

Classic PORSCHE

CANYON CARVING

STRAIGHTENING THE BENDS 911R STYLE



www.classicporschemag.com



US\$12.75 Can\$14.99 Aus\$12.20

chp £4.95

50 YEARS OF PORSCHE'S MID-ENGINE 914
WORKS SAFARI RALLY 911 ● OUTLAW 356 COUPÉ



Porsche Tuning | Parts | Service
Made in Germany | Since 1984



Since 1984, FVD Brombacher has been setting the standard for Porsche restoration, engine building and tuning in Germany. Our online shop has a vast assortment of performance, spare parts and accessories for the entire range of Porsche models. No matter if you need service or parts for your aircooled or watercooled, we have everything you need and we also ship worldwide.

Simply visit us at **www.fvd.net** and discover why more enthusiasts choose to put our passion into their Porsche.

fvd Germany

tel: +49-7665-98990

fax: +49-7665-989920

email: info@fvd.net

fvd North America

tel: +1-954-571-2050

fax: +1-954-571-2060

email: sales@fvd.net



Classic PORSCHE

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

Contributors: Robert Barrie, Alex Grant,
Richard Holdsworth, Evan Klein, Bart Kuykens,
Karl Ludvigsen, Delwyn Mallett, Robb Pritchard,
Andy Tipping, Dan Trent

Studio Manager Peter Simpson

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

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

Accounts: Bev Brown
Administration: Sandra Househam

Managing Director: Clive Househam

Subscriptions
Tel: 01778 392026
subscriptions@warnersgroup.co.uk
classicporschemag.com

Printed in England
Walstead Roche Ltd

Worldwide stockists
To find your nearest newstrade stockist:

UK: seymour.co.uk/storefinder
N. America: magfinder.magnetdata.net
ROW: export.ops@seymour.co.uk

For single copies and subscriptions:
classicporschemag.com
For digital copies and subscriptions:
pocketmags.com

Classic Porsche is distributed worldwide by
Seymour Distribution Ltd, Tel: 020 7429 4000,
info@seymour.co.uk

chp **pocketmags**

f Find us on
Facebook

iTunes

twitter
#ClassicPorsche1

Classic Porsche® is published by
CHPublications Ltd,
1 The Alma Building,
Brewerstreet Dairy Business Park,
Brewer Street, Bletchingley
Surrey RH1 4QP
Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

While every effort is made to ensure the accuracy of this
publication, CHPublications Ltd cannot accept
liability for any statement or error contained herein.
All rights reserved. Reproduction in whole or part,
without written permission is prohibited

© CHPublications Ltd, 2019



I'm excited! As in 'waiting for new car to arrive' excited! After a year behind the wheel of a modern Porsche – a 2014 Cayman – I realised that it wasn't really for me. Don't get me wrong, the Cayman is a fabulous car, and I loved the looks, the handling, the performance and the PDK transmission. But it was too perfect, if you understand what I mean.

Of course, there will be those who say I should simply have held onto El Chucho, my 1966 '912/6' hot rod, but I'd reached the point when I felt I needed a change. As is the way of the

"I CAN'T WAIT. THERE REALLY IS NOTHING LIKE A NEW PROJECT..."

world, values of early cars have continued to rise, whereas I lost money on the Cayman, meaning that I had to have a serious think about what was to take up space in my tiny garage.

My first ever Porsche was a 1971 914/6 – a genuine 'six' at that – and I missed the fabulous handling, the unusual styling ('What's that, mister?') and the sheer practicality of a car with two boots (trunks). The value of 914/6s has skyrocketed in recent years (I bought mine for £5000, sold it for £10,000 five years later) so a 'four' it had to be.

So, my 'new' car (above, shown sitting at the shippers in South Carolina) is currently on the ocean, heading for the UK. I can't wait. There really is nothing like a new project...

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

www.classicporschemag.com

CONTENTS

FEATURES

R'D AND FAST

There are no hard and fast rules when building a 911R-inspired hot-rod

08

914@50

Looking back at the life and times of Porsche's mid-engined collaboration

28

BRUTAL BRUTUS

Sold at auction for close to a million dollars, the prototype 916 is a real beast

38

DUST AND DIRT

Porsche and Martini were shaken and a little stirred on the Safari Rally

42

PHOTOGRAPHIC AFFAIR

We take a look at the work of Bart Kuykens, master photographer

50

THE NEW OUTLAW

The Border Reivers lay down their swords in favour of a classic 356 coupé

54

THE DREAM JOB

Alexander Klein, the man who looks after Porsche's historic collection

62

NOT SO SWEET SIXTEEN

Karl Ludvigsen tells the story of the incredible flat-16 Can-Am engine

72

THE FLYING DOCTOR

Meet an Australian doctor who races a 356 – and produces his own wine!

80

THE NEW OLD SCHOOL

TLG's Marco Gerace is following in his late father's footsteps...

88



SUBSCRIBE TO
Classic
PORSCHE

Don't miss a single issue of the only magazine that covers every model of classic Porsche. Why not subscribe today? You'll save money, too!

Just turn to page... 98



28



42



REGULARS

NEWS & PRODUCTS

News & reviews from the Porsche world

DELWYN MALLETT

Mallett's mental meanderings

ROBERT BARRIE

More from our resident racer

CLASSIFIEDS

Find the classic Porsche of your dreams

16

22

24

95



Driving your passion.



www.STOMSKIRACING.com +011(410)571-9779

GEARED TO WINNING

- High quality Klingelnberg crown wheel and pinions
- We can produce special ratios
- Crown wheel and pinions for Porsche 356 (7:31), 901 (7:31) and 915 (8:35) available from stock
- More than 65 years experience in the production of high quality gearing for automotive, aerospace, military and industrial applications

Tandler Precision Limited

29 Ross Road Business Centre

Northampton NN5 5AX

Tel: 01604 588 056 Fax: 01604 588 064

Email: sales@tandler.co.uk

www.tandler.co.uk



NEW! 1964 to very early 1966 Window washer fluid bag.

Perfectly accurate right down to the internal hose strainer color!



NEW! Early 1966 through 1967 Window washer fluid bottle. Finally an accurate reproduction, in the correct size with the correct logo. Not the same as others offered elsewhere, ours exclusively!



1968 to 1977 wiper arms and blades for both RHD and LHD. Finally someone has paid attention to the RHD market! Arms and blades available in pairs



1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct

NEW PRODUCTION OF THE 1969 TO 1972 CHROME HORN GRILL.

All new tooling for an exact fit, concours chrome, all done in the USA. No more trying to fit the gap between the hood and the grill or the grill and the turn signal lens



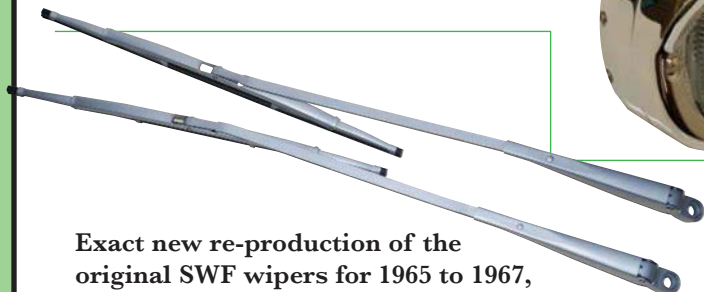
SWB standard horn grills for the 1965 to 1968 cars. Cast from Zinc alloy, quad chrome plated, and perfect fit. Absolutely exactly like the original including correct seal



'68 to '73 headrests, correct for both Sport Seats and Standard Seats, correct finish on the posts, and the internals under the foam is identical to the originals as well



New "128" fog lamps now also available with amber reflector! Perfect chrome, correct raised lettering, 12v bulb included. Pairs available in clear, and with amber reflector



Exact new re-production of the original SWF wipers for 1965 to 1967, painted in correct silver finish. Wiper blades and arms available as a package or separately. Silver arms and blades

1967S, 1968S and 1968L correct "wide" rubber bumper insert, another one of those "unobtainable" parts to complete your restoration



Auto-Foreign Services

Tel: +1-206-321-2960 E: autoforeign@gmail.com

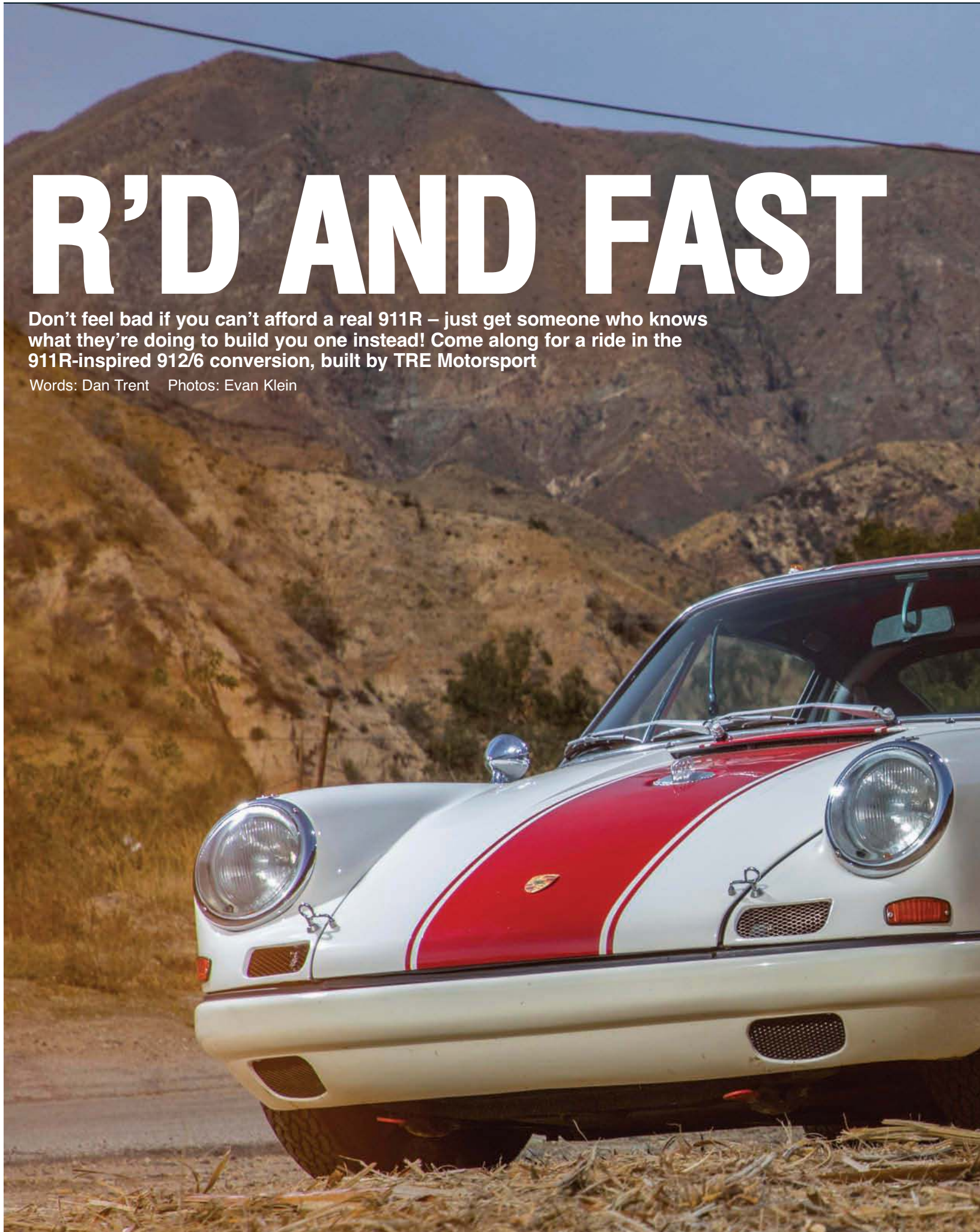
www.autoforeignservices.com

Eric Linden, 29 year PCA member, 29 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!

