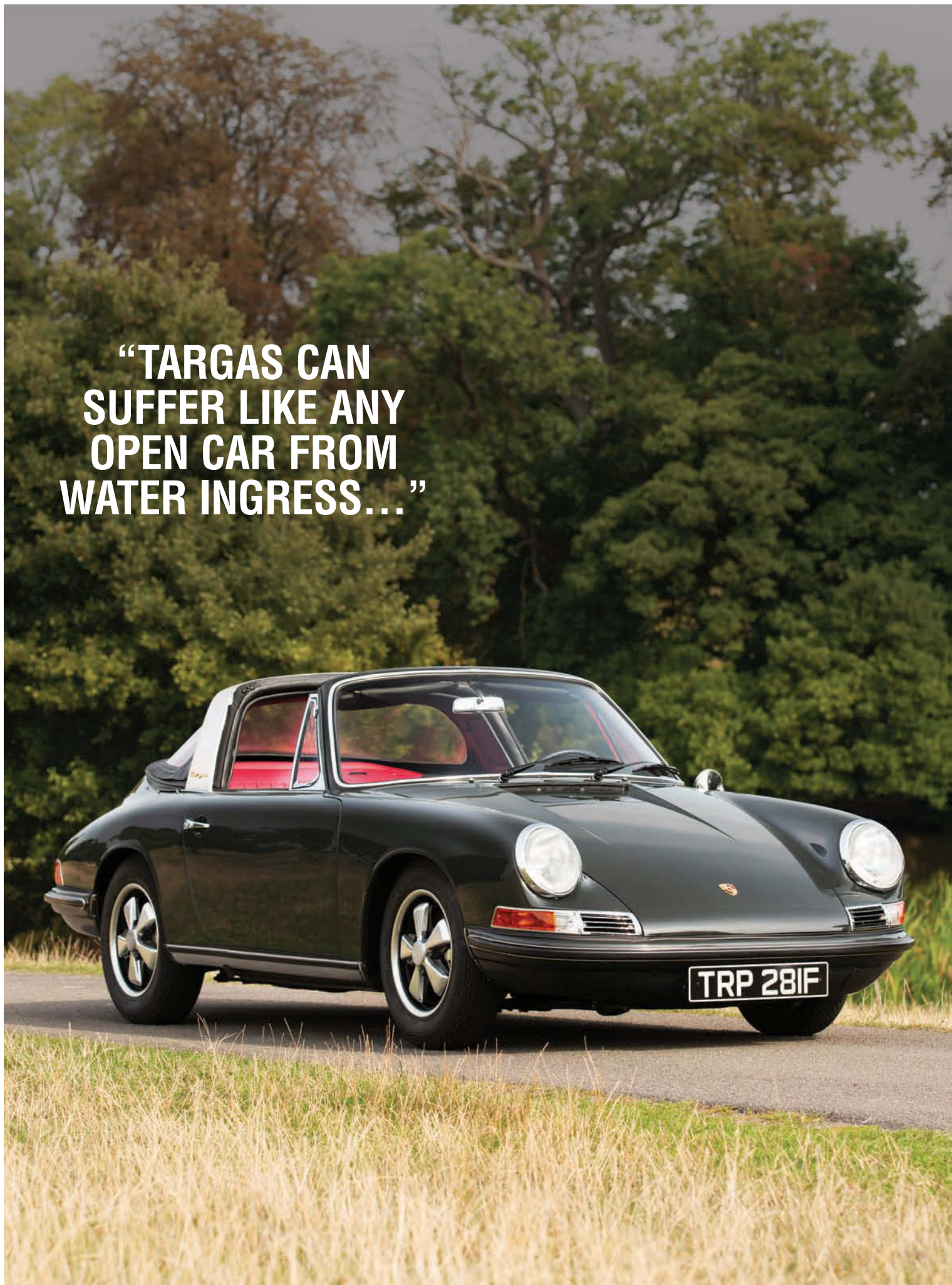
Below right: Red dashboard insert is striking...



**“HE HAD BEEN ON
THE LOOKOUT FOR
A SOFT-WINDOW
TARGA FROM 1968”**



**“TARGAS CAN
SUFFER LIKE ANY
OPEN CAR FROM
WATER INGRESS...”**





Above, left and right: Red interior is stunning, especially when contrasted with the Slate Grey exterior. Sitting in the rear seats with the window packed away must have been a thrill for the children!

paperwork, was the Targa's colour code. As acquired in Belgium the 911 was ivory, however, once dismantling had begun, it was apparent that it had undergone several repaints, but there was no paint code listed in the documents. Mick Pacey knows, however, what he is looking for: eventually remnants of the original shade started to emerge, indicating that the car had left Zuffenhausen finished in Slate Grey with a red interior.

Bodily the Targa was in good shape, particularly the chassis longitudinals, rather confirming its four decades in the mostly dry and warm southern Mediterranean climate. Targas can suffer like any open car from rain ingress: the Belgian *Gendarmerie* purchased a batch of 911 2.4E Targas in 1973. Officers were delighted to be driving 911s, but when the rain came down (as anyone who has been to Spa knows) they couldn't get the roofs on quickly enough and the interiors suffered. Later

911s in *Gendarmerie* service were all coupés.

Mick Pacey, though, is an irredeemable Targa enthusiast, especially the soft window version: 'It not only looks beautiful but the interior stays cool in hot conditions.'

With the window in place the Targa design prevents much of the cabin wind disturbance of the classic fold-down hood.

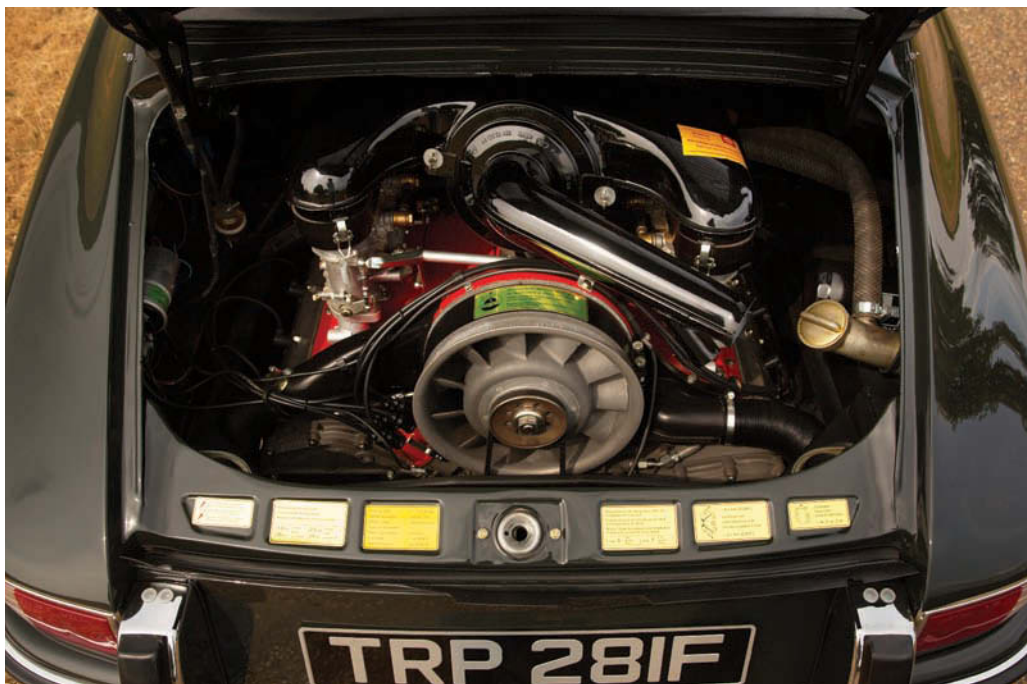
Having no customer pressure to complete the project to a deadline, Export 56 had the relative luxury of being able to restore this particular 911 over several years. Reduced to its 'shell, new metal in the floor and the wings resolved the limited effects of corrosion, but turning his attention to

the engine, Mick was not entirely surprised to find that its number was 32 digits away from that listed on the Certificate of Authenticity, although it was the correct S engine, suggesting that the Targa had been re-engined at some point. As a matter of course, the flat-six was stripped and

“THE CAR HAD LEFT ZUFFENHAUSEN FINISHED IN SLATE GREY...”

Below: The classic five-dial dashboard layout lasted relatively untouched through to the 993 series. It is a classic design but ergonomically not the most successful! Steering wheel tends to cut off view to the fuel gauge and clock





rebuilt from the ground up, including new barrels and pistons, camshafts and oil pump. The 901 five-speed, too, was refurbished, eliminating the baulking between certain ratios which Pacey had noticed on the drive from Belgium.

Suspension and brakes were all systematically renewed, the front beam reconstructed and the steering box overhauled. Export 56 then took the trouble to find the correct aluminium 'S' calipers.

The Targa's Fuchs wheels had been chrome-plated at some point: a specialist took these back and then recreated the correct satin black finish on bare anodised aluminium. Export 56 undertook repainting the body itself and reassembled the interior with the correct red leatherette; the company has long sourced its interior fittings from Auto International in the US, which also provided the replacement plastic rear window – the task of recovering the seats was entrusted to a local upholsterer.

The Targa top makes this one of the more difficult 911s to restore to ex-factory condition, and also one of the more expensive: the roof panel involves several seals requiring painstaking fitting and they can cost almost £400 each.

However, and as the photography shows, the result is effectively a stunning new soft-window 911 Targa. When he acquired this 911, Mick Pacey had intended to keep it, but the restoration process was somewhat staccato, interrupted by attention to more urgent jobs, and gradually his enthusiasm waned.

Then a client expressed an interest and he had every incentive to finish the project. 'The trouble is,' he says, 'as things have accelerated again, I've regained all my old enthusiasm for this style of 911. And in fact when I started driving it and especially when we took out it for photography, it looked so wonderful on a sunny day that I fell in love with it: now I regret that I am committed to parting with it.'

Very few early Targas came to Britain – only a handful of LHD cars were brought to the UK. Only in 1973 did AFN start importing significant quantities. After 1968, in any case, all Targas had the fixed glass rear window. Mick Pacey nevertheless wonders whether a RHD soft window 911S exists somewhere: he would love to get his hands on it – who knows, he might even keep it. **CP**

Above left: Fuchs wheels have been restored to the correct anodised aluminium and satin-black finish

Above right: Two-litre 911S engine pumps out 160bhp, more than enough to give this Targa a good turn of speed – in its day, it would have been a revelation

Below: For years the Targa was the poor relation in the 911 line-up, but in more recent times it has come to gain respect – particularly in soft-window format

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Words: Axel Catton Photos: Egil Nordlien

RARA AVIS

Any 1951 356 coupé is a rarity, but Øystein Asphjell's supercharged version is in a league of its own. *Classic Porsche* travels to Norway to catch up with its owner and learn more of its unique history



Below: Set against an amazing backdrop in rural Norway, Øystein Asphjell's 1951 Pre-A looks stunning – the Italmecanica supercharger takes it to another level of cool...

When you think of a guy in his mid-40s collecting Porsches, Øystein Asphjell is probably not what you imagine. For over 25 years, the tall, lanky, down-to-earth Norwegian engineer has been fascinated by Ferdinand Porsche's engineering successes. For Asphjell car collecting has always been in his blood, having grown up with a father who kept a selection of older American cars from before and after the war around the house.

'My dad loved Fords, so for me it was normal to tinker with them on the weekends, work on them, take them apart and put them back together, and then be out and about

with my dad even before I had a driver's licence of my own,' he explains. 'I own a 1928 Ford Model A Phaeton that my dad gave me when I was born, so it has been mine for all my life.' As a natural progression, the young Norwegian studied mechanical engineering in the early 1990s and subsequently became chief engineer for the manufacturer of the little Norwegian electric car, Think. He still has a number of the city cars parked about his rural property and uses one of them to drive to work – 'and occasionally for towing', he smiles.

Øystein started his own collection some time in the early 1990s. 'As an engineer, I was always impressed with Ferdinand Porsche's work. When you are in the business





of coming up with technical solutions in the automotive world, Porsche's wide-ranging work is always an inspiration.' It was his first purchase that laid the groundwork for where he would go in the following 25 years: 'The Beetle's history is a fascinating one, so my first car was a 1954 model, which I still have.'