R'D AND FAST

Don't feel bad if you can't afford a real 911R – just get someone who knows what they're doing to build you one instead! Come along for a ride in the 911R-inspired 912/6 conversion, built by TRE Motorsport

Words: Dan Trent Photos: Evan Klein





Accepting that even with the biggest blank cheque in your hand you'd struggle to find someone willing to sell you an original 911R, the idea of building your own has considerable appeal. Not least for the fact you'd actually be able to use it, too, the real thing now so covetable and collectable most will see out the rest of their lives alternating between air-conditioned garages and static appearances on manicured golf lawns.

Despite its relatively minor (albeit hugely influential) role in Porsche's sporting history, and the fact fewer than two dozen were ever built, the R exerts a powerful force on lovers of classic 911s, sufficient even to inspire a scene of its own. Not least in California and out of the workshops of specialists like TRE Motorsports, former customers including Singer's Rob Dickinson whose original R-inspired personal car was built with TRE and set the blueprint for the extravagantly 'reimagined' 964s he's now known for. He's just one of many who, to greater or lesser extents, have lived out their 911R fantasies with a little help from the guys in Van Nuys.

The beauty of building your own R is, of course, the scope to pitch yourself anywhere on the scale from slavish nut and bolt recreation to simply fitting some louvred plastic windows and lightweight rear lights to your SWB restoration, and bathing in the reflected glory.

This one is a bit more than a lookalike, though. OK, the flat-six moodily chuntering away as it warms up in the morning sun outside TRE Motorsports' workshop is a 2.4 and not the R's revvy, titanium-rodged 2.0. But in character and spirit this car is closer to the original than most of the

**“BUT YOU CAN
ONLY BREAK RULES
IF YOU
UNDERSTAND
THEM...”**

restomod 911s you see carrying drilled door handles and central fuel fillers.

The irony, of course, is that to carry off an homage convincingly you actually have to have a thorough understanding of the source material. TRE's relaxed attitude to originality may sit uncomfortably with true purists. But you can only break the rules if you understand them and a passion for Porsche's heritage is deeply embedded in the team's mindset, no matter how flexibly that legacy may then be interpreted.

It certainly looks the part, the short-wheelbase shell appropriate to the real R's origins and sitting low to the floor with its Fuchs tucked up deep inside the arches. There are plenty carrying off the look at a glance but, as I walk around the car and take in the details, it's clear this is a faithful celebration of Piëch's vision for a hardcore racing 911.

The inspiration for this particular celebration was to create an R-style short-wheelbase 911 its owner could use and enjoy on the road, tours and rallies, including events like the Targa Baja California which TRE founder Dave Bouzoglou helps run. 'This car has spent a lot of its life flat-out in fifth,' he grins as he talks us round, this apparently passing comment saying much about the way he approached the build and how the owner enjoys the fruits of his labour. This explains the bigger, torquier engine and carefully hidden creature comforts, like heated seats.

Having previously commissioned TRE to build him something similar along S/T lines, this car's owner, like Bouzoglou, has a thorough understanding of Porsche history



and how to build a car both faithful to the spirit but also tuned to his particular needs.

Starting point of the project was a 1968 912, acquired minus an engine and just begging to be turned into something a bit special. Apparently this is a faithful foundation, Dave saying original Rs were also based on the four-cylinder shell. With the owner's S/T gaining a powerplant upgrade of its own, the 2.2 it had been running looked like a natural fit, the original plan being to keep the green interior and go for a very Californian Champagne Yellow paint scheme.

As is the way of these things, that idea was turned on its head by the acquisition of some hard to find, '68 vintage basket weave door cards in cherry red. And from there a change of direction to ivory paint with stripes to match the interior. Before all that the shell was stripped back to the


metal and the rear arches subtly flared to make room for the seven-inch-wide wheels.

Bumpers, front wings, luggage compartment lid and engine cover were all swapped out for glassfibre replacements, faithful recreations of Baur's originals with the correct balsa wood reinforcements on the underside of the front lid to prevent bowing at speed. Original Rs also featured glassfibre doors with simple, railway carriage-style drop down windows adjusted with straps. Bouzaglou explains for this car they stuck with original steel ones, his reasoning being that the plastic doors are difficult to seal, noisy at speed and liable to letting in water when it rains.

Accordingly this car is a little heavier than a 'proper' R, Bouzaglou reckoning to the tune of around 80–100lb, or so, or about 40kg in new money. Given the originals were just

Below left and right: Cool early-style gauges include a 10,000rpm tach, rotated to put the red line to the top. Clock is replaced by a Pre-A 356 taillight used as an oil pressure warning lamp!





**“DAVE RECKONS
THERE’S ABOUT
170BHP TO PLAY
WITH...”**

1763lb (or 800kg) that hardly makes it portly, these small concessions to usability another sign this car is built to be driven for long periods. Completing the look is an external oil filler, connected to a modified tank from a 1972 car and custom-made fittings.

Nifty custom features include double washer jets on the driver’s side and an endurance style roof recognition light on the passenger side to offer some visual balance. External hinges and authentic R-style hold-downs on the engine cover complete the competition vibe out back, while the chromed front latches are actually Ferrari items, just because.

The engine and chassis are where Bouzaglou’s encyclopaedic knowledge of mixing and matching 911 parts really shows. Front suspension is from an SC with beefed up torsion bars all round and what Dave describes as ‘hefty’ anti-roll bars for the car’s weight.

The engine was a 2.2 when first fitted to the car but a week before it was due to be delivered the TRE team were horrified to find metal filings in the oil filter and tore the engine down to find a failed crankshaft bearing. Where most would consider this a disaster, TRE instead took the opportunity for a capacity bump, fitting a 2.4 crank and pistons, the engine also running 911E camshafts and fuelling through 40mm Webers. SSI heat exchangers take exhaust gases to the twin-megaphone M&K rear silencer. The 901 transmission meanwhile runs M, S and X ratios for third, fourth and fifth, the shift lever topped with a 917-style wooden ball.

Dave reckons there’s about 170bhp and 150lb ft to play with, which is some way off the 210 of the race-tuned

Above: You can almost imagine the popping and banging on the overrun, spits of flame visible in the gathering gloom as you slow for a favourite corner...



Right: Red interior trim looks fantastic. Roll bar is a nod to the factory originals, with their gently radiused corners

screamer in the original R. But set against that modest kerb weight, plenty to be going on with.

A classic Californian canyon road is just the place to appreciate a lightweight, short-wheelbase 911 like this and, thankfully, there are plenty of these on TRE's doorstep. With the Alcantara rooflining, door cards, carpeting and fully trimmed dashboard, the interior is relatively plush compared with the pared-back minimalism of a factory R. But it still feels wonderfully focused, the LED-lit dials a discreet modern touch with the fifth replaced with a 356 tail light set to illuminate if the oil pressure drops to dangerous levels. No excuses for missing that, then.

Adapting to the 901's dog-leg layout isn't as difficult as some might think, though the throw is languid and the detents vague. The move across from the first and reverse plane to second and third is long but the next step to fourth and fifth is tight, meaning it's all too easy to go from first to fourth and have the engine bog down. And an attempt to downshift from second to first for a slow speed tracking photo on a hairpin sees me grind to a halt fishing for first, much to the evident amusement of those in the camera car.

Tuned for torque, it's quickly evident I needn't trouble myself with this and most of the time on these kind of roads is spent flicking to and fro between second and third. The engine gives a little sniff through the carb trumpets in response to the right pedal but it reacts instantly, even from low in the rev range. And the lack of weight means the little 911 quickly hauls its way through the revs and into the next gear. It's all about the mid-range this car, the engine note hardening with real purpose at around 3000rpm before opening up into a properly fearsome bellow. It sounds great from inside. I'm imagining it sounds even better from outside,

**“THE LITTLE 911
QUICKLY HAULS ITS
WAY THROUGH THE
REVS...”**



Above: With the sound of the 2.4-litre engine bouncing back off the canyon walls, who needs a radio?

Left: Swinging through the canyons is what the TRE-built homage was designed for. Check out those neat Ferrari-sourced hood latches. How cool are they!



Below left: Louvred Plexiglas quarter windows are a 911R signature touch, and functional to boot

Below right: 170bhp 2.4-litre engine relies on 911E cams and dual triple-choke 40mm Weber carburetors

those lightly flared pipes bouncing the classic carb-fed sound off the rock walls bordering the twisty canyon road.

Like with any Porsche, it takes me a little time to find my flow, Dave a patient but watchful presence in the passenger seat. Like that big oil pressure light on the dash, I'm trusting he'll only make his presence felt if things are really serious.

The lack of weight, stiff suspension and short wheelbase combine to create a fabulous sense of agility, the R rep darting into the corners without hesitation. There's no slack in the wheel and its compact size requires a firm grip of the rim and meaningful effort to turn it in. But the car feels

beautifully balanced even at a respectful pace. Caution means I'm slowing and settling the car for the corners rather than burying it in on the brakes and letting it dance, the sense it's equally happy to play it sensible as it is live life on the edge testament to the set-up contrived by Dave's mix-and-match approach.

As my confidence grows I become happier letting the wooden-knobbed gear shifter find its own way around the ratios, less haste meaning more speed when it comes to working your way through the 'box. Happy the front end is going to hold its line I get steadily more confident on the





throttle, too, enjoying the low-end response of the engine and its influence on the R's attitude in the corners. Recent rain has washed mud onto the road that's dried into dust and on one corner I feel happy enough to gas it and let the 911R rotate into a gentle slide, the little Porsche scribing a delicate diagonal line to the corner exit that has me grinning like an idiot. I'm barely doing 20mph but there's enough information coming through the car to inform me it'll be just as much fun at three or four times that, the motivation to build an 'R' configured to be used and – perhaps – abused in confidence entirely understandable.

By modern standards it's running a lot of sidewall in its tyres but with so little weight to worry about it doesn't matter and there's no wallow, just a pleasing cushioning against the bumps and predictable levels of grip suggesting you could really lean on it if you were so inclined. With a few more miles under my belt I might push harder but, frankly, the joy

of making a bit of noise at modest speeds and enjoying the sensory delights coming back through the wheel and seat of my pants are enough for now. For sure you can understand why the real thing was such a weapon on rallies and long-distance road races. And why the owner wanted to build a car capable of the same.

Affordability is a relative term of course and, even if you were successful in convincing Dave to build you something like this, you'd require a healthy six-figure budget and a realistic sense of how long it would take. Purists may roll their eyes at yet another homage to the legendary 911R and the pick-and-choose approach, but with the real thing out of reach who can begrudge the inspiration to use the R's look and lightweight philosophy as a springboard for building the 911 of your dreams. Hang-ups about originality play second fiddle to the joy of driving a car assembled with such knowledge and passion. **CP**

Above: Colour combination is period perfect, the inspiration to go with red trim coming from the new cherry red door cards purchased mid-build

Contact:

TRE Motorsports
Tel: (001) 818 909-9220
www.tremotorsports.com

Below, left to right: Centre-fill fuel filler is a de rigueur touch for any R-style hot-rod 911, as are plain Fuchs wheels sans centre caps. It's all about the look...



HALL 3 TECHNO CLASSICA 10.-14. APRIL 2019



NEWS & PRODUCTS

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

Got something new? Send details to classicporsche@chpltd.com

SAVE THOSE DOORS!



One of the weaker parts of your classic 911 is the area surrounding the door stay. The door stay mechanism often tends to tear and rip the sheet metal inside the door over many years of use, damaging both the door and also potentially the fender itself.

Luckily Rennline now offers a solution that will protect those precious doors on your 911, and save them if they have already suffered some damage. Price? \$42.50...

Find out more from www.rennline.com

CHROME DOMES...



More Karmann Konnection exclusives for the 356 and 356A are these German-manufactured domed hubcaps, which are triple-plated in the UK. KK says: 'We consider these simply the best domed hubcaps available! These superb German-manufactured hubcaps are for Porsche Pre-A and A models, which are heavy coppered then polished and finally triple-plated in the UK by ourselves. A perfect shape and fit, they weigh 0.6kg each and are of concours quality. They are etch-primed and silver-painted on the rear.' The hubcaps are priced at £108.00 each, or £432.00 for a set of four, plus shipping.

For more details, call 01702 340613 or mail info@karmannkonnection.com

LUFTGEKUHLT #6

Luftgekuhl is the ultimate 'pop-up' Porsche event, having now manifested itself not only in the Los Angeles region, but also the UK and Germany. Details of each successive event become one of the best-kept secrets until the last minute, preserving its reputation as being the place to see the best cars in the Porsche scene. If you live on the west coast, it will pay to keep May 11th free in your diary... www.luftgekuhl.com

GROUP 4 16-INCH CAMPAGS

Group 4 Wheels, already known for their 15-inch PAG/Campagnolo rims, have expanded the range to now include a 16-inch version in 7-, 8- & 9-inch widths for 911, 914 and 914-6 GT. It's an original and period-correct wheel, with direct motorsport history with Porsche.

Original tyre sizes of 205/55 and 225/50x16 are plentiful for road and race use – even the 245/45-x16 tyre can be obtained easily enough, although choice is limited. All sizes are available in N-rated Porsche specification.

Having recently teamed up with Longstone Tyres, wheel and tyre packages can be supplied in both 15- and 16-inch diameters, ready to bolt straight on. All Group 4 wheels are manufactured using AISi7 primary alloy, then heat-treated, improving the mechanical properties, a process primarily used in motorsport applications. They're available in an expanded colour range of anthracite, black, silver and, of course, gold, all in a satin matt finish. Prices start at £305 each plus VAT

Full information can be found at www.group4wheels.com



PIRELLIS FOR CLASSIC 911s

The ball started rolling when Pirelli made the 185/70WR15 Cinturato CN36 for Longstone Tyres. Porsche then got involved and awarded the tyre its N4 rating. The tyre fits 911s from 1968, when low-profile tyres first came to light, until the 911SC of the 1980s. Pirelli and Porsche added to this small range of CN36 tyres with a 165VR15 CN36, the only branded 165R15 tyre to attain a 'V' speed rating, for fitment to the 356, 912, 914 and pre-'68 911s.

In 1972 Porsche, with the Carrera RS, took advantage of Pirelli's newest tyre technology, a 60-profile tyre. They kept the 185/70WR15 Cinturato CN36 on the front and, with a wider rim, fitted a 215/60R15 CN36 on the back.

Porsche then moved most of their standard 911 models over to 185/70R15 and 215/60R15s until the middle of the 1980s.

In 1974 Pirelli introduced the ultra-low profile Cinturato P7 for Porsche's new 930. Pirelli are now reproducing 205/50YR15, 225/50YR157, 285/40R15 and even 345/35R15 P7s for the early 3.0 Turbos. From 1976 Porsche started to move their cars onto 16in wheels.

From March 2019 the important 16in Pirelli P7 Porsche tyres will be available again; 205/55R16 P7, 225/50R16 P7 and 245/45R16 P7 have now finished testing by Pirelli and Porsche, and have also been awarded the N4 homologation.

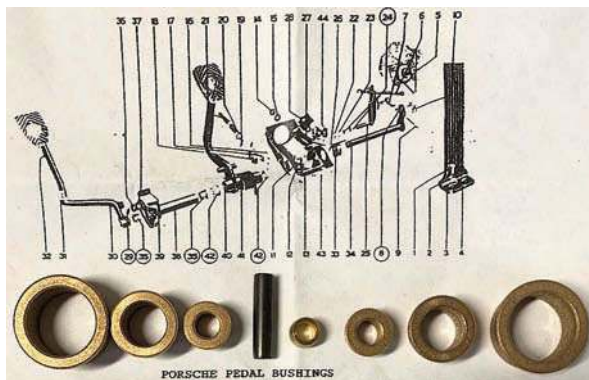
For more details, visit the website at www.longstonetyres.co.uk



FEELING BUSHED?

Over time the original plastic bushes in your 911's pedal box assembly can start to wear out. Just think how many times in the last 40-odd years the clutch, brake or throttle pedals have been depressed! Stuttgart Classica offers an upgraded kit manufactured from sintered bronze which is oil impregnated for lifetime lubrication. This is a complete pedal box rebuild kit with seven Oilite bushings for the clutch cable arm, brake and throttle pedals, and a new spiral retaining clip. It comes complete with fitting instructions – note, this is not suitable for Sportomatic pedal boxes. Price is £35.00 including shipping within the UK. Overseas orders are welcome.

To order yours, go to www.stuttgart-classica.co.uk



RECORD SALE!

The Artcurial auction at the 2019 Paris Retromobile show saw the highest price ever paid for a 914 – or rather a very special derivative thereof: 'Brutus', the prototype of the legendary 916 (right). Only 11 examples of this six-cylinder, mid-engined 'super-fourteener' were built before the whole project was knocked on the head.

The 2.9-litre RSR-engined car was used by Corina Piëch, wife of Ferdinand, before finding its way to the USA. After years in hibernation, it was restored and sent to Paris for the auction, where it achieved a record-setting €800,000 – or around \$1million with premium. Full story on pages 38–40 of this issue.

PORSCHE KG CELEBRATIONS

STOP PRESS: Just as we were closing the doors on this issue, we received news of a new show. The Porsche KG Classics event is being presented as the natural successor to Classics At The Castle, which took place at Hedingham for twelve successful years. The same organising teams are at the forefront of this new event which will be showcasing and focusing on the Porsche KG-badged production and competition models. This first KG meeting is the beginning of something new and is focused on a day at Goodwood Motor Circuit on Saturday, 17th August and comprises four different elements celebrating Porsche's KG heritage in a way that blends track and off-track activity. More details to follow...



TURBO TIE-ROD DEALS

Mittelmotor is offering a complete 911 Turbo tie-rod conversion kit, including dust boots and spacers. By upgrading to the 'Uniball' bearings you'll notice a distinct improvement in directional stability.

The first of the two conversion kits offered here fits all Porsche 911s from 1969 to 1989, as well as the 914. Instead of €99, for a short time they are available for just €75 a set.

The second kit offered fits all Porsche 911s from 1965 to 1968. Instead of €199, they are available for a limited period at €149 a set.

For more information on both products, log onto www.mittelmotor.de



Classic PORSCHE

RESTORED! VIPER GREEN 1972 911S

Contents subject to change

ISSUE #62 – ON SALE 25TH APRIL 2019

Overseas (approximately): Europe May 2nd; N. America May 30th; Australia/NZ June 27th. For your nearest stockist worldwide see page 3

RHD CARRERA SPEEDSTER

It's always a great feeling when you can fill in the missing history relating to a classic Porsche. Export 56 was over the moon when they received a letter from a former owner of the red RHD Carrera Speedster, which we featured in issue #59. It turns out Anthony Ladd purchased chassis #83727 in 1964 for around \$5000AUS, having seen it advertised in a local car club magazine.

The car had been laid up in a large shed at Warwick Farm, which is a suburb west of Sydney, about 45 minutes from Anthony's home. The Carrera Speedster was in poor condition, and Anthony describes it as a true barn find, which is strange as the car would have only been seven years old at the time! The barn was located very close to the old Warwick Farm race track and was full of old motorcycles, cars, aircraft and, bizarrely, flight simulators.

When he purchased the car, it was currently un-registered and the original four-cam engine was still with it, but did not run. He trailered the car home and immediately removed the engine, fitted a high-output VW unit and registered the car on his personal number plate 'AL 030'.