That last sentence also kind of defines the nature of the Norwegian's collection. He is definitely not in the habit of buying and selling, or changing his collection around. Rather, it has been growing since the purchase of that first 1954 Beetle. 'The more I dived into the history of VW and early Porsches, the more I began looking for obscure models, technically and from a coachbuilding standpoint.' Over the years, he added cars like a rare VW *Schwimmwagen* to his collection, which he is in the process of restoring right now.

At this point it is probably worth understanding the unique situation German cars, and those who collected them, faced in Norway right after the war. Norway was occupied by the Germans in April of 1940, so for the five ensuing years resentment against the occupying forces grew and grew. It was, therefore, not an easy territory to start selling VW Beetles and Porsches right after the war – or even to start

collecting them. 'I came late enough to the game that it was considered OK to be into these cars, even the military versions like the *Schwimmwagen*,' says Øystein. 'But there are some well-known early collectors who experienced quite a lot of hatred when they started driving around in what many older Norwegians still considered cars of the enemy.'

Today, Øystein's collection includes some of the rarest VW Beetles in the world. He owns a pair of coachbuilt VW Rometschs ('one convertible and one a coupé, of course'), a Dannenhauer & Stauss convertible ('commissioned by a Swedish Baroness'), an early Beetle built when the factory was under the directorship of the legendary Major Ivan Hirst ('it's one of the first 500') as well as two very early Porsche 356 race cars, a 1955 1500S that was raced by contemporary Swedish Porsche importer Scania Vabis in the 1955 Rally to the Midnight Sun, and other events, as well as a fabulously mean-looking black June 1951 Pre-A 356 (chassis #10722 – one of just four such cars delivered to Finland in 1951) with an ultra-rare Italmeccanica supercharger.

We have travelled to Øystein's farmhouse north of Oslo to learn more about this car in particular and to photograph it in the sparkling late-autumn Norwegian sun. 'I haven't

Above: In addition to the Porsche, Øystein also owns a number of rare Volkswagens, including this Rometsch-bodied coupé, which shares garage space with a similar convertible

Below left: Italmeccanica supercharger is a real rarity, with only three other VW or Porsche-fitment examples known to survive





Above left: Original badge is almost as rare as the Italmecchanica blower itself...

Above right: If the supercharger is rare, then the wheels take rarity to another level. Norwegian-made, the Norlett wheels were reputedly cast using scrap materials scavenged from downed German aircraft

Below: Following a brief tow start behind Øystein's Think electric car, the Pre-A burst into life for the camera. He's not afraid to drive it far and fast, despite its obvious value



started it since May,' says Øystein surprisingly, considering we had come all the way from England to drive this car and photograph it. 'Oh, it's going to start, no worries, I've taken it to Germany, so give me a minute.' Alas, Øystein's optimism doesn't pay off today...

Despite generous amounts of starter fluid, the engine sputters but doesn't want to start. 'Then let's just tow it down the road,' he says, and brings out his 'tow car', the tiny 2010 Think. 'It's ideal for towing, with maximum torque at zero rpm and no gears!' No sooner said than done, the funny-looking pair is out on the road and the 1.3-litre 356 engine bursts into life. While the sound is familiar, the supercharger adds another level of rattle to the cacophony that is an early Porsche boxer sound.

I fold myself into the gloriously green leather interior while Øystein starts warming up the Split-screen along winding roads outside his barn. 'When I bought this early car in 2000,

356s were still regarded as glorified Volkswagens, you know?' This particular car had been sold new in Finland in 1951 and was used there for a number of ice races and

rallies throughout the 1950s. It then went through two more owners in Finland before it was 'restored' in the late '70s – using taillights from a Ford Granada, door handles from a Fiat and four-bolt chrome spoke wheels, to name some of the 'features' acquired in the early days of Porsche-restoration. Remember – this was way before the reproduction parts market became what it is today.

It was then 'discovered' and sold to the UK in the early 1980s where the only British owner had attempted to restore it. 'He began working on the extensive rust but soon realised that all the parts he'd acquired were too new, like A- and B-series parts, and he had to give up,' says Øystein. 'When I came along, I paid him £8000 and took the project home.' The first ten years in his

“WAS USED FOR A NUMBER OF ICE RACES AND RALLIES...”





ownership were spent collecting and making the correct parts for the early Pre-A. By the time work started on the car, Øystein had been collecting early 356 parts for decades and 'I had most of what I needed right here'.

The car presents itself in striking black with a wonderful green interior, and especially unique magnesium wheels. 'Those wheels have their own story,' he tells us, with a bit of a grin. 'They were specifically made from recycled German airplane relics! The small Norwegian company Norlett created these wonderful "industrial wheels" made of magnesium and aluminium out of scrap from German aircraft. They are 4Jx16 and hence slightly larger than the original 3.25Jx16 Porsche wheels this would have had when new.'

One of the highlights of this former Finnish ice racer is the Italmeccanica supercharger Øystein found for it a few years ago. While the original engine delivers some 60bhp, the blower adds perhaps 20 more, he reckons. The compressor

was not part of the car when new, however it was originally made in 1951 for a 356, a fact that Øystein recollects with glee. 'Italmeccanica was established right after the war and became famous for its superchargers for early Alfa Romeos and Lancias. A 1950 advert notes "soon to be offered for VW and Porsche".' However, the Italmeccanica company folded in 1953 and later emerged as the more familiar S.C.O.T. blower.

The 'IT1100' unit was specially made for VW and Porsche engines, and was only offered as a kit during 1951 and '52, making it a perfect fit for the black coupé. While only three incomplete

“ONLY THREE INCOMPLETE SETS ARE KNOWN TO HAVE SURVIVED...”

sets are known to have survived in the world, he came across this particular one at a flea market in Oslo shortly after he had purchased the car. 'Go figure. The guy wanted the equivalent of about £800 for it, and we made a deal at £600. A few years later a collector offered me €12,000 just for the compressor.'

Above: What a perfect place to spend those long dark Norwegian winter nights. Øystein's barns are like an Aladdin's cave...

Below left and right: It's hard to believe this is the same car – following an older 'restoration' in Finland, it sported chromed four-lug wheels and Ford lighting...



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Italmeccanica was based in Turin, Italy, and produced Roots-type superchargers for mostly Italian brands. The IT1100 was intended for use in early VW 1100 25bhp engines and Porsche 356 1.1- and 1.3-litre boxers. It has two triangular lobes driven by the fan belt. In period, the company had fitted a 1950 VW with the IT1100 to appear in a number of publications as a test car, but there are no known applications on a 356. Says Asphjell: 'Their timing was incredibly bad. No sooner had they launched the type IT1100 for the 356 than the company collapsed. In 1953 and onwards, one could buy an "S" version and also the Carrera, so the need for aftermarket tuning soon diminished.'

Two days after the completion of the rebuild, in June 2015, Øystein and a friend took it to the legendary VW/Porsche event in Bad Camberg, Germany. A week-long

road trip, covering over 2000 kilometres, also included the Peter-Max Müller *Gedächtnisrennen* road rally. Apart from one fried dynamo, the 356 and the Norlett wheels (which were expected to prove brittle) made the trip just fine. Germans at the show could not believe that the Split-screen had been driven all the way from Norway rather than being trailed there.

'It runs really well,' Øystein says with a smile, 'do you want to have a go?' While I was looking forward to the opportunity, it is obvious that post-war early Porsches were not designed with 6ft 4in-tall guys of my frame in mind. The roof is low, the wheelbase only 2100mm, the seats therefore alarmingly far forward. Legs folded, knees jammed against the steering wheel, it all looks more like work than fun.

At first, the impression is that of a regular VW/Porsche

Above: Petermax Müller Rennen rally plate refers to an event held a few years ago which terminated at the Bad Camberg historic Volkswagen meeting

Below left and right: Slightly worn green leather interior contrasts wonderfully with the black exterior. Petri 'banjo' steering wheel is a nice finishing touch





Above left: Øystein Asphjell is one proud and happy owner of an enviable collection of cars!

Above right: The Italmeccanica blower adds a claimed 20bhp to the power output, enough to make a noticeable difference in overall performance



assembly of its time, with floor-hinged pedals and a four-speed non-synchro gearbox, etc. It's when pushing the car harder in second and third when the added 20bhp come into play. 'It's by no means fast when compared to today's standards,' admits Øystein, 'but for its day it was good enough to be a racer.'

But racing is not on my agenda as I am also aware of what the car is worth today, something that appears not to bother my new-found Norwegian friend. 'I don't sell and I don't collect for the value, just for the fun my cars give me,' says Øystein with a wide grin.

But it's not only rare cars he owns, but also a vast literature and parts collection. Barn door after barn door is opened, revealing a VW collector's Nirvana. Any part you can think of is neatly stored and labelled on shelves and in drawers. Up in the attic, the exuberant Norwegian brings out an old worn, brown suitcase. 'These are a matching pair of 40 DCM-1 carburettors,' he

says, holding them in front of him like the Crown Jewels.

The legendary Weber 40 DCM-1 carbs were specially made for the debut of the Porsche 550 Spyder in the 1953 Mille Miglia race. They cost three times the price of the

conventional Solexes but worked so well that they became the carbs of choice for the 550 race cars – not the 'ordinary' 550s. They are very rare, and Øystein's pair are serial numbers 56 and 57 of only an estimated 200 ever made. 'I found them by coincidence – it all started earlier this year with an email from an unknown collector in Norwegian hinterland, starting "I know you are interested in

"I DON'T SELL AND I DON'T COLLECT FOR THE VALUE, JUST FOR FUN..."

strange German cars – well, I have got this pair of large black-plate Webers".'

Øystein shakes his head. How on earth could a pair of race carbs end up here as there has never been a 550 on Norwegian soil? A mystery that will doubtless keep his mind occupied throughout those long Norwegian winters... **CP**

Below: The Norlett wheels certainly change the character of the Pre-A coupé, bringing another level of rarity to the party...



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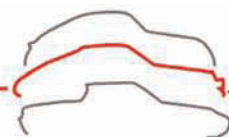


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A very rare Porsche 924! One of only 3 made by DP
Motorsport. 924 Turbo Specification. £30,000



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Kalahari Metallic w/Brown Porsche script interior. 127k miles.
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Fully Restored. 2 Cylinder, 16 BHP. £15,000



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1997 Porsche 993 Carrera 4 Varioram
Black w/Black Interior, 65k miles. £71,995



1981 Porsche 924 Carrera GT
Guards Red, 75k miles. £59,995



1986 Porsche 911 3.2 Sport Cabriolet
White w/Grey, 141k miles. £39,995



1977 Porsche 911 S 2.7 Targa
Metallic Silver w/Black Leather. £74,995



1980 Porsche 924 Turbo
Mocha Black w/Brown Pasha, 'as new'. £16,000



1988 Porsche 911 3.0 RS Homage
Huge Spec. G50, 145k miles. £67,995



1992 Porsche 968 Coupe
Slate Grey w/Grey Leather. 103k miles.
Huge service history. £19,995



1972 Porsche 911 S (S/T 2.8)
2.8 RS MFI Engine (246 BHP) S/T Bodywork,
Viper Green, 101k miles. £159,995



1987 Porsche 930 Turbo Cabriolet, First RHD
Turbo cab to be produced, 50k miles. £109,995



1972 Porsche 911 E 2.4 MFI (RS Specification)
RS bodywork, Lovely condition. £98,995

GRUPPE B FOR THE FUTURE



Words: Karl Ludvigsen
Photos: Porsche and Ludvigsen Archives

The FIA's new rules for 1982 proposed a category that challenged Porsche. The new Group B required a one-year production run of 200 cars. Was this too few or too many? To test the waters Porsche built an amazing concept car, its 'Gruppe B'



Left: In the final Gruppe B model, the rear wing had been pared back to a slender arch. Ducting in the top of the fender fed the right-side intercooler matrix

Above: At Frankfurt in September 1983, Porsche's 'Gruppe B' concept was justifiably one of the stars of the IAA. It was a hint of a future model meeting the FIA's new Group B rules

For the 1980s the FIA, racing's global rulemaker, aimed to create a new basis for international motor sports. For sports and touring car racing, and rallying in 1982 and after, it declared, it would sweep away its old Groups 4 through 7. New groups would have letters instead of numbers.