Anthony Ladd took the original non-running four-cam engine to Gore Hill

Technical College, where his father was head of the Automotive Engineering Department. His father removed one cylinder head, which revealed a partially melted piston. Anthony recalls the engine was on display for several years and was a joy to behold with its four camshafts, a rare sight in those days. Few people had ever seen a quad-cam engine before and it was only a small minority of Porsche guys who even knew it was from a Carrera!

When Anthony purchased the car, it was still Ruby Red with a white hardtop, Rudge wheels, bench seat and American-spec bumpers. He remembers a few unique points, stating the car came with multiple gold/brass Carrera badges. The original script on the rear was made of brass, and was longer and a taller script than currently on the car.

He also remembers the car being fitted with a large Bendix fuel pump mounted on the front axle beam and a large glass bowl fuel filter in the engine bay. After a small engine fire, Anthony swapped out the VW engine and replaced it for a 1600 Normal Porsche engine.

During his ownership he met the owner of chassis #83558, the second RHD Carrera Speedster, who lived only 10 miles away from Anthony! After only four years of ownership, he sold the car to a doctor who was based at South Sydney hospital. At the point of sale, the registration was changed over to 'DKK 464'.

TWO RARITIES AT ESSEN



Following its 917-racing success in the early '70s, Porsche decided to use its expertise with turbocharged race cars to build the ultimate road going 911, the 911 Turbo. When the new model was introduced at the Paris Salon in October 1974, it was built to perfection and priced accordingly (more than twice the price of a standard 911).

Due to the overwhelming demand for the new flagship model and the very limited production of only 274

units, Porsche offered the first cars to 'friends of the factory'. Celebrities, royals, and even Steve McQueen would have to wait for their cars, or settle for 1976 models.

Here is your chance to see one of the 274 cars produced for the inaugural year of 1975, namely car #55 in Copper Diamond metallic. Ryan Snodgrass, the author of *the Turbo 3.0* book, estimates that only 20-30 of these original cars remain in the world today, making this model

the definition of exclusivity. This car will make a great addition to any concours collection of Zuffenhausen's absolute finest.

Here's another rarity for you. When the Porsche 928 was first released, its design was something completely different from what most would have imagined a sports car to be. Once again, early examples are few and far between.

This breathtakingly original 928 was delivered on the 4th October 1978 to VAG Porsche Center in Stockholm, Sweden, as an exhibition

car. Shortly thereafter, it got the attention of *Teknikens värld*, Scandinavia's most reputable car magazine, and was featured in a detailed nine-page article.

This car has appeared in countless exhibitions, the most recent of which being the 40th anniversary jubilee for Porsche Norway in 2018.

Both the Turbo and the 928 will be on display at Techno Classica Essen (held on 10-14th April), in Hall 7, Stand 506.

For more information on both cars, e-mail p.andberg@gmail.com



DIARY DATES

April 10-14: Techno Classica Essen, Messe Essen, Germany
www.siha.de

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

May 11: Luftgekühlt#6, Los Angeles, USA
www.luftgekuelt.com

June 15-16: Le Mans 24-hours, Le Mans circuit, Le Mans, 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

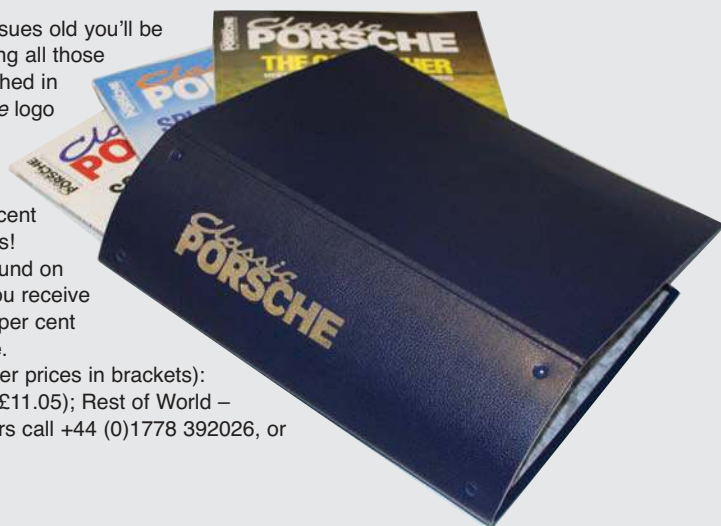
CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 61 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.

And best of all, there's 15 per cent off for *Classic Porsche* subscribers! Quote your subscriber number, found on the address carrier sheet when you receive your magazine, and receive a 15 per cent discount on the normal retail price.

Prices are as follows (subscriber prices in brackets): UK - £10 (£8.50); Europe - £13 (£11.05); Rest of World - £15 (£12.75). To order your binders call +44 (0)1778 392026, or go to classicporschemag.com.





SIERRA MADRE COLLECTION

Your main source for Parts & Accessories
for all Porsche® Automobiles

Info@SMCparts.com • www.SMCparts.com • Los Angeles, California • +1.323.593.4300 • Se Habla Español

We ship hundreds of orders overseas weekly using USPS, UPS, and FedEx. Delivery time as quick as 4-5 business days.



Rear Seat Backrest Frame Set,
All 356's (50-65)
SMC.522.022.05 \$324.00



Turbo Seat Set,
911 (74-84)
911.521.008.61 \$5,690.00



VDM Steering Wheel,
911RS/914-6 (380mm) (74-89)
914.347.805.20 \$1,495.00



Engine Bay Decal Set,
911 (2.7) (74-77)
SMC.006.503.SET \$52.00



Bursch Header,
911 (65-89)
BA 7917 \$712.38



Ignition Switch with Two Keys,
356A/356B/356C
644.613.101.06 \$205.81



Seal & Rubber Restoration Kit,
911/912 Coupe (69-73)
SMC.000.892 \$1,006.36
Other models available!



Threshold Kit,
All 356's (50-65)
SMC.551.117.00 \$176.06



Fuel Tank Protective Plate,
911 (73-89)
911.341.161.04 \$115.00



Hockey Puck Horn Button,
911/912 (65-68)
901.347.803.00 \$432.40



Fuchs Style Wheel, 6" x 15"
911/912 (65-80)
MX160015A \$209.10
Matte, Polished, RS Style



Fresh Air Inlet Box,
356B(T6)/356C (62-65)
644.571.012.06 \$253.50



Alternator 12 V / 175 Amp,
WOSP, 911 (83-89)
LMA333.2 \$1,037.69



Euro Headlight Assembly, Amber,
911/912 (65-67)
SMC.631.101.01 \$290.54



Tool Kit, 356C
SMC.721.020.04 \$572.51

KEY BY CODE PROGRAM

Call or visit us online for pricing and details



Try our new key service dealing exclusively with Porsche automobiles. Our excellent customer service, large selection of genuine, NOS and aftermarket keys will simplify the process for requesting key services.

Free shipping on orders under 3 pounds, \$75 minimum

Mention Classic Porsche in the order notes and we'll refund the shipping on qualifying orders. *Restrictions apply.*

GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1669 Colorado Boulevard • Los Angeles, California 91106 • United States
NOW OPEN SATURDAYS FROM 9:00AM TO 1:00PM



A CLASSIC PORSCHE PARTS STORY

your partner for: Porsche 356, 911/912, 964, 993



JOMAPARTS.COM
porsche classic parts

Gefusilleerdenlaan 29 - 9600 Ronse, Belgium
T +32 55 21 30 13 - F +32 55 20 70 69
info@jomaparts.be - www.jomaparts.be

Nederlands Français English Deutsch Italiano Português



Restoration Products & Services For the 356 GT

- Louvered Aluminium Deck Lid Skins
- GT Louvers Installed In Your Steel Deck Lid
- Roll Bar with Stub Ends • Gas Filler Neck and Tray
- Full Support Wheel Spacers for Drum Brakes
- Aluminium GT Mirror Covers for 356 & Spyders
- GT Fender Mirror for 356 & Spyders
- Gas Cap w/Fin • Brake Backing Plate Scoops
- Oil Tank Screen & Bracket

- Adjustable Spring Plates w/Bushings
- GT Bumper Deco, polished • 8' Pre-A Bumper Deco
- GT Leather Window Strap Kits
- Carrera Oil Lines, Tanks and Coolers • "A" Front Tow Hooks

GT Products by Urs Gretener



Visit us at www.GTwerk.com

**Robert Kann, 3841 Catalina St., Unit G
Los Alamitos, CA 90720**

Catalog & Order Form Available Online!

email: GTwerk@aol.com

Phone (818) 298-6766 • Fax (562) 596-6862



Group 4 Wheels
Reimagined for road and race



Available March / April*
PAG Campagnolos 7, 8 & 9 x 16"
in black, anthracite, silver and gold.
TÜV approved.

www.group4wheels.com

*Pre-order now to receive a free gift with your wheels plus entry to our prize draw for a set of titanium studs and nuts.

AUTOMOTION

New parts for your Porsche

THE
BIG
COME
BACK



automotion.com offers new parts
for any Porsche models from 1950 !!

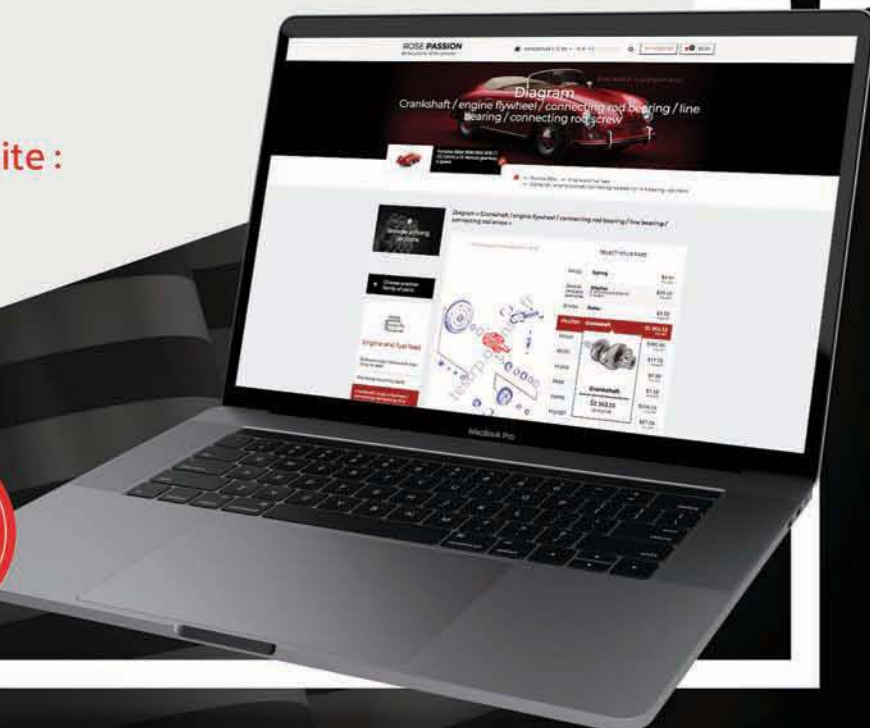
356, 911, 912, 914 , 924, 928, 930, 944, 964, 965, 968, 986,
987, 993, 996, 997, boxster, cayenne, panamera...