Their respective rules would have immense significance for a company as deeply involved in motor sports as Porsche.

Completely new was Group C for prototypes competing in the great endurance contests. Porsche's men had a hand in framing the rules for Group C, which aimed to control performance by limiting fuel consumption. This was the realisation of a long-held dream of technical perfectionists. It gave birth to Porsche's 956 and later the 962 – historically the company's most successful racers.

At the other extreme, membership in Group A required the production of 5000 or more cars of a given type in a 12 month period. Porsche could easily qualify on that score. However, the rules specified relatively roomy interior dimensions that excluded its models. The FIA, it seems, was capable of learning from experience.

Between Groups A and C was, logically enough, Group B. Its requirements baffled the auto companies that were invited to build conforming cars. Group B was for two-seater closed cars built in quantities of at least 200 over 12 months. Here was an awkward number. It was neither high enough to be suitable for volume production, like Group A, nor low enough to allow the cars to be hand-built by a competition department.

Requiring many more units than a works team would need, the Group B numerical target implied that many of each company's cars would have to be sold for road use – for which they were likely to be unsuitable. Yet the World Rally Championship would be fought with Group B cars, so auto makers aiming to take part in this important series set about trying to solve the category's riddles.

Audi, an ambitious newcomer to rallying, built special versions of its quattro. Ford started out with a rear-drive

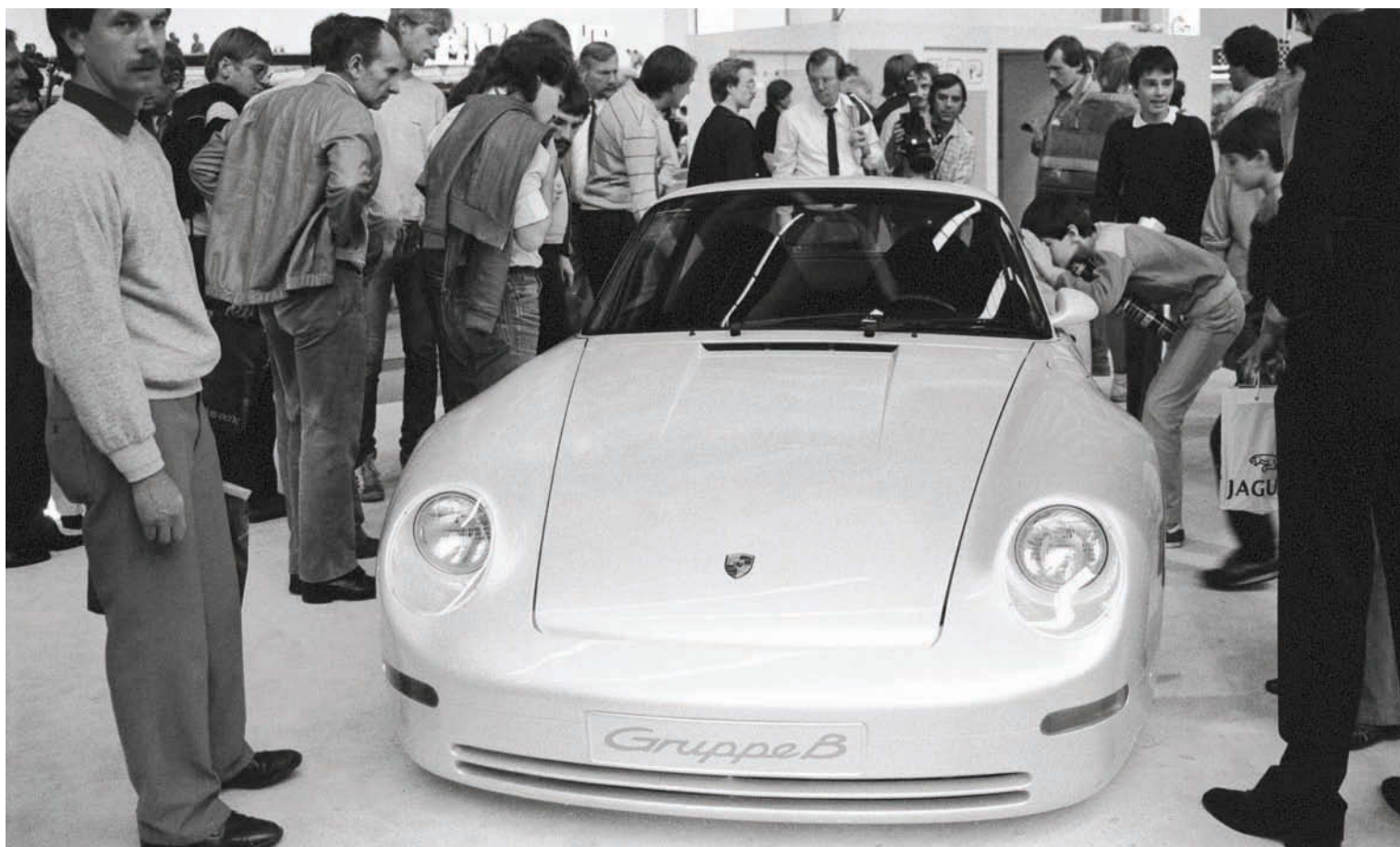
version of its new Escort, then switched to a unique four-wheel-drive car, the RS200. Peugeot chose four-wheel drive for a mid-engined 205 lookalike. The UK's British Leyland built a mid-engined version of its MG Metro while in Italy Lancia used its mid-engined Monte Carlo as the basis for its Group B Type 037. Turbocharging was almost universal in cars that were shaping up to be both powerful and fast.

While these initiatives were chiefly aimed at rallying, this was not a preoccupation for Porsche, as competitions manager Jürgen Barth explained to development chief Helmuth Bott in a memo of 13th September 1982. 'Some 80 per cent of our customers are active in circuit racing,' he wrote on behalf of his colleagues in the Sports Department, 'and only 20 per cent in rallies. Although many companies are pressing for the development of four-wheel-drive vehicles (which promise success solely in the rally sector) we are of the view that a mid-engined car would better suit our customers.' This would be rear-drive; Barth hoped that four-wheel-driven cars would be given a weight penalty in rallying.

Along with Barth, engineers Peter Falk and Roland Kussmaul had given thought to the specifics of their proposed Group B car. Its engine would be a detuned version of the 2.1-litre flat-six raced successfully at Le Mans, equivalent in the FIA's rating to a 3.0-litre engine.

'We really wanted a mid-engined car,' Barth recalled. Thus they proposed installing this in the base monocoque of the mid-engined 914 and adding tubular structures to the front and rear, much as Lancia had with its 037. The Group C transaxle would be used, possibly together with its rear suspension, with a new parallel-wishbone front suspension. While cockpit and doors would betray the car's 914 ancestry, lift-up front and rear bodywork would be made of glassfibre. It wouldn't be pretty but it would be fast.

The trio asked Bott for half a million Marks to fund the building of a first prototype in the customer-service workshop. He deferred a decision on this, however. Bott was against a mid-engined Group B car because 'We cannot learn anything. We already do so many mid-engined cars!



I was fighting against them.'

Instead Porsche's initial action was to meet the Group B requirement with an evolution version of its 911SC known as the 911SC/RS, internally known as the Type 954. Twenty of these 250-horsepower stripped-for-action versions of the 911SC were ready for homologation at the beginning of 1984 as evolved versions of the production 911SC, which had easily been homologated in Group B.

Another factor had to be considered. In 1983 Helmuth Bott had told his colleagues, 'We can't escape this four-by-four era. We have to be involved.' In fact the penny dropped more than two years earlier, said Peter Falk: 'The 911 would get all-wheel drive as a result of a drive that Mr Bott and I took in an Audi quattro over Alpine roads and passes during 1981's Monte Carlo Rally. From the outset we were so impressed by the traction on snow and ice that we decided there and then, on the way back, to build an all-wheel-drive 911.'

The first fruit of this commitment was the C20 experimental car that evolved into the Type 953 four-wheel-

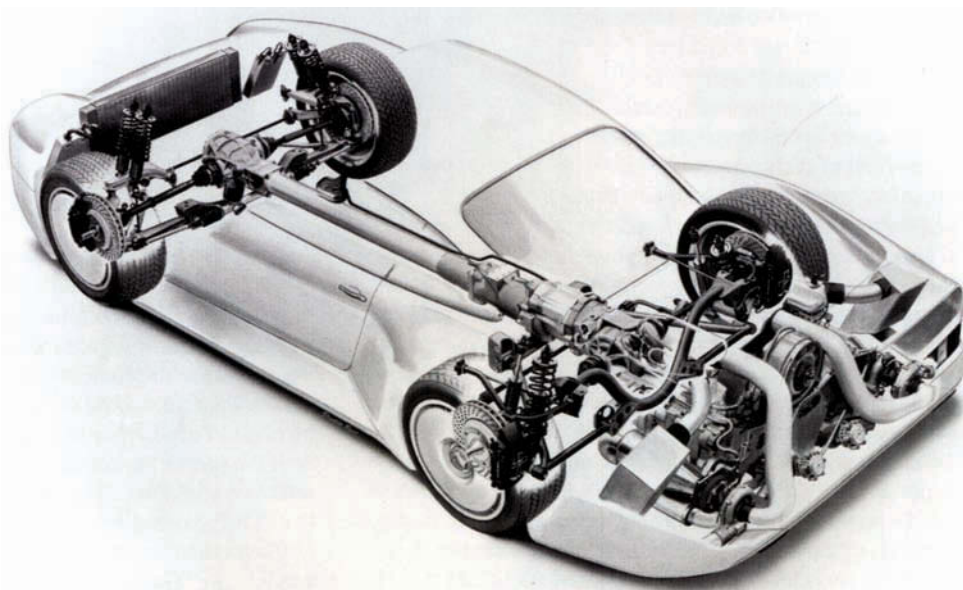
drive version of the 911 hastily prepared for the Paris-Dakar Rally, held during the first ten days of 1984. Astonishingly this almost untried car won the demanding North African event by a substantial margin.

The building of the 953 was not, in fact, seen by Porsche as an end in itself. It was an integral part of a program begun early in 1983 to produce a futuristic new Porsche, based on the 911, that would act as an advance guard for new features to be used in production models. By the beginning of that year it seemed a certainty that the raw homologation specials being built by quite a few companies in 200-off numbers would be difficult to sell as road cars. Accordingly Helmuth Bott headed in a different direction.

On 15th January 1983 Bott disseminated his manifesto on the subject of a Group B Porsche. 'Because we are dealing here with a car that must be produced in a run of 200,' he wrote, 'with relatively little scope for modifications for the competition version, I recommend the introduction of a development that will run in parallel with our planned product

Above: On Porsche's stand at the Frankfurt IAA, the Gruppe B attracted plenty of attention. Stylist Söderberg hit a home run with the two bold slots in the nose that became the Group B Porsche's hallmark

Below: At this early stage the internals of the Gruppe B were speculative, even for Porsche. Nevertheless they hinted at four-wheel drive, water cooling, with its big radiator, and twin intercooled turbochargers...



development so that the Group B car with its 200-off volume can be a substantial pre-series for those later products.'

In later clarifications Bott again stressed what he saw as a need for a close link with the production 911. 'If we have to build a car 200 times we can also build it 1000 times,' he said. 'It would actually be expedient to build this and have customer feedback! Let's see if there's anything against our building this car for the next ten, fifteen years.' He intended to allow deviations from this focus only in instances where to do otherwise would 'decisively' curtail the car's motor-sports competitiveness.

Helmuth Bott set out the ground rules for the Group B Porsche as he saw them. His preferred power unit was a turbocharged 2.8-litre flat-six, ideally with water-cooled cylinder heads using the latest Porsche thinking on four-valve chambers as had been incorporated in the 944 and 928. With the FIA's multiplication factor of 1.4 this would be rated as a 4.0-litre engine, which would marry in the rules with a mandated minimum weight of 1100kg or 2426lbs.

From twin turbochargers Bott foresaw an output of 400–450bhp in the road version and 450–550bhp for racing. He hoped that this could be transmitted through a PDK transmission to a four-wheel-drive system that could be optimised to suit each racing situation. The drivetrain was to be integrated by a fore-and-aft tube – like the 928's – and be easily installed from beneath the chassis platform.

The bodywork of Bott's ideal B-mobile would have the 'highest possible weight reduction' through the use of aluminium or composite panels for all parts attached to the main structure. He did not specify suspension designs but simply urged that the front suspension be no more intrusive of luggage space than that of the standard car. The suspension was to be self-levelling and damper characteristics controllable from the cockpit. Air pressure in both wheels and tyres was to be monitored. Depending on test results, brakes were to come from either the 935 or 956. Here was an ambitious specification that called for a wholesale transformation of the 911. It would demand significant effort

from the entire Weissach team and close coordination with all the production-car design groups. It would also cost quite a lot at a time when most series-Porsche development, under the marketing-minded Peter Schutz, was focused on projects with an immediate sales return.

In this Group B effort Helmuth Bott saw an opportunity to put new technology on the shelf for possible future use while allocating the cost to various production-linked departments. The guideline at the time, Tony Lapine recalled, was 'Do what you want if you can hide the money.' Bott could hide some of it – but not all of it.

On Monday, 21st February 1983 the responsible managers gathered in a Weissach conference room to review the project. Leading the effort for Bott was Manfred Bantle, an experienced engineer of quiet competence. Bantle's credentials for the task included his first project for Porsche as a young engineer in the 1960s – the evaluation of a four-wheel-drive Jensen FF that the company had acquired. He tested it with drive to the front and to the rear respectively in addition to its normal all-wheel-drive operation, which used a patented British Ferguson differential system.

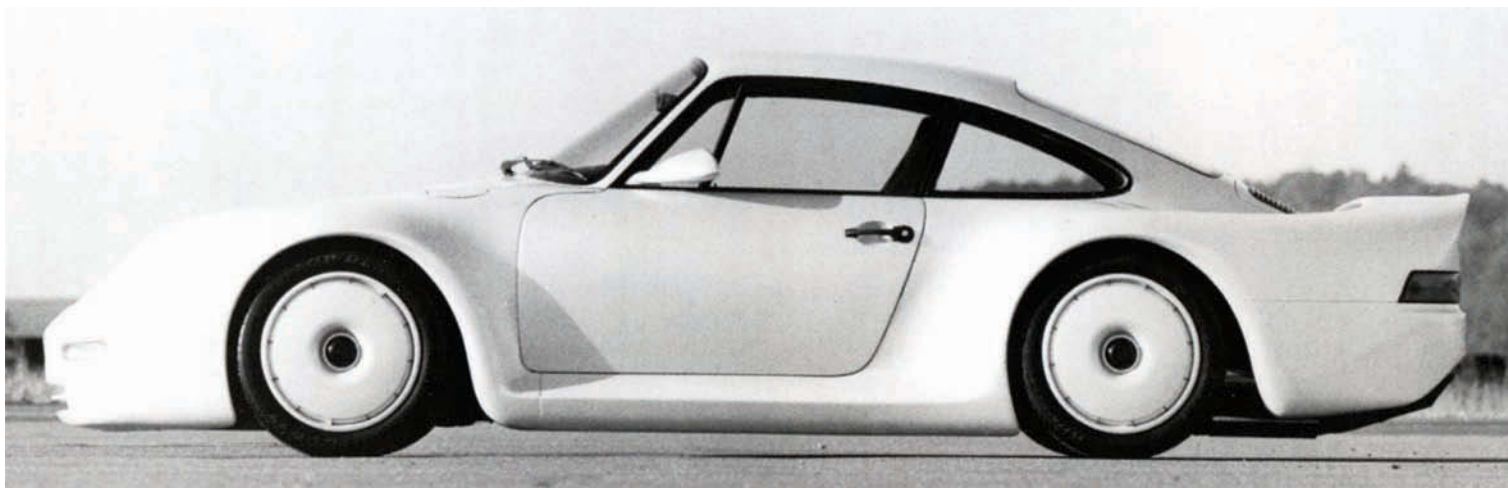
The Monday meeting reconvened on Tuesday and again on Wednesday. There was much to discuss about the Type 959, as the new car was designated. By 1st March Bantle prepared his first Lastenheft, the comprehensive guide to the parameters of any new Porsche project. The team's mission also embraced the 953 that was being built in 1983 for rallies in the Sahara. This was a project dear to the heart of Jacky Ickx, a driver particularly esteemed by Porsche – with good reason.

As originally contemplated in March 1983 the project foresaw the homologation of the 959 at the beginning of 1985 with 400 horsepower as a road car and 450bhp in rally trim. It was to be in the DM150,000 price class. From this a 20-off evolution series for racing was to be evolved, the Type 960. The ultimate goal was a new 911 Turbo road car based on this technology.

Of all the issues remaining on the engineers' plate none

Below: The Gruppe B later starred when the Porsche Museum organised a show of the evolution of the 959. Here one could see clearly how its front deck lid dipped down to exhaust warm air from the radiator





was more urgent than the definition of the four-wheel-drive system. This aggregate, the parts for which would take from six months to a year to source, had to meet extremely demanding standards.

'Our goal,' wrote Bantle in a memo, 'and the expectations of the technical community is expressed as follows: Typically Porsche perfection of four-wheel-drive technology. Primitive solutions like a simple engagement of the drive to the front wheels don't come into consideration. A front-drive freewheel is undesirable because the old rear-engine effect takes over when the throttle is released.' In other words, excellence was expected.

Another marathon meeting from March 21st to 23rd 1983 constituted the project's official launch. To 21 of his colleagues Helmuth Bott spelled out the objectives of this 'attractive – and demanding of time and technology – project.' In addition to being a rolling laboratory, the Group B 911 was to be 'the first step toward a 'Super-Porsche', which as a production model would embody the most modern Porsche sports-car technology.' It was to be designed 'strictly for function and driving characteristics' and to incorporate 'Porsche-typical innovation.' Any special comfort requirements were to be retrofitted by the service department.

From April 1983 interest in the 959 accelerated for a very good reason: Porsche would display a concept version of the car on its stand at the Frankfurt Show in September. This would be an IAA coup for the Peter Schutz era at Porsche. In 1981 the concept Cabriolet had been shown with an early four-wheel-drive system but that had not been followed up in production. Now the display of a 'Gruppe B' concept would show the world that Porsche wasn't lagging in the race that was then being flagged off to develop all-wheel-drive autos.

In many aspects, such as wheelhouse dimensions, the 959's shape was constrained by the Group B rules if the evolved 961 were to be competitive. The core structure was to be that of the 911 so its roof, windows and doors remained essentially standard. With much wider wheels and track, however, both front and rear fenders had to be deeply extended. Aerodynamic drag had to be low and lift had to be a maximum of zero. Although the engineers hoped that the shape could be spoiler-free, Porsche's aerodynamicists could only achieve the right balance with a wing across the tail. The aim was thus to integrate it as much as possible

into the bodywork.

With the 911 as the mandated basis, what scope did the designers have? 'What does that allow us to do?' reflected design director Tony Lapine. 'Can we change every surface? Or only refine? Do we respect tradition or can we step beyond? Outside sheet metal costs money but we could have new front fenders. Had they allowed us to go into the roof, a little bit less

departure angle would give a bit more headroom for the occasional rear passenger. And you can improve aero.

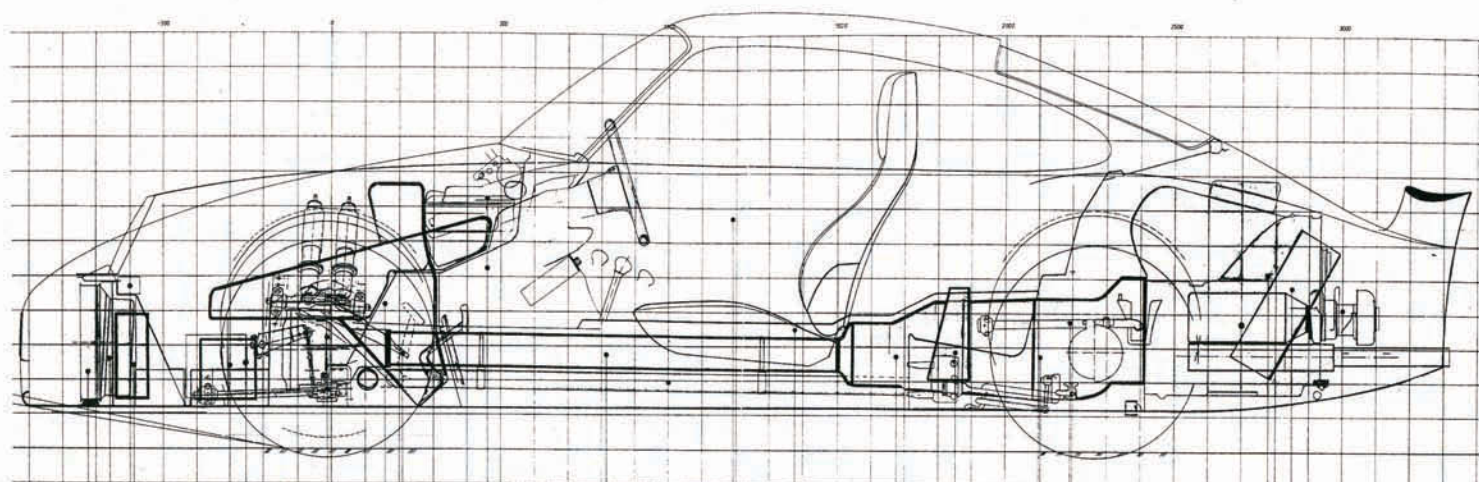
'Naturally we would like to have done more,' Lapine continued, 'something completely original. But you have to deliver something within a very short time. The assignment read that way.' Required to play tennis with the net still in place, Lapine and his team nevertheless took the boldest step yet toward a radical new interpretation of the 911 shape, a road-going rival to the racing 'Moby Dick'.

Under studio chief Wolfgang Möbius, Dick Söderberg developed the shape of the Group B Porsche. The car's dramatic style would express for years to come the best of the Porsche look and inspire numerous body kits for the 911. Said colleague Ginger Ostle of Soderberg, 'His whole

Above: In profile the Gruppe B Porsche already seemed to be going 200 miles per hour. Although downforce was not yet measurable, its drag coefficient was a promising 0.31

“A RADICAL NEW INTERPRETATION, A ROAD-GOING ‘MOBY DICK’...”