FOR AN ORDER,

Select it directly on our website :

www.automotion.com

WE
SHIP IN
ALL THE
USA



AUTOMOTION

Website : www.automotion.com
Mail : contact@automotion.parts

DELWYN MALLETT

MALLETT RECALLS THE LIFE OF BETTY HAIG, ONE OF THE MOST MEMORABLE CHARACTERS IN THE BRITISH PORSCHE SCENE, WHO OWNED TEN PORSCHEs OVER A PERIOD OF THREE-DECADES

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...



Funny thing, coincidences. In my last column I mentioned that I met, after quite a few years of not meeting, Tony Bianchi, who arrived at the Bicester Heritage 'Sunday Scramble' in his RHD Pre-A. Tony had owned a Speedster back in the '60s and mentioned he quite fancied getting one again, and wondered if I had any idea what had happened to his old car which, at one point, ended up in the hands of the late Betty Haig? I informed him that to the best of my knowledge it went to Canada, as in those days there was little interest here in leaky, draughty Porsches.

We reminisced for a while about Betty, who was quite a character, and moved on. No sooner had I returned home than I received a phone call from another chum asking if I had seen the new book, 'Betty Haig: A life behind the wheel' chronicling just that – her life, numerous racing exploits and the extraordinary number of sports cars that she once owned? A minor coincidence but not yet that remarkable. Then I had reason to rummage through my archive – my euphemism for the enormous piles of magazines and detritus in my attic – and opened a box file that probably had not been touched for at least 30-years. Within I found a 1975 copy of *Veteran & Vintage* magazine featuring a cover photo of Betty's treasured BMW 328 and a long feature written by her describing how she had bought it new in 1939 – ordered via the BMW agent in Budapest!

There was also a long letter from Betty to me, dated June 1978, in response to a letter that I had sent to her, and for the life of me cannot recall why. And, if that was not enough Betty coincidences, I dropped in to visit an old friend who had worked for many years at AFN and happened to ask if he was aware of the book? Not only was he aware but, as he had known Betty well, he had been interviewed by the author!

Betty was born into the distinguished Scottish Haig whisky distilling family in 1905, although she was born not in Scotland but her parents' home in London. She was also the niece of Field Marshal Douglas Haig, commander of the British Army in World War I.

Betty grew up a passionate and skilled horsewoman and in 1919 bought her first motorised vehicle, an ex-War Department Douglas motorbike, to enable her to travel to as many hunts as possible. In 1924 she bought her first car, an air-cooled, flat-twin ABC, which within two weeks caught fire and burnt out.

Betty's racing career started in 1933 in a very swift six-cylinder Singer Le Mans. In 1935, seeking something even faster, she visited AFN Ltd, (Archie Frazer Nash) situated in London Road, Isleworth, owned by the three Aldington brothers. It was the first step in a professional relationship that would last for

the rest of her life. Apart from building Fazer Nash sports cars, AFN was the sole British concessionaire for BMW motorcycles and cars. Betty couldn't then afford a Frazer Nash but was given a ride in a BMW saloon, which impressed her immensely.

By 1938 it was apparent that the recently introduced BMW 328 was the class of the 2.0-litre field but at £700 it was beyond Betty's reach. (Her Jaguar SS100 cost £395.) However, she was aware that if it was registered in Hungary, where there was no import duty, she could save an astonishing £300. Conveniently, her close friend, flat mate and fellow racer, Enid Ridell, didn't have a permanent British residency so she would be able to import it without paying any tax. The pair decided to share the cost of the car and in June 1939 they travelled to Munich to pick up the 328, then on to Budapest where it was registered, then back to England. WWII broke out shortly after.

Post-war Betty returned to racing and rallying with renewed vigour and in 1951 competed at Le Mans with Yvonne Simon in a gorgeous Ferrari 166 MM coupé, finishing third in the 2.0-litre class and 15th overall. As all *Classic Porsche*

readers will be only too aware (I hope?), 1951 was the year that a new sports car marque made its first appearance at the Sarthe: Porsche.

AFN commenced selling Porsches in 1956 and Betty bought her first Porsche there in 1957, a one-year-old 'Normal' which in a 1965 interview she recalled as the most comfortable car that she had ever driven. Her favourite 356, however, was a 1958 356A 1600 Super. This was followed by a 1962 356B Super 90 sunroof coupé. Some were owned for only a few months as she was constantly buying new racing cars and juggling her finances.

In all she owned ten Porsches over a thirty-year period. Most were used as daily drivers or for long distance commuting to relatives in Scotland. Her tally was three 356A coupés, two Super 90 B coupés, a 912, closely followed in 1967 by a 911 and lastly a 1979 3.0-litre SC. In addition she bought a 1956 Speedster circa 1972 and what was then the earliest known 356 in the UK, a

1951 1100cc coupé, which set her back the princely sum of just £20!

Betty was quite possibly the first person in the UK to recognise the importance of the very early 356s and set about restoring it with the expert help of AFN's ace body man, the late Ernie Gregory. Eventually Betty did a deal with John Aldington, who took UUL 14 as a trade against the 3.0-litre 911.

Betty, with Guy Griffith, was a founder of the Historic Sports Car Club, which did much to ensure the survival of historic racing cars. She was also a very early member and supporter of the Porsche Club GB, hosting regular picnic meetings at Shellingford House, the historic Jacobean manor that she shared with Barbara Marshall, her long time co-competitor and companion. Quite a gal! **CP**



Betty Haig at the wheel of her BMW 328, in which she regularly gave passenger rides at her home, Shellingford House, where she also hosted early Porsche Club GB events

SHE OWNED TEN PORSCHEs OVER THIRTY YEARS...



Disc Brake Wheels

From Factory Tooling
Made in USA
Chrome or Silver
15x4.5 15x5.5 15x6-inch



Maxilite Wheels

Many Sizes, Offsets
and Finishes
15x7 23mm offset shown



Pirelli Classic Tires

Porsche N-Spec
CN36 and P7
165/80R15 CN36 shown



Borrani Turbo Sprint

Bi-Metallic with Hubs
and Knock-Offs
For 356A, 356B and 356C



Hub Caps

For Drum or Disc Wheels
Fits 356, 911 and 912
SIC-361-031-01 shown



Complete 356 Floor Pan Kits

NLA-501-050-03
356B & 356C
shown

SAVE
20%



Nose Panels

Our USA production,
includes fog light bracket,
NLA-503-011-04 Right
NLA-503-011-03 Left
356B T5 Shown



Exclusive Pre-A Sheetmetal

Dozens of New Parts
356-51-257 Rear Bulkhead
shown



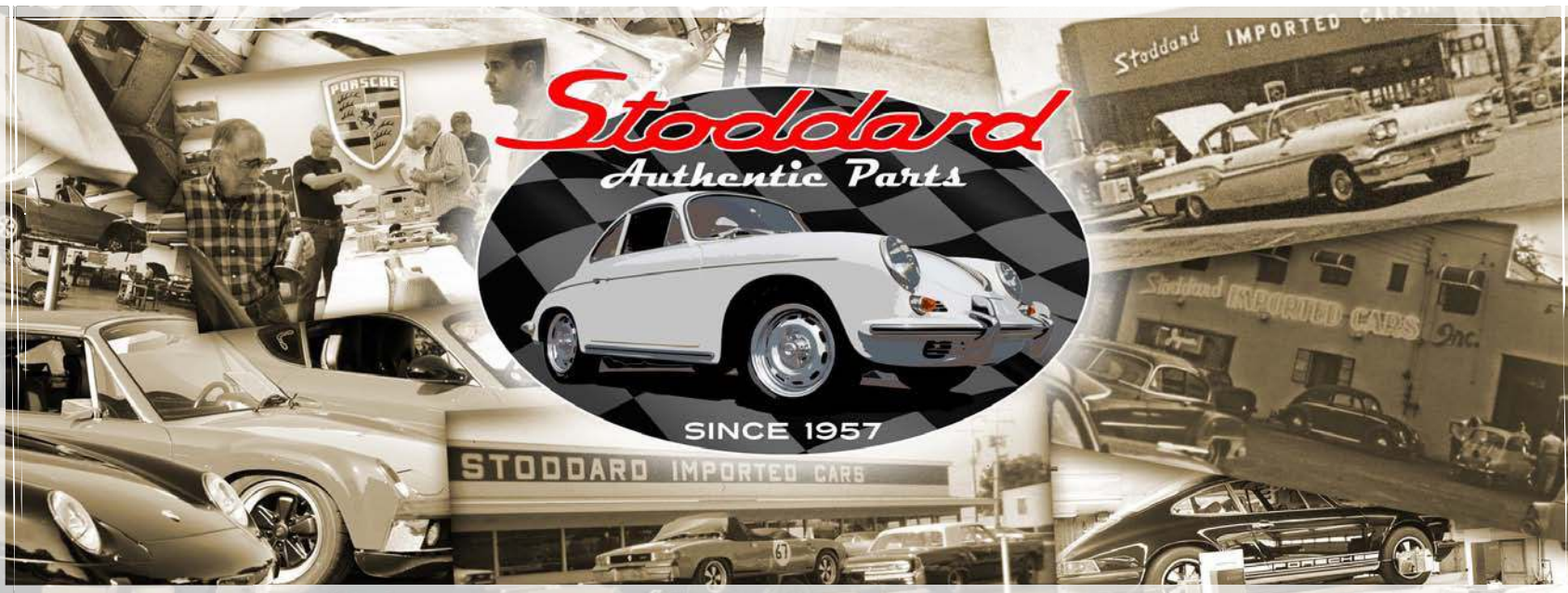
Outer Frame Repair Skin

Repairs 911 912
Wheelhouse
Including Torsion Tube
and Jack Receiver Area
SIC-501-963-01
SIC-501-964-01



911 Floor Pans

For Early 911 912
Correct Stamping
SIC-501-051-31-2



New 356 Intake Plenum

Perfect Recreation
for Late 356
644-571-012-06



Gas Tanks

For 356B T6 and 356C
Proper Grey Finish
NLA-201-001-07



Engine Sheetmetal

356 Rear Horizontal Tin shown
546-06-562



Gasket Sets

356 Transmission Set shown
741-300-111-00



Quarter Window Latches

For 356 or 911
644-543-041-00 shown



Headlight Stone Guards

For 356 and Early 911
NLA-62-114



Interior Light

Our Exclusive Production
For 356C, 911 and 912
SIC-632-101-00



Insulation Kits

Cockpit or Engine Bay
For 356, 911 and 912
NLA-556-552-00 Late 356 shown



Ashtray with Mounting Plate

Stoddard Exclusive
Production 356A,
356B & 356C
NLA-552-061-01



Seat Recliner Cover Set

For Early 911 and 912
901-521-915-01-700-SET

ROBERT BARRIE

ROBERT SUGGESTS THERE'S AN OPENING FOR A BOOK ON PORSCHE STEERING WHEELS – AND ANOTHER ON EATERIES CLOSE TO RACE TRACKS. MMMM, PORSCHEs, FOOD, RACE CARS, MORE FOOD...

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



They say that everyone has a book in them and it's normally best if it stays there. A good point well made. Even so, I have a couple in me that deserve to be written. They are coffee table books, obviously. None of that wordy rubbish. There's already a coffee table book about coffee tables, so I won't write another of those. Thankfully, I have other ideas. The first is a book about steering wheels.

The editor of this excellent magazine frequently reminds me that it's necessary to stand a good story up with a great photograph. Imagine a book full of stunning photographs of steering wheels. The first volume would cover the various original Porsche factory-fit items from, say, the early-1950s through to the early-1970s.

As such, it would feature the white-rimmed two- and three-spoke wheels seen on the early 356 with the metal dash behind. Ditto the wood-rimmed alloy wheels with a butterfly or hockey puck horn push against the green-numbered dials of an early 911. There would be plenty of others.

Some could be photographed out of the car as objects in their own right. Who wouldn't enjoy flicking through such a wonderful selection? More analytically, and relegated to an appendix, would be a short catalogue of diameter iterations and other details, with relevant part numbers, including those of the real RS wheel.

A second volume would cover period after-market items, including the traditional Nardi, the seemingly infinite variety of Momo and the rarer and slightly racier Personal. The wheels would only be the start of it. We could also consider horn pushes and hubs.

I recently bought a couple of original Momo horn pushes with a Porsche crest. There were two different sizes of crest. As evidence of the need for the book, I haven't been able to find an explanation despite an exhaustive search. More research is required on the subject, but you get the idea. In fact, you would like to pre-order a copy, right?

The second idea is a book about food. No surprise there, some might say. Not particularly original either, others will add. More constructively, it's a subject of universal interest and another that photographs well. What's required is a guide to some decent places to eat at, and around, race circuits in the UK and Europe. The book may be a bit shorter on the former and a bit

longer on the latter. In fact, to be honest, I sometimes struggle in the UK. I've never forgotten a dodgy sandwich near Silverstone a few years back that laid me low for days.

I can't think of anywhere hugely uplifting near many of the other UK circuits either. It's possible I am missing something – if so, let me know and it will go in the book. The food is generally okay at Goodwood. The drivers' club is a favourite hangout during the Revival, as are the hospitality units at either end of the pit lane.

I used to enjoy tucking into sausage, chips and beans in the Aero Club when I ran trackdays at the circuit. The Kennels is a little upmarket and the Royal Oak in Lavant a little traditional for my taste, but they are more relaxed during events.

Meanwhile, if you are racing in Europe with Peter Auto – the organisers of Tour Auto, Le Mans Classic and the 2-Litre Cup – you can be sure of at least one decent meal per day, and possibly more. In fact, as soon as you are off the ferry or through the Tunnel, good food is close to hand.

I visited the Circuit des Ecuyers last year for a feature. It's a small local circuit near Reims with a remarkably good restaurant. You could drive past without knowing and you'll find similar places throughout France. Magny Cours is more or less in the middle of nowhere, but the food at the circuit hotel is a pleasant surprise.

It's not only France, to be fair. The roof top café at Spa is a favourite for the great views of the circuit and the well-stocked pasta and

salad buffet. Disappointingly, part of the terrace was roped off for exclusive use last time. There are several good cafés and restaurants in the surrounding towns and villages, with Le Val d'Ambleve in Stavelot one of the smarter places for those whose budget allows it. Try the steak bavette.

Further south, I remember a café serving excellent morning coffee and cakes at the old circuit at Estoril and a sensational fish restaurant around the coast from the circuit at Portimao. Of course, the risk in sharing the names and numbers of these places is that they become even better-known and even busier. It's the price we racing food writers pay for our art.

At the final round of the 2-Litre Cup at Paul Ricard last season, I popped in to a tiny restaurant in Le Castellet to ask for a table outside and was told they were already reserved. A few minutes later a high-spirited Historika crew turned up and sat down. How annoying is that! **CP**



Robert reckons there's a market for a book about steering wheels – and we hate to admit it, but he could be right... So who's going to take the first step?

“THE WHEELS WOULD ONLY BE THE START OF IT...”



First introduced for the newly developed 356, Coco Mats were the original factory accessory floor mat. New and improved, Coco Mats are the only period correct auto mat that will complement any classic Porsche®. Available for 356's to 991's.



The Original Auto Mat.

www.cocomats.com 001.803.548.4809

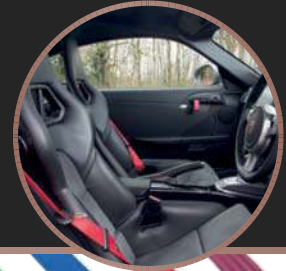
702-353-7175
www.CLASSICCARSEATS.com

The Porsche seat belt specialist






Period and modern style seat belts for your Porsche. Classic belts, modern belts & re-webbs.

- Seat belts and harnesses supplied and fitted
- Bespoke service • Original belts refurbished
- New original equipment available on certain vehicles



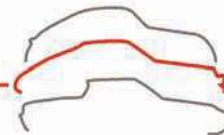
Be safe not sorry, in your Porsche!

Call: 0208 206 0101 **Email:** sales@quickfitsbs.com

   quickfitsbs.com

ROGER BRAY

RESTORATION



CLASSIC PORSCHE
PARTS AND SERVICE

OPEN DAY!

**Saturday 11th
May 2019**

DUE TO HIGH DEMAND WE WILL BE HAVING AN OPEN DAY
Saturday 11th May 2019 from 10am

**There will be workshop tours, demonstrations and various parts on display for sale.
Not forgetting a BBQ and refreshments.**



**SHOP ONLINE AND GET 15% OFF
SELECTED PARTS ON THE WEBSITE**

We stock the largest selection of new parts for 356, 911, 912, 914, including Body and Interior, Mechanical, Electrical and Engine. We also have a large selection of used parts. In fact we stock everything you need to keep your classic Porsche on the road!!

CLASSIC PORSCHE RESTORATION, SERVICING AND PARTS

Roger Bray Restoration, Milestone Business Park, London Road, Whimble, Exeter. Devon. EX5 2QB

Tel: +44 (0)1404 822005 - Email: enquiries@rogerbrayrestoration.com

www.rogerbrayrestoration.com

Porsche 930 Turbo 1975

Highly-sought after ultra-rare model.

Car no. 55 of only 274 built for 1975 inaugural model year.

Matching-numbers example restored to concourse standards.

Copper Diamond Metallic with Brown Beige Leather interior.

The car will be displayed at **Techno Classica Essen 10-14 April 2019. Hall 7. Stand 506.**

FOR MORE INFORMATION p.andberg@gmail.com



Words: Keith Seume and Paul Knight
Photos: Paul Knight and Porsche Archiv

914@50

Hard to believe, but it's been 50 years since the mid-engined 914 was launched as a joint project between Porsche and VW, an entry-level sports car aimed at enticing new customers into the former's showrooms while enhancing the latter's profile





Karmann Konnektion's 1973 1.7-litre 914 has just 19,000 miles under its belt. It's undoubtedly one of the finest examples on the market today, looking particularly striking in Delphi Green

Drive a Porsche 914 (or VW-Porsche 914, if you so wish) and we can almost guarantee you'll soon be answering the same question over and over again: 'What's that? Never seen one of those before...', or 'Which way is it pointing?' Even though this delightful, but still often

misunderstood, mid-engined collaboration between Volkswagen and Porsche was in production for some seven years, and close to 120,000 examples produced, it remains something of a rarity.

Like the similarly mid-engined Boxster today, the Targa-roofed 914 was conceived as an entry-level model, intended to tempt new customers into the Porsche dealership and behind the wheel of one of Stuttgart's finest. Except that in the case of the 914, as we shall see, this should read 'one of Osnabrück's finest'.

Porsche was becoming increasingly interested in building a new car to sell alongside the 911, as it had come under fire by its agents for not offering a tempting low-cost entry-level model, a role played from the start by the original four-cylinder, 356-engined 912. In the USA in particular, where there was a strong demand for sports cars, Porsche dealers felt they were having to fight a rearguard action in trying to justify the high price of the 911 compared to its rivals.

A major stumbling block was the cost of developing a new car from scratch, for that is what would need to happen. The ideal situation would be to share development costs with a partner. This made a lot of sense for not only was money a little tight, but the production lines at Zuffenhausen were already working at capacity. If a willing partner could be found, then

“BODY ASSEMBLY WAS FARMED OUT TO KARMMANN AT OSNBRÜCK...”

costs could be reduced and, hopefully, production moved to another facility.

In the late 1960s, Volkswagen wanted to expand into new markets, while Porsche simply wished to expand. Under the directorship of Heinz Nordhoff, VW's image was changing. First the original Karmann-Ghia, then the Type 3-based second generation Karmann-Ghia might have been the vehicles to do this, but the latter in particular was a disappointment. Its American styling didn't appeal to the European market, and yet VW saw fit not to sell it in the USA. It was also expensive to build.

There had been close ties between Porsche and Volkswagen since the very beginning, so it seemed only natural that they should put their heads together on a joint project – but as neither company had the capacity to take on another car from scratch, body assembly was farmed out to Karmann at Osnabrück. Volkswagen supplied many of the mechanical parts – including the engines for the four-cylinder 914/4 – while Porsche supplied the running gear, as well as the engine for the more exotic 914/6.