Below: To guide Tony Lapine and his team of stylists, Helmuth Bott's engineers created this potential package for the Gruppe B. It showed the outlines of a front-mounted fuel tank and a torque tube connecting the transaxle and engine with the front differential





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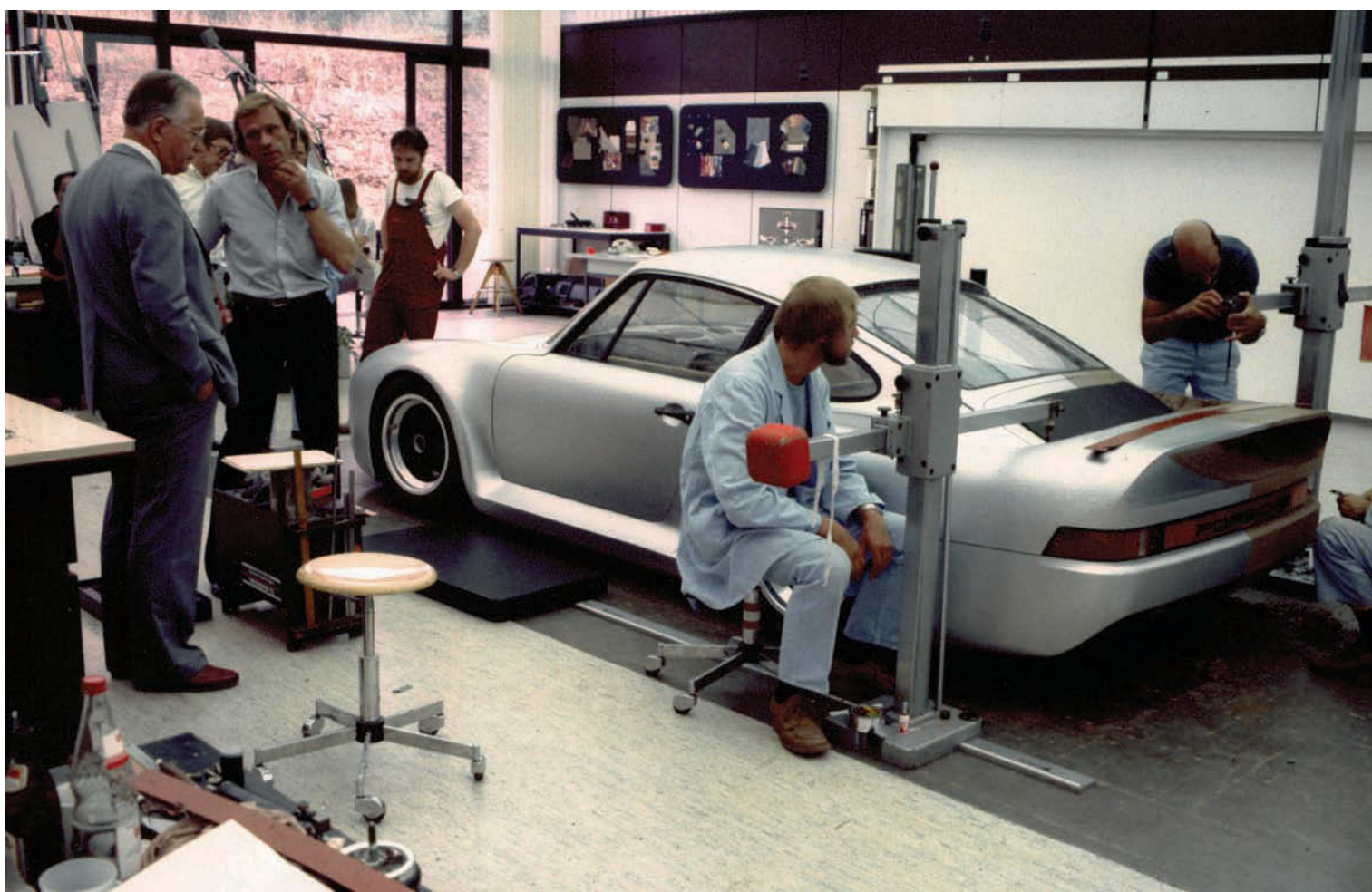


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understanding of form and his ability to design with a pencil had a huge influence on what came out of Porsche.'

'We did the show car to see if anybody would be interested,' was Söderberg's offhand comment about the Gruppe B. 'We had to retain the door position, I think because of the structure of the car, the roof. We had to terminate whatever other shapes we developed so that they led into the door from front and rear. We were able to retain the headlamp "stovepipes", pull them down, get a little more angle on the lamps. We kept the old hood from the original 911.' In fact the front of the hood was raised to give the cooling array more space.

Söderberg's counterpart on the body and aerodynamic side was Hermann Burst. By May 1983 a one-fifth-scale model was ready for tunnel testing and by June a full-size model was completed. To speed up their work the stylists and aerodynamicists worked together in the tunnel at the Stuttgart Technical Institute in Untertürkheim. 'We experimented with various configurations in the wind tunnel,' said the stylist. Burst asked me if I could live with this shape if we do this sort of "breadbasket" thing at the rear.' The success of their joint endeavour was shown by the achievement of a low drag coefficient of 0.31.

On 30th June Helmuth Bott first saw the fruits of their efforts. He was taken aback by the aggressiveness and sheer bulk of their proposed 'Gruppe B' Porsche. While he was looking for an advanced road car that could also be a racer, they had given him a racer. Seeing as he did the car as a whole, in general Bott viewed styling as one of many means to an end. 'It's not something he dwelled on,' Tony Lapine recalled. 'He had total confidence based on disinterest. Ours was a relaxed relationship.' While he would be more relaxed about other styling decisions, in this case Bott took a close interest in the design and its impact on performance.

The engineering chief asked for a reduction in the car's width in the interest of both a smaller frontal area and less weight. Group B tolerances allowed a racing version to be six per cent wider than the standard vehicle. The car should have a roadable ground clearance and a more elegant tail design, he said.

While saving most of their initial concept for use in the car's planned competition version, the designers carved away at the clay to give Bott the less hawkish car he wanted. After a fortnight of intense effort the revised design went on display in the studio in mid-July. It was on view until 25th July when it was taken away to serve as the model for the IAA concept car's body.

The Frankfurt show car's contours were by no means definitive, said Tony Lapine, who said it was an 'eye job. That was definitely a Design Studio effort. The car was virtually done in three months – literally burning the midnight oil.'

For the purposes of a Frankfurt surprise the 'Gruppe B' was impressive enough. It had a fully trimmed interior and flush, racy-looking wheel discs. Its engine bay was handsomely detailed both top and bottom although the unit inside it was a 956 flat-six rather than the definitive 959 engine. An airbrushed illustration showed its intended suspension and drive layout.

Four-wheel drive was one of the major themes of the 1983 Frankfurt show. Its historic 50th edition inspired Germany's car makers to roll out their latest technology. Audi showed the short-wheelbase Group B version of its quattro. Porsche's stand combined elegance – a black-gowned lady at the keys of a baby grand piano – with cool casualness – press men wandered about with ice-cream cones, courtesy of Peter Schutz.

Among the production models were two cars painted in opalescent pearl. One was a 956, borrowed from the racing department, and the other was the 'Gruppe B.' 'If shows have stars these days,' wrote Michael Cotton in *Motor Sport*, 'it had to be Porsche's new Group B 911. Reminiscent of the "Moby Dick" it has low-down headlights, flared but flowing bodywork and a full-width rear wing, looking like a futuristic styling exercise despite its 20-year ancestry.'

It made the desired impact. It celebrated the 20th anniversary of the 911's first showing and made clear that Porsche was still committed to the future of its 911. But it was only a concept. After the IAA the engineers and designers would get down to the definitive design of their production 959. **CP**

Above: Helmuth Bott, left, in dialogue with studio chief Wolfgang Möbius, objected to an initial design that was too racy. Here for example the rear wing was much more aggressive-looking than the final design

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LAND OF THE MIDNIGHT FUN

Norway may not be the first country that comes to mind when you hear the words 'Porsche Classic Center', but as our recent trip to Scandinavia proved, there's plenty happening there, including a new official dealership dedicated to keeping classics alive – and creating modern ones, too

Words: Axel E Catton

Photos: Author and Porsche Classic Center Son



In recent years, Porsche AG has significantly ramped up its activities for owners of classic and more recent collectable Porsche models. With a whole range of OEM and repro parts, accessories and automobilia, Porsche is keen to service owners and collectors of classic Porsches. In addition to Porsche dealerships around the world also working on classic Porsche models, we have seen the launch of dedicated Porsche Classic Centers, starting with the Dutch Center in Gelderland in 2006.

It may come as a surprise then that since then, only two more Porsche Classic Centers (as opposed to *Classic Partners – KS*) have been added, one in Rouen in France and the other in a quite unlikely place in Norway. While the Dutch centre seems to be a rather obvious location with its close vicinity to Germany and France as markets being big enough to justify such investment, it's the Norwegian

Porsche Center located in the picturesque coastal town of Son that has piqued our interest for some time. So, it was a no-brainer to accept founder and joint MD Espen Olsen's invitation to visit to the newest Porsche Classic Center in autumn last year.

Now, autumn in Norway might not sound like the perfect time to visit, but our day 'in the Son' could not have been brighter. Blue skies, temperatures around 11 degrees ('typical summer temperatures') and a car park full of delectable classic Porsches, what more can you ask for? Getting there was easy as Son is about an hour away from Oslo's main airport, Gardermoen, and about 40 minutes from Oslo city centre.

At first glance, Norway as an automotive market is tiny. Fewer than 160,000 passenger cars of all brands are sold here annually, with Tesla being the unlikely market leader.

Above: Located approximately 40 minutes from Oslo, the Classic Center Son is the latest specialist classic dealership in Porsche's growing empire



Above: 356B and a Carrera RS welcome visitors to the high-tech showroom and workshop facilities

Below: All models, all years are catered for by the Classic Center Son – all work is carried out in-house

Porsche Norway sells about 700 new cars every year, so you would expect the overall market size to be too small to create such a stunning temple of classic car goodness.

It was 26 years ago that MD Espen Olsen and his co-founder Egil Haugen started buying and selling used Porsches at this very location. Upon welcoming us into his new car empire, Espen explains: 'It isn't as remote as it may seem at first glance. Son is located close enough to Oslo for many business people to find their peace here further away from the city, while still commuting to the capital. We are also on the E6, so the main traffic from Denmark and Sweden going to Oslo passes right outside our door'.

After having made a name for themselves, both Espen and Egil got the contract to become a Porsche new car dealership in 2010. Today, the centre sells about 120 new Porsches annually and about twice that number of used cars. 'Many of our clients have come to us from owning used Porsches in their younger years, and are now looking to find a car like the one they had or to breathe new life into an old car they own,' explains Espen.

Over the years, mechanical work on classic 356s and 911s evolved into full-fledged restoration work. 'We are able to entirely restore a classic Porsche from the ground up here on our premises,' says Espen with pride. 'Our people know





the mechanics of every classic Porsche inside and out, so if it is an entire engine rebuild or upgrade or bodywork, paint or tuning upgrades – we can do it all in-house.'

Eventually, the amount of workshop space needed for the classic car activities meant that Espen and Egil could no longer justify slowing down work on new and used cars and had to look at expansion. 'We believe that the world of classic Porsches is unique and deserves an environment that is tailored to these cars and their owners.'

In 2017, the Porsche Classic Center Son was established. With 2000sqm of display space and seven workshop bays, the team at Son can work on about six to eight cars simultaneously. 'This is unique as it means we can have some long-term work sitting on the side of the workshop where a car is taken apart entirely while taking on shorter work like an

engine or gearbox rebuild in one of the other bays.'

As we visit, we witness an atmosphere akin to an operating theatre behind a separation wall in the workshop. A gearbox from a 1958 Porsche 356 A has been spread out on a table with all the inner workings to see, ready for a full rebuild. Espen introduces us to one of his main assets in the workshop, ex-Porsche AG engineer Ali Acarsoy. Ali came to Porsche Center Son in 2002 after a number of previous visits to the shop. He started visiting more frequently and with work getting more and more detailed, Espen considered hiring Ali for his enormous expertise in all things mechanical for 356s and 911s.

'While we work on individual jobs like drivetrain, suspension or bodywork here, it has become more common that owners require full restorations with mechanical

Above: Ex-Porsche AG engineer Ali Acarsoy (right) explains the intricacies of a 356 transmission to author Axel E Catton

Below left and right: Starting with a 964 bodyshell, the 'Sooner' custom-builds have proved popular with those wanting the look of a classic but the reliability of a more modern 911





Above left and right: 'RK' is a nod to the owner's initials, while company logo acknowledges its links with the past

upgrades from us,' says Espen. One such example is parked right outside the building.

No sooner said than done, Espen darts out of the door, fires up the Atlas Blue 964 his team built in 2014 and brings it into the workshop for us to inspect. 'Yes, underneath it all, this is a 1990 Porsche 964.

A customer commissioned a full retro-look rebuild to resemble an F-body '73 Carrera RS. This involved a full body stripdown and reshape with flares and fenders in steel. The completely new interior uses original 1970s fabric and classic instruments per the customer's spec.