Many model histories written about the 914 will tell you that the unique styling was the work of Gugelot Design GmbH, situated some 50 miles from Stuttgart in Neu-Ulm. This was not the case – there is no written record of such a deal, and indeed Gugelot's own company history makes no mention of such links. Yet the story is repeated time and again in magazines, books and on-line.

There is no doubt that Gugelot was interested in designing



'a' car for 'a' client. The majority of the studio's output had related to industrial design but a fascination with new materials led the company to work with Bayer AG, a chemical firm with expertise in all types of plastics and GRP mouldings.

In 1964, the two companies worked together to come up with a design for a front-engined sports car which, sometime later, was then shown to the leading manufacturers, Porsche among them. This is where it is generally assumed that it was Gugelot which came to Porsche with a design for the 914 whereas, in fact, Butzi Porsche already had his own stylists hard at work on the 914, under the guidance of Heinrich Klie.

By August 1964, Klie's team had produced a clay model of a two-seat roadster, with angular styling and intriguing 'cutaway' door tops. It wasn't beautiful nor did it much reflect what would eventually go into production, but it set a marker that said 'the 914 is and will be an in-house design'.

The question has to be asked as to whether Klie saw Gugelot's early designs first hand. If so, did they influence his styling decisions in any way? There are some details that were common to both camps – cutaways in the B-pillars to act as finger space for door handles, and a deep, raked windscreen, for example, but little else. And work on Gugelot's design

(based on BMW components) wasn't completed until the latter part of 1966, by which time work on the 914 was well under way. Indeed, the Gugelot concept wasn't presented to the public until the Hannover Fair in 1967.

However, it is interesting to note, following its use on the 904, Porsche did consider using glassfibre to make body panels for the 914 but the idea was rejected on the grounds that it was a time-consuming process unsuited to mass-production. What did stay, though, was the Targa roof design, with a lift-out roof panel giving fresh-air motoring without the hassle and expense of a full convertible.

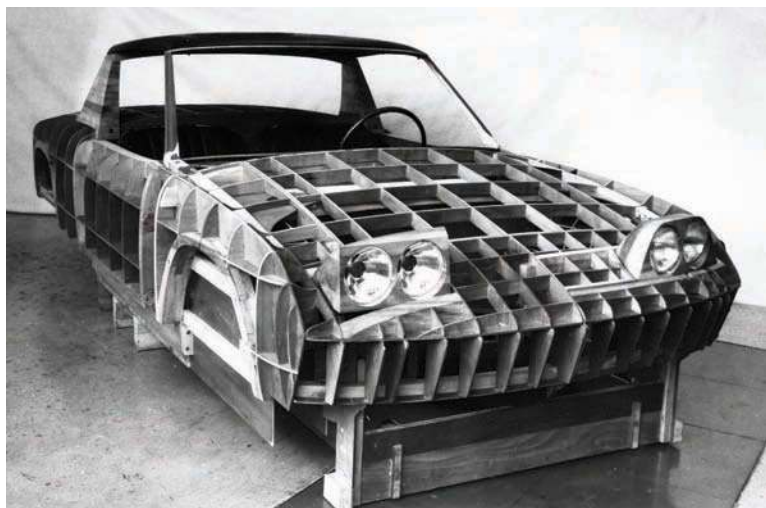
The 914 (and 914/6) was about ready to go into production when it fell victim to a period of upheaval at Volkswagen. In 1968, Heinz Nordhoff, in many ways the father (or at least one of the parents) of the 914, fell seriously ill. He was due to retire in 1970 and had already chosen his successor, Kurt Lotz, an industrialist with little background knowledge of the automotive industry.

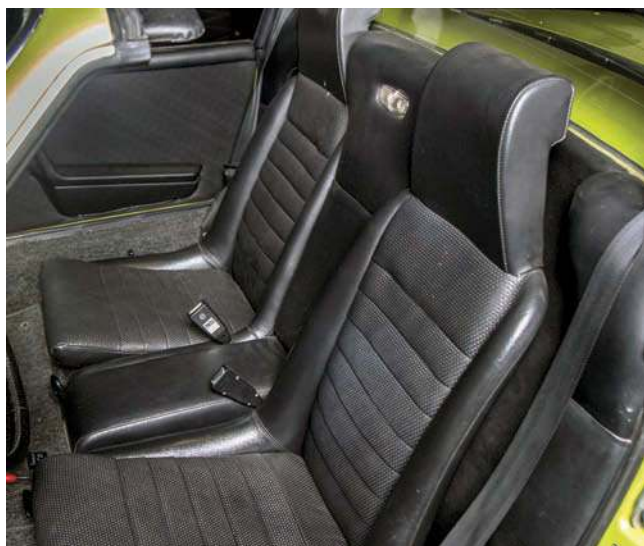
The plan had been for Lotz to work alongside Nordhoff during the final two years of his tenure at VW, but such plans were turned on their head when Nordhoff's condition worsened in the summer of 1968. He passed away in April the following

Above: Lack of Porsche or VW badging created confusion for people unaware of the 914's roots. US models were sold as Porsches, RofW saw them as VW-Porsches

Below left: Finalising the front end design was a lengthy process, among the ideas considered being this dual pop-up headlight arrangement. Note each side is different as the stylists try out their ideas

Below right: Checking dimensions in readiness for producing the tooling





Above, left and right: The 914's interior is very spacious, with enough space to carry three people at a pinch. The passenger seat on pre-1972 models was fixed and a removable footrest was supplied. From 1972-on, both seats were fully adjustable

year, leaving a vacuum which Lotz would struggle to fill.

He made no secret of the fact that the 914 was, in his eyes, an unnecessary diversion – his main interest lay in more mainstream passenger cars which he saw as a profit source. However, he did appreciate the links with Porsche in terms of engineering design, and was keen to build on that relationship. Indeed, his promise of new projects – principally the EA266 passenger car – encouraged Porsche to invest a lot of money in expanding the Weissach test facility.

But Lotz was not so impressed when he took a look at the agreement that existed between his company and Porsche. He was horrified to discover that no formal detailed contract existed – it was tantamount to a gentlemen's handshake, albeit one which allowed Porsche to do as it pleased with its half of the project.

Lotz insisted on sticking to the letter of the agreement, which suggested that the 914 was VW's project, and one to which he didn't want to relinquish the rights. Porsche, for its part, was very keen to hang on to the 914/6, which had an important role to play by giving the dealers a lower-cost alternative to the 911.

At the same time, Lotz faced another problem: how to introduce the Audi range into North America, a market where VW was coming under pressure from domestic manufacturers

who now regarded the sub-compact market as an important one. After considerable debate between Lotz and his opposite numbers in Stuttgart, a solution was reached whereby Porsche would hand over the task of selling its products in the USA to VW, which would then launch a new operation – the Porsche + Audi Division – to sell, as one might expect,

Porsches and Audis, while Volkswagens would continue to be sold through the existing VW dealer network.

The final piece of a rather large and costly jigsaw saw Volkswagen and Porsche launch a new company to sell not only the 914 and any future jointly-financed projects but also the current Porsche model, namely the 911 (the 912 was phased out in favour of the 914). The new company was called VW-Porsche

Vertriebsgesellschaft GmbH, or 'VG' for short.

Owned on a 50/50 basis by the two parent companies, VG had two managing directors – one to represent the interests of Porsche, the other those of Volkswagen. In charge of PR was none other than the legendary Huschke von Hanstein. A 17.3-acre site was acquired at Ludwigsburg to the north of Stuttgart, where an entirely new sales and spares operation was created in a modern purpose-designed industrial unit.

This move, along with the reorganisation of Porsche sales

“THE 914 WAS, IN HIS EYES, AN UNNECESSARY DIVERSION...”

Below: It's not pretty, but this was an early suggestion from Porsche's in-house design studio for a mid-engined roadster. Thankfully Heinrich Klie's team came up with more attractive propositions!





in North America, gave rise to intense speculation that Porsche was about to be swallowed up by the ever-expanding Volkswagen operation, a rumour which Porsche was keen to quash.

The joint operation worked well in most respects. Bodies for the 914 were assembled by Karmann into complete four-cylinder cars for sale by Volkswagen, while those destined to receive the six-cylinder engine were sent fully trimmed and painted to Stuttgart for assembly alongside the 911.

All was fine and dandy until it came to the matter of costs: Volkswagen demanded that Karmann charge Porsche more for its supply of 914 bodysells than it did for the more complex 911 shells which Karmann also built. Why? Because it saw the 914 as a low-volume product, with high tooling costs, and the only way the project could be viable was to increase the cost of the raw components, such as the bodysells!

Another problem reared its head when Volkswagen insisted that all models sold on the domestic market be badged as 'VW-Porsche', a clumsy amalgam which displeased the Porsche marketing department and which served only to confuse customers. Fortunately, in the vital North American market, the cars were sold simply as Porsches, although they never wore a Porsche crest of any kind.

The 914 went on to become a reasonable success, but certainly wasn't the source of profit which Porsche had

hoped for. Its days were numbered when, in October 1971, Kurt Lotz stepped aside to make way for Rudolph Leiding. He was a tough man to argue with and set about reorganising the VW operation in a ruthless fashion. Gone was any further investment in air-cooled cars – the future lay in water-cooling, a decision that would one day lead to the birth of a new joint venture: the 924...

But what's a 914 like to live with? With its Volkswagen-designed and built air-cooled four-cylinder engine, the 914/4 in all its forms is an easy car to maintain. We say 'in all its forms' for there were in fact three different four-cylinder engines fitted throughout the model's lifespan.

First off was the 1.7-litre (1679cc) 'Type 4' unit borrowed from Volkswagen's unloved 411 and 412 range. That was used from the model's introduction in 1969 until the 1973 model year when it was replaced by the 1.8-litre (1795cc) engine, which ran alongside a VW-derived 2.0-litre unit until the demise of the 914 range in 1976. The latter should not be confused with the six-cylinder 2.0-litre Porsche 911T engine fitted to the relatively rare 914/6 (just 3360 were built, compared to 115,596 'fourteen-fours'). Power output varied according to engine specification but ranged from 80bhp for the 1.7-litre to 110bhp for the 'six'.