The full engine rebuild included larger 102mm pistons and cylinders, new camshafts and a custom-made sport exhaust with cats. Together with reprogrammed engine electronics the result is impressive: the 3746cc engine now delivers 325bhp at 6800rpm and 380Nm at 5300rpm. Given that vehicle weight has been kept at a low 1350kg, the 325bhp have an easy

task making this retro 911 neck-snappingly fast. Lowered and uprated suspension and 17-inch Fuchs-style wheels complete the look. The final touch is a script using the customer's initials: 'Carrera RK 3.8'.

As prices for original RS and F-body 911s have

skyrocketed, and modern traffic makes daily use of these models rather unattractive, the requests for full retro-builds using more modern mechanicals in an old-school body have increased significantly. In 2014, Espen, Egil and their crew devised a full-fledged model called 'Sooner'.

'Now, I must explain that,' says Espen with a wide grin. 'While it is a play on words with the model

looking like an earlier one, we are indeed highlighting the location we are at, called Son. In times gone past, this was written Soon, so 'Sooner' says something about the build but also our location – and we like it.'

While most of the work done is in-house, Espen and his

“‘SOONER’ SAYS SOMETHING ABOUT THE BUILD, BUT ALSO OUR LOCATION...”

Below: Built back in 2014, the 'RK 3.8' was based on a 1990 964, but given more than a hint of Carrera RS or RSR in its styling. Atlas Blue paint looks great!





team work with local hand-picked companies to create a unique individual car as per the customer's request. With it being an official Porsche Classic Center, all the work done comes with a warranty. The vast majority of parts used to build a Sooner are original Porsche components, however the Viking builders are not averse to using individual flourishes with other parts if they can be integrated neatly into the overall build.

'It is very important to us to point out that we are not making 1-to-1 copies of original cars; we are realising customer dreams that come together from years of passion and love for Porsche and 911s, and represent the

commissioning customer's personal dream.'

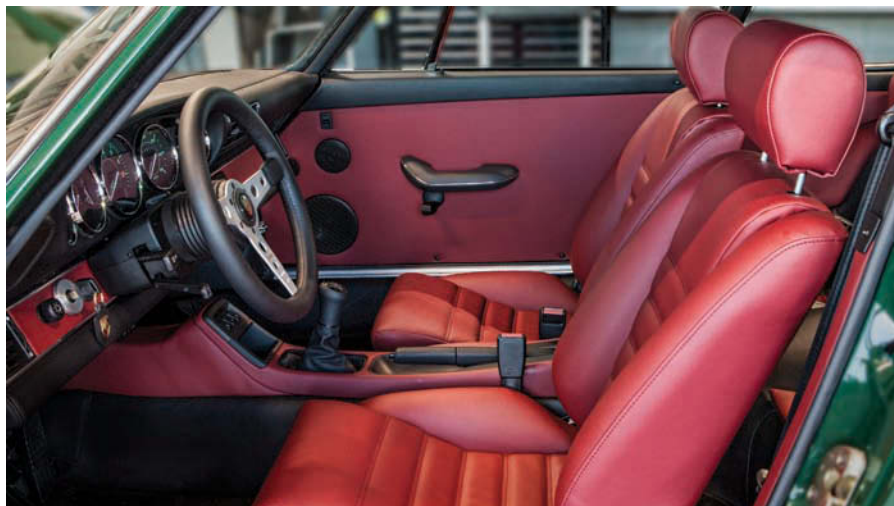
So, who picks a Sooner? 'Our customers come not only from Norway or Scandinavia, but from Central Europe and the USA. However, they all have certain traits in common. They tend to be very knowledgeable about Porsches, and are either current or former owners,' explains Espen. 'While they love the look and feel of that original 911 concept, they also demand functionality

and reliability as they use their cars to a great extent.' Any build of a Sooner therefore starts with the donor car being stripped down to the bare bones, something Espen's team

Above: 'Sooner' is a play on words, as it hints at the back/forward dating build but also recognises the old spelling of Son, which used to be known as Soon!

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Below left: Retrimmed interior, with sports seats, looks great in red against the dark green exterior






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calls 'nulling'. The donor body is returned to its original state, rectifying any changes that might have taken place over its lifetime. In the process, the body is also prepared for the alterations the customer has ordered.

'Some of our customers like to participate in historic racing and want their engine rebuilt as close as possible to original spec, while others might go for a more brutal 4.0-litre spec engine better geared for long-distance touring,' he explains. Upgrades include ignition, uprated

suspension for significantly improved handling, better brakes, steering, electrics and lighting – some of the Sooners can be identified immediately by their LED lights.

'Every new project brings with it new challenges but also ends up creating more customisation options added to our

list. So, while we're in the kitchen, the menu gets ever longer,' says the affable Porsche enthusiast. What also happens is that customers – like the one who commissioned our blue car – get so excited about their first project that they would like to do it again and commission a new build.

'Which leaves us with the enviable task of selling this one,' Espen Olsen

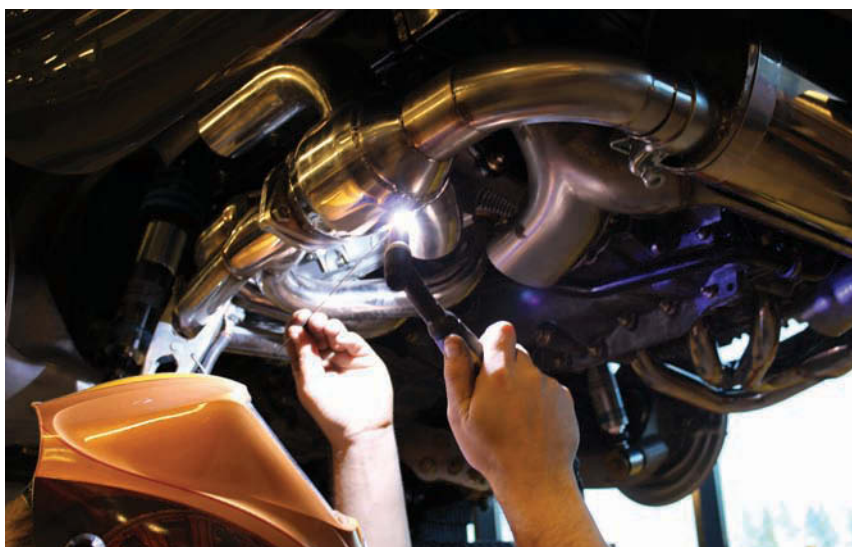
says before he parks the 911 back in the centre space outside the Porsche Classic Center. 'It won't take long, though, until it's gone...' **CP**

Above: Expansive workshop allows the Classic Center team to work on six to eight cars at any one time

“EVERY NEW PROJECT BRINGS WITH IT NEW CHALLENGES...”

Below left: Original parts replated and laid out ready for reassembly

Below right: Custom-made exhaust is just one of the many tasks carried out in-house at Son



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FUELING INTEREST

When faced with mechanical issues with his own 911T in the late '70s, Richard Parr became inadvertently involved in the manufacture of new classic carburetors for flat-six engines. His California-based company, PMO, has since turned into an indispensable source for reliable carb, MFI and EFI kits, allowing people to properly restore and race their vintage Porsches...





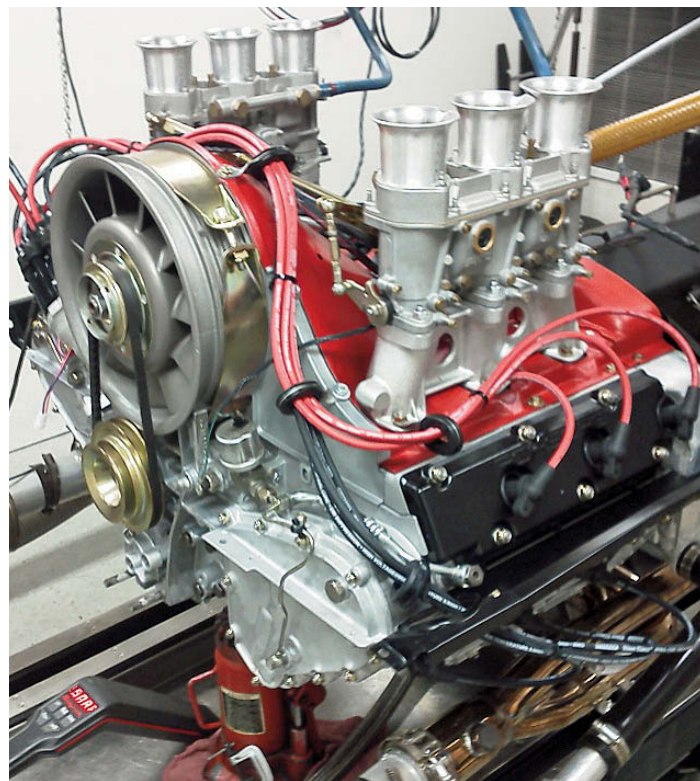
Left: Michael Stroud handles most of the machining. Here he's shown with one of the two Haas CNC machines

Above left: A lot of the machine work is very hands-on, adding to the quality of the finished product

Above right: Customer engine equipped with PMOs

Below left: A 40mm carburettor body being machined with the Haas CNC machine

Below right: Raw body casting (front) and machined/finished product (back) – quite a difference and an indication of the amount of work involved in producing the PMO carbs



Replacement original parts for our beloved vintage Porsches are becoming increasingly difficult to source as time passes by. Thankfully, numerous companies have come to the rescue by releasing a range of products, driven by a strong demand in restoration circles. This is the story of one of these firms, PMO, a carburetion and fuel injection specialist based in Santa Monica, near Los Angeles.

Founder Richard Parr acknowledges that his business began out of necessity, and somewhat by accident. 'It all started in 1979 when I bought a '69 911T; it wasn't running well due to issues with the Zenith carburettors. So I went looking for Weber carbs and bought some used ones, but found in the process that they were difficult to locate.

'Coincidentally, I ran across a guy who was consultant for a major importer of automobile parts. He told me that the company had 100 to 150 of these Webers and they didn't know what to do with them. Being a Porsche Club of America club member, I decided to buy them and started selling them

via the club's magazine, *Panorama*.'

And so was born Porsche Mailorder, a name quickly changed to PMO to avoid being contacted by Porsche's lawyers. Some of Richard's customers then asked him if he could supply linkages and manifolds, which were of limited supply at the dealers. This led him to manufacture his own

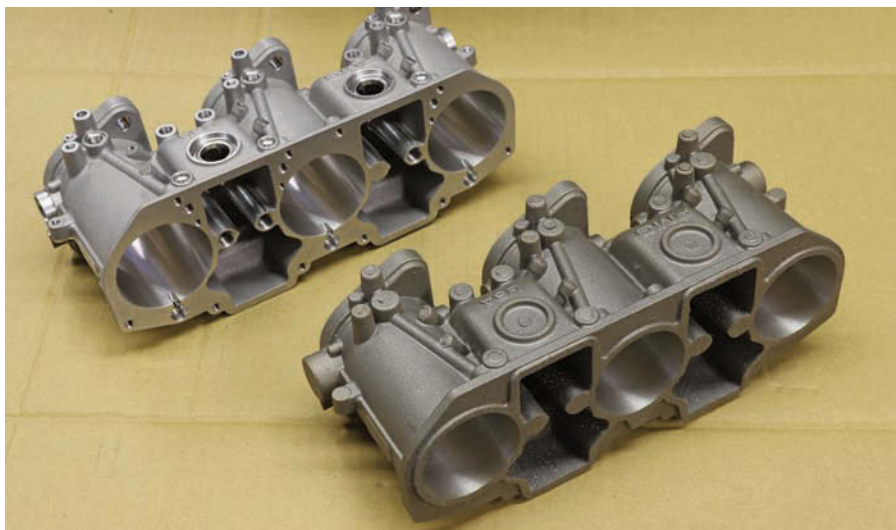
manifold and linkage kits in the early '80s – PMO now produces 16 different manifolds. One particular setup allows the installation of 46mm Webers on 3.0-litre 911SC engines, introduced in '78.

In passing Richard mentions: 'An Orange County Porsche guru, Greg Brown, flowed three different manifolds: the Porsche "R" manifold, a CNC-machined billet manifold and an

equivalent PMO manifold (46/39 tall MFI). Guess which one flowed the best, with the end bores flowing as much as the centre bore? So much for the "straight shot" theory!'