All cars built up prior to 1973 were equipped with what is known as the 'tail-shift' transmission (a version of the original 901 dog-leg gearbox), a reference to the way in

Above: With the pop-up headlights retracted, the 914 presents a very slippery shape to the wind. Chrome bumpers are sought after and fetch high prices

Below left: The 914's finest hour came in 1970 when this lone 914/6 GT finished sixth overall and first in class at the Le Mans 24-Hours

Below right: Dubbed the world's fastest fire engine, this specially-adapted 914/6 GT saw duty at F1 events for a period of five years





The best tyres for vintage, historic and classic cars

Produced by a Porsche owner (with a degree in Engineering) who was not impressed with the tyres available, the Blockley 165VR15 is the only V-rated tyre available in this size. Featuring twin-steel-belted construction, it also has the perfect period-correct look, as is our 185/70VR15 size.

The Blockley 165VR15 has been used to win the gruelling Pirelli Challenge, an event largely contested by vehicles using competition tyres, which are far from ideal for road use.



So, this is the Blockley Challenge...

We are offering readers of Classic Porsche a discount. The 165VR15 has been reduced in price from £119 to £99, plus a further discount making a set of 4 tyres £356, an easy number to remember! So you can try them for yourself on your own Porsche.

And if for any reason you are not seriously impressed with them, even after a thousand miles or so, we will offer you a full refund.

Blockley tyres are produced to the highest quality on new equipment, using steel moulds in the traditional manner, a process which calls for the use of a mould release agent. This requires the tyres to be scrubbed-in prior to spirited use.



The Blockley Tyre Company Ltd

www.blockleytyre.com

Tel: 01386 701 717 Email: info@blockleytyre.com

***The Blockley 185/70VR15 tyre is also similarly available at 10% discount.
(Offer limited to 100 sets)**



which the gear linkage attached to the gearbox. Later cars benefited from a 'side-shift' box, where the linkage entered the side of the transmission housing – the advantage of this was a more positive gear change, something which was never the Type 901 gearbox's forte.

It's important not to get the impression that ownership of a 914 is the cheap option compared to buying a 911 or 912. Although engine parts are available relatively cheaply, other 914-only components are often hard to find and expensive. And, as with so many cars built prior to the 1980s, rust is the major killer of ill-maintained 914s. Sadly, Karmann never quite seemed to get things right when it came to rust prevention, and close inspection of a bare 914 bodyshell will reveal many rust traps and unprotected seams.

By far the biggest area for concern is the battery tray mounted in the engine bay directly under the grille, which forms part of the engine cover. As rain mixes with battery electrolyte (the correct battery cover is frequently missing), the resultant corrosive mixture silently eats its way through the adjacent bodywork. That wouldn't be such a problem if the battery didn't also happen to be located directly above one of the major suspension pick-up points. Repair is costly and labour intensive, and not without reason is this area of

the car referred to as the 'hell hole'...

Look also for rust in the sills – they are covered by a riveted cover which tends to disguise their true condition. If possible, remove the covers so you can examine the sills before you buy a 914 (but we bet the vendor won't let you...). When – not if – the sills do rust, the car will sag in the middle, meaning that the doors will stick when opened. Check for this once you have removed the Targa roof – it may only be a glassfibre panel but it adds considerable rigidity to the body structure.

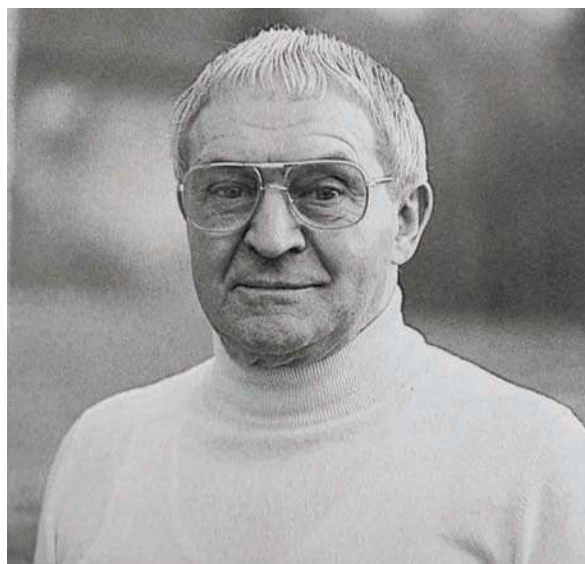
A well-maintained 914 is a fine car by any standards but, like the old Porsche 356 before it, the 914 is an acquired taste – you don't buy one for its blistering performance or cheap motoring. You buy one because you really want one – a car that stands out from the crowd and handles like a dream.

With its mid-mounted engine and consequently neutral handling, the Targa-topped VW-Porsche can out corner just about anything on the road. Throw a 914 into your favourite roundabout and, as long as you don't chicken out half way round, you'll leave any following car in your dust. If you do back off the throttle mid-corner, you'll get a great view of the surrounding countryside gyrating before your eyes. Welcome to the world of high polar moment of inertia...

Above: Voluminous rear luggage compartment is home to the lift-out Targa roof panel when removed. This enterprising design helped make the 914 a truly practical car for everyday use

Below left: Trio of works 914/6 GTs being prepped for the 1971 Monte Carlo Rally

Below right: Porsche's Heinrich Klie is the man credited with the styling of the 914 in its final form





Above left: Optional alloy wheels as fitted to 2.0-litre models were made by Fuchs



Above centre: Spare is stored in the front luggage bay, beneath carpeting. Note electric motor to operate pop-up headlights



Above right: Four-cylinder 914 engines ranged in size from 1.7- to 2.0-litres. All were fuel-injected, derived from the VW Type 4 unit used in the 411/412 saloons, and the Type 2 bus/camper

Below: The 914 bodysheells were built by Karmann, who went on to carry out final assembly of all four-cylinder models. The Porsche-powered 914/6 was assembled at Zuffenhausen alongside the 911

'Over the years I've probably imported something like 250 cars from the USA via my good friend, Brack Smith,' Richard King of Essex-based Karmann Konnection told us as he stood alongside the striking metallic-hued 914 you see here. 'However, this particular deal was a little different to most. I was initially offered the car as part of a collection, which included five 914s and a 356B Super 90 and, while I ended up buying three of the cars, I passed on this one at that point in time'.

Richard went on to explain that the collection belonged to an older couple based in Washington State who had decided it was time to part with their Porsches, so their son had approached Brack for advice and assistance.

Richard explained, 'The low-mileage had caught my attention, however, having just picked up a 914/6 project, the timing wasn't great. The car had been stored for years and, consequently, wasn't running or rolling, hence I had to consider the potential cost of recommissioning the 914, which made it a gamble I couldn't afford to take at that point in time'.

The 914 was eventually purchased by a dealer who worked through the brakes, flushed the fuel system and fired up the 1.7-litre (80bhp) motor before offering the car for sale as a running and driving project. Richard said, 'Having passed on the opportunity to buy the 914 several months earlier, Brack called out of the blue to offer me a second chance to snap it up. As a running project I was happy to gamble this time round as the odds had

improved considerably!'

The car arrived in the UK in 2001 and was parked alongside Richard's collection while he completed a couple of other projects and decided what route to take with the 914. 'As it had been stored for some time there were a few scuffs and small scratches on the paint so we decided to treat it to an exterior repaint,' he explained.

The colour is called Delphi Green metallic although it's sometimes referred to as Golden Green or Saturn Gelb in certain markets. Under the bonnet and boot all of the paint and trim is exactly as it came and the team at Karmann Konnection have gone to great lengths to preserve as much originality as possible. Amazingly the interior has simply been cleaned – all the trim is untouched and original. Mechanically the vehicle has been checked over but, other than fitting a replacement exhaust, it's really just been a case of working through the braking system and cleaning off the dust!

The car is equipped with a DPD air conditioning system, which is a rare dealer-fitted extra, and the factory tool roll is still with the car, too. The pile of paperwork that came with the car includes the original bill of sale as well as a service book and receipts for basically everything that had ever been spent on the car. There's also the leather key pouch and spare key, which were supplied by the dealership when new. **CP**

Karmann Konnection, 01702 340613, or log on to www.karmannkonnection.com for details





D'ESER VINTAGE SPORT SEATS AND BAGS



Our model Sport S-RSL-RR-ST-R-A-300, are identical to the original. We can customize any color and material ensuring the highest quality. We also produce tilting brackets, fixing brackets and set sliders for a quick and easy installation. We ship worldwide.

www.deser.it

PATRICK MOTORSPORTS

PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

EXCLUSIVE FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing
Standard with all packages!



911/914-6
901 Lightweight



911 RS/RSR
225mm 6-Bolt



911 RS/RSR
225mm/240mm LW



3.2L DME
915 Lightweight



3.6L Conv.
915 225mm



3.6L Conv.
240mm Sport LW



Many more applications available! Call today!

602-244-0911 patrickmotorsports.com
Phoenix, AZ USA - Daily Worldwide Shipping

©2017 - All Rights Reserved - JE Patrick Motorsports, LTD. - SSN.0910 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®.



SALES - SERVICE - RESTORATION - RACING
CLASSIC AND MODERN PORSCHE SPECIALIST

SALES



1965 PORSCHE 911 COUPE
Documented Restoration - Matching Numbers



WE ARE A PREMIER DEALER FOR CLASSIC PORSCHE CARS AND OFFER FULL SERVICING AND RESTORATION FACILITIES TO THE HIGHEST STANDARD



RESTORATION
1955 PORSCHE 356 PRE A CABRIOLET
Documented Restoration - Right Hand Drive
Matching Numbers
UK Delivered - 5 Owners from New

SALES



1958 Porsche 356A Coupe
Documented Restoration - Matching Numbers



WWW.EXPORT56.COM

911 PROJECTS



1968 Porsche 911S

UK registered LHD short wheel base Porsche 911 Coupe
The vehicle has a non-matching number magnesium 911S engine.

The vehicle is currently dismantled and in the following condition:

Bodyshell

The bodyshell is complete with all of the correct hinge panels ie bumpers, doors, bonnet and engine lid. The main bodyshell is generally sound with some minor restoration needed to the floorpan. Hinge panels are in generally good condition.

Interior

The interior trim is in poor condition with carpet requiring replacement. Front seats are Recaro 'Comfort' units.

Wiring Loom

Complete unit - will need testing. All headlamp and indicator

units are present.

Suspension

A complete set of SWB front suspension is present but needs refurbishment.

Brake System

Brake calipers and pedal box are present.

Engine

The engine has been dismantled for inspection but is complete with the exception of carburettors.

Gearbox

A 5 speed transmission and driveshafts are present and require inspection.



1966 Porsche 911

Unregistered 1966 Porsche 911 LHD Short Wheel Base Coupe
A 'NOVA' application is currently in progress. The vehicle has 'matching