Over the years, the firm has released many new products, such as the K&N water-shield foam air cleaners (in 1984). They were followed by the PMO fuel pressure control unit,

"IT ALL STARTED IN 1979 WHEN I BOUGHT A '69 911T..."





designed to be used with a high-pressure fuel pump, with the excess fuel flowing back to the tank.

However, in the late '80s, Weber elected to concentrate on the manufacture of fuel-injection components in Bologna, rather than carburetors; as a result the Italian company sent the production of Weber 40IDA 3C models to Carter manufacturing in North Carolina, which was bought by Magneti Morelli, the holding company of Weber. Suddenly, Richard faced quality issues with the first batches he received; but the final nail in the coffin came a few years later, when Carter announced it would cease making three-barrel carbs.

This conundrum led him to take some drastic measures... Right there and then, he decided to manufacture his own carburetors! It wasn't a small endeavour by any stretch for such a small, specialised company; but the \$450,000 invested in moulds, machines and their fixtures, programming, etc, allowed him to launch a line of products highly regarded to this day.

The PMO machine shop opened in Santa Monica in 1994 and it took three years to produce the first batch of carburetors. Two aircraft- and Mil-spec-qualified machining specialists, Christen and Ralph Harmon, joined the team.

Christen remained with PMO until the end of 2018 after 24 years. Her son, Mike, is the man in charge of CNC machining and assembly. John Krawiec also handles assembly plus deburring and conventional machining.

The crew toils in a shop that covers 1200sqft/110sqm, though the shipping is done via another location also in Santa Monica. Equipment includes two Haas CNC vertical mills, which handle the bulk of the operation on the throttle bodies and their tops, together with the fuel-injection squirter. Machining of the carbs' bodies alone involves no fewer than nine programs and about 100 different tools! Let's not forget the Bridgeport mills, a smaller vertical mill, a saw, a vibratory stress relief machine, a deburring machine and Hardinge turret lathe which are all used in the manufacturing process.

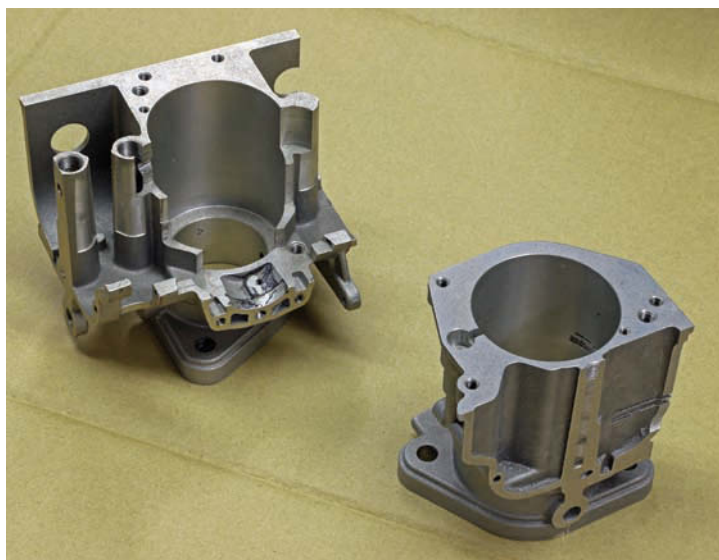
Richard also became involved with the manufacture of EFI (Electronic Fuel Injection) and MFI (Mechanical Fuel Injection) kits, designed with help from Richard Clewett of Clewett Engineering. Their dimensions allow customers to install them using PMO's existing manifolds, linkage and air cleaners. While carbs still represent 80 per cent of the production, EFI and MFI jointly share the remaining 20 per cent.

The construction process starts with raw throttle body

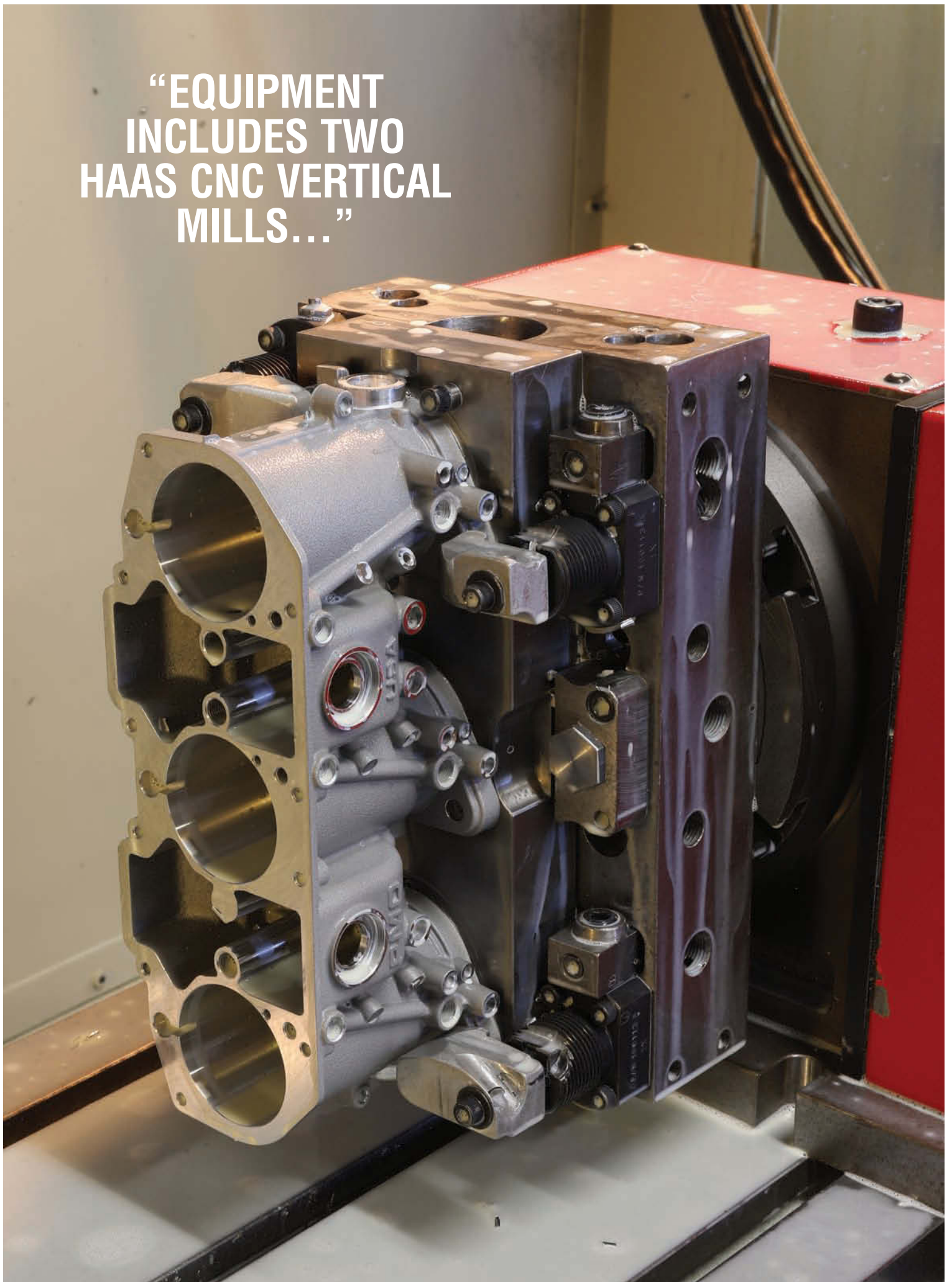
Above: Christen Harmon was with the company for 24 years! She's seen here finishing a linkage component with the Bridgeport mill

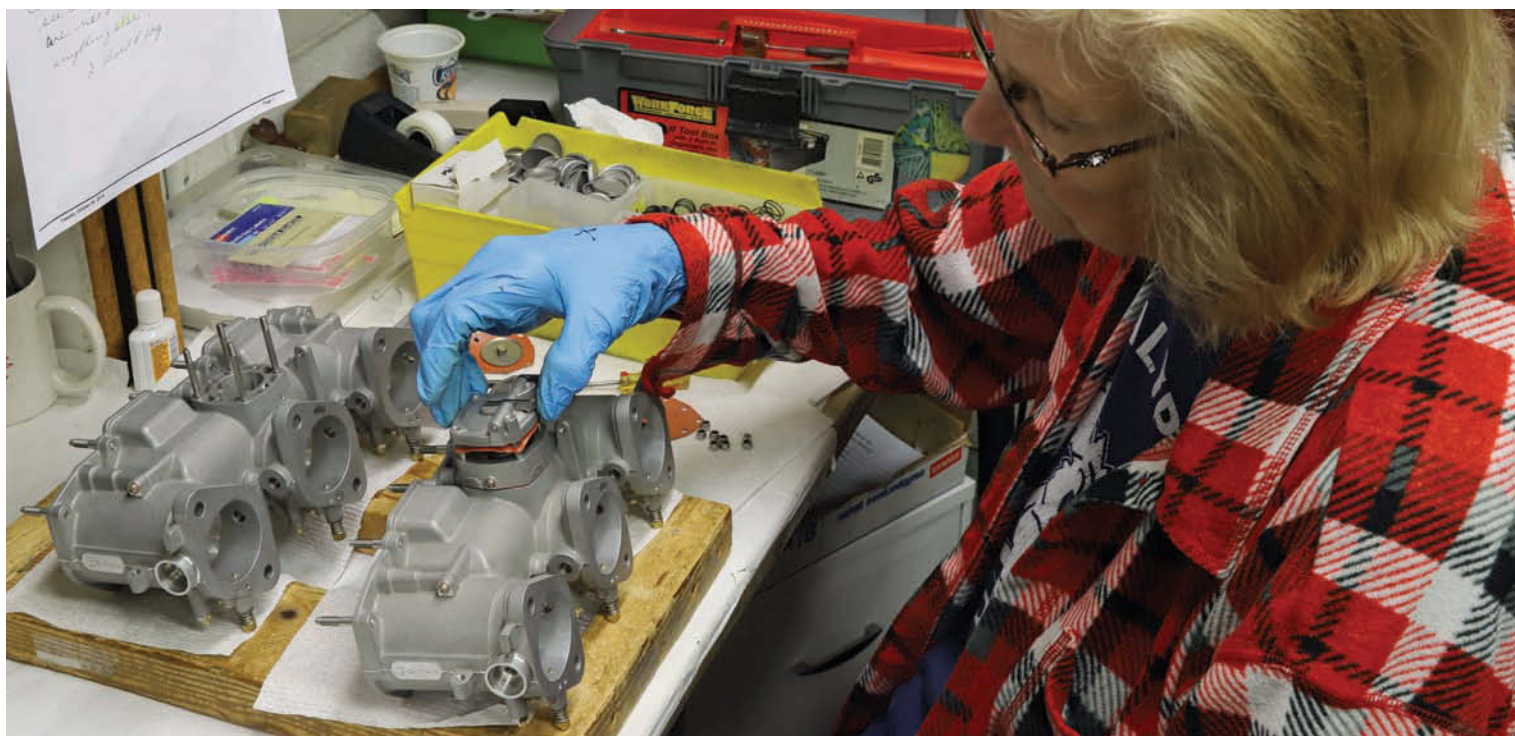
Below left: Samples to show the complexity of the casting and machining processes

Below right: Raw throttle body casting (front) and the final machined/finished product (back)



**“EQUIPMENT
INCLUDES TWO
HAAS CNC VERTICAL
MILLS...”**





castings, made from high-quality 356T6 material, the ingot form of 6061 aircraft aluminium – it is vastly superior to the ‘pot metal’ normally used in carbs. Each kit (carburettor, EFI or MFI) is built based on specs supplied by the customer. Pre-jetted carbs come in three models, 40, 46 or 50mm, along with a variety of extra components: manifolds, linkage, K&N air cleaners, pressure control unit, heat insulator kit, oil tank breather, fuel line and filters, etc. The EFI and MFI throttle bodies offer the same three sizes.

Some of the PMO improvements over the Weber design include ball bearings and Bellville springs to maintain radial and axial alignment of the throttle shafts, centre fuel pick-up and slosh baffling in the float bowls, larger air entry with the air horn taper carried through the top cover, improved injection nozzle design giving better atomisation, adjustable idle air jets, plus windows to check and balance float bowl fuel levels.

Testing on various customers’ dynos has shown excellent performance improvements by using PMO products, with the carb kits often leading to more horsepower than the most trick – and expensive – fuel-injection kits. JB Racing, in Florida, has built PMO-carburetted, flat-six, air-cooled

Porsche engines producing upward of 440bhp. Richard also mentioned to us a ‘spec’ 911 series catering for 3.0-litre-powered 911s that are not extensively modified... This class attracts mostly fuel-injected entries – but a PMO carburetted car typically wins.

When asked how many throttle bodies have been produced over the years, Richard estimates the tally at over 6000 – he currently has two runs of 200 pieces per year. Between 30 and 40 per cent of the complete kits are currently being shipped to foreign countries, with the UK receiving the largest share of that pie. Although the company constantly battles to keep up with increasing demand, PMO normally ships within a week.

Many of the purchases from PMO are made through Porsche repair/race shops or by their dealers, such as Pelican Parts, EBS, Sierra Madre, and Patrick Motorsports. Tuthill Porsche and Design 911 are two of the larger PMO dealers in the UK.

Ultimately, it is a blessing to have folks such as Richard and his crew involved in our niche market. PMO’s specialised products allow older Porsches to remain on the road for years to come, while offering reliable, high-performance induction for racing enthusiasts all over the world. **CP**

Above: There are some jobs that cannot be mechanised, or computer controlled – final assembly is very much a hands-on process

“DYNO TESTING HAS SHOWN EXCELLENT IMPROVEMENTS”

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Below left: Carburettor body almost entirely assembled and ready to go

Below right: EFI throttle body (top) and 40mm carburettor (bottom) fresh from the machining process





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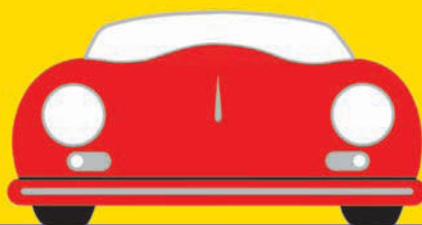
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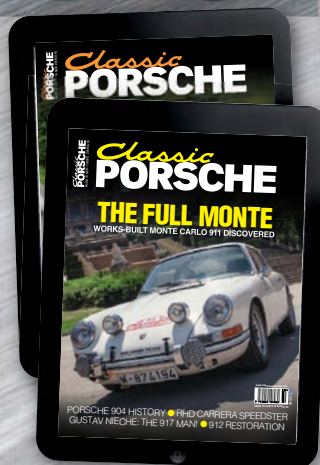


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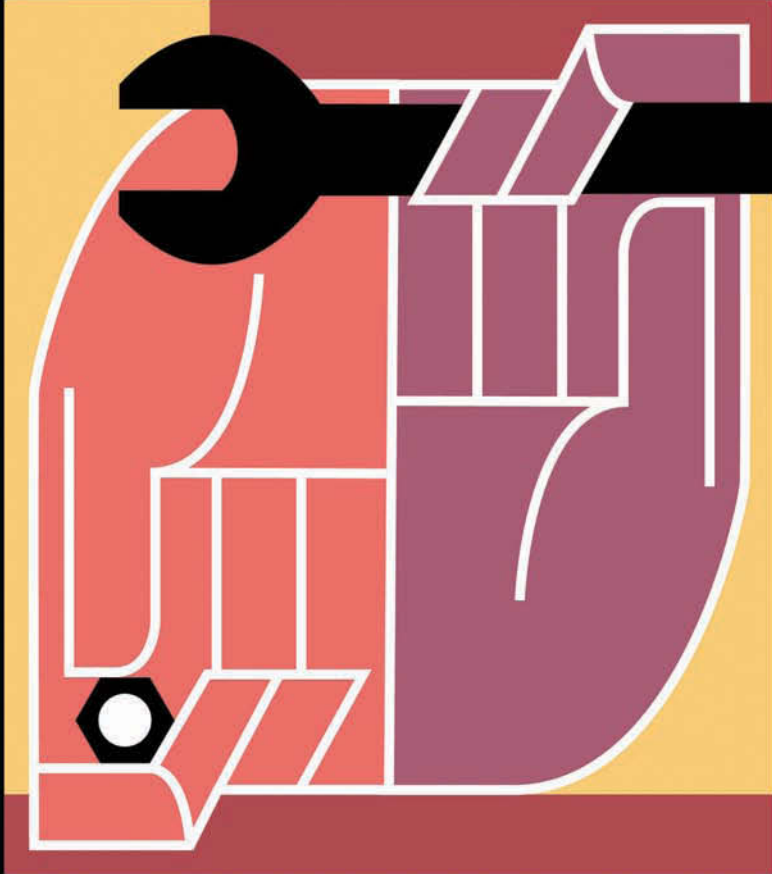
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911 3.2 1988 model, 2 owners since new, 164K miles, dark blue. New rear wings and kidney bowl sills completed by Parr of Crawley in 2015, engine rebuild by D9 Autotech Wales at 160K, G50 gearbox, present owner 28 years, unused spare wheel and tool kit, indoor cover, 911 luggage rack. Porsche Authentication Certificate, PCGB member, MOT until March 2018, £38,500. Tel: 07392 117798. Email: robertpinckney@hotmail.co.uk (Wiltshire). C60/004



1976 3.0 911 Carrera Targa, silver, 1 of 3500, only 1750 in Targa form, 64,000 miles, 10 owners from 1976 to 2000, specialist's report from purchase date including engine rebuild 2001 (new bolts and clutch etc), majority of MOTs present and some history from 1986 etc, whale tail, off the road for a few years. In family since year 2000, MOT 12 months although not required as historic vehicle, part restored paint only (pictures available) conducted by Paul's Restoration, Barwell, Leicestershire, 3500 miles in 18 years, excellent condition for 42 year-old vehicle, excellent tyres and brakes, SSI exhaust system. On personalised plate 3 letters plus 911 not included in sale, real sensible offers for this iconic vehicle. Tel: Andy, 07976 763103. Email: cepukltd@aol.com. C60/015

911 1975 Silver Anniversary, 911 Coupe, LHD, 1 of 154 RoW Anniversary cars out of total of 1063 cars built. All carried a numbered commemorative plaque, this is no 79. Swiss car with matching numbers engine and gearbox running very well with 99,250 miles covered since new, fully supported by extensive service records and Porsche C of A, excellent body and Anniversary interior with all options intact, a very rare car, £52,950. Tel: 07525 149901. Email: johnhill80@btinternet.com (Dorset). C60/001



1983 911SC, strong engine and transmission, beautiful black over Cognac interior, excellent driving car, car was originally blue and resprayed to black, 154K miles on odometer. Paint shows nicely overall with a couple of imperfections here and there as expected with a car that is 35 years old and been driven, pictures and video available upon request, price is FOB Miami, £28,500, taxes excluded. Tel: 305 443 7626. Email: bb@bernardbohn.com (Miami, USA) Trade. C60/003

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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). C60/028

944



1985 944 2.5, only 31,000 miles. The car has been dry stored for 18 years, re-commissioning by a Porsche specialist, £7495, call for more details. Tel: 07891 826093. Email: scott.owen71@gmail.com (Leeds). C60/007



944 Lux 8V collector's car, manual coupe in Guards Red, the car is a one owner on an F-plate and has covered only 5063 miles from new, the condition is as would be expected from an effectively nearly new car and is as it left the factory, the pictures show the car in the washed/leathered condition is not polished or detailed. The car is fitted with very comfortable optional Sport seats and runs smoothly, the oil was changed at 1000 miles by Malaya Garage in Billingshurst, Sussex and the oil, oil filter, antifreeze, fuel filter and fuel pump were changed a couple of years ago, all documentation is available for review. Due to the unique mileage/condition this car is now considered to be a collector's car and almost certainly one of the lowest mileage 944s still in existence. The price is £34,000 due to its unique sale features, any questions please ask but only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey). C60/006

Parts



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. C60/025



Rare 'new' boxed Becker Cascade Pro 7941 with latest mapping, ideal for vintage Porsche! Bought 2 'new' boxed Becker Cascade Pro 7941 from a German dealer recently at £1K each, used one in my classic car and was going to keep the other as 'investment' but no longer have the car (or a 1 DIN slot to put it in!). Really good bit of kit, out of production now, comes with the last version of mapping Navteq made. It's FM radio, Bluetooth phone, aux in, complete with new antenna/mic mapping in original packing and unlock card. Also extra Navteq maps for west Europe and UK, needs to find a good home, looks very at home in a vintage Porsche or classic car, looking for £599 for quick sale. Tel: 07947 319393 (Middlesex). C60/026

Genuine 911 Porsche parts 1965-67, front brake calipers (48mm pistons), front wishbone arms with new ball joints, rear brake calipers, rear trailing arms with hubs and stub axles, all refurbished. 5.5" and 6" x 15" deep dish Fuchs wheels, Weber 40 IDTP carburettors, spacesaver 15" wheels, 4.5" x 15" steel wheels, Hardi fuel pump (new) plus many more parts. Tel: Brian, 07770 962354. Email: info@classicporsche.com. C60/017
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. C60/018

Miscellaneous



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: smithbarrington@gmail.com (Leics). C60/012



Registration number 'A911 CAN', available immediately and is currently on retention, great registration for any 911, £8995. Tel: 07944 440008. Email: daniel@popcomdesign.co.uk. C60/027

POR 82T

'POR 82T' 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, £2995 or offers. Tel: 07739 642684. Email: richard@db9.org.uk. C60/010

'LEZ 911' registration for sale, until recently on my 964 but have now decided to sell the registration, on retention certificate, £3500, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com. C60/019
'JND 911', original 1948 registration number, ready for immediate transfer, £2880 inc transfer to your car. Tel: 01289 309930. Email: grahamedmundson@gmail.com. C60/020
'911 XN' registration number, available for immediate transfer or supplied on retention for use at a later date, £4750 inc VAT and transfer. Tel: 01289 309930. Email: grahamedmundson@gmail.com. C60/021
911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiigger17@yahoo.co.uk. C60/022
Porsche 911 Performance Handbook, 2nd edition, 272 unmarked pages, great condition, only £4.50. Tel: 07399 359072. C60/023



911 & Porsche World magazine issues 1-12, a rare opportunity to purchase the very first 911 & Porsche World magazine dated Summer 1990, along with the next consecutive 11 issues, all are in great condition, more photos can be sent on request, £100, will post worldwide, buyer to pay postage costs. Tel: +44 7973 172792. Email: n.lettin@btinternet.com. C60/011

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ADVERTISING INDEX

356 Panels	26	Mittelmotor	20
Art Wheels	85	Parr/Cargraphic	99
Auto Foreign Services	45	Patrick Motorsports	60
Automotion	19	PermaTune	70
Benton Performance	36	PMO	93
Car Bone	70	Porsche Cars GB Winter Wheels	7
Classic Retrofit	60	Quickfit Safety Belt Service	36
Coco Mats	37	Restoration Design Europe	61
Dansk	100	Roger Bray Restoration	70
Design 911	27	Segal Motorsport	6
Early 911S	51	Sierra Madre Collection	33
Early 911S Registry	93	Specialist Cars of Malton	85
Elephant Racing	41	Sportwagen Eckert	67
Export 56	59	Stoddard Parts	25
FVD Brombacher	2	Stomski Racing	23
Gantspeed Engineering	26	Tandler Precision	6
Gmund Cars	71	Tech 9	21
Greatworth Classics	85	The Blockley Tyre Company	77
Group 4 Wheels	26	Vintage Auto Posters	93
Haydon Brothers	36	Vintage Speed	20
Jaz Porsche	79		
Joma Parts NV	20	CLASSIFIEDS	95-97
Karmann Konnection	79	Eisenbrandt	
Lakewell Porsche Interiors	93	Eric Hall	
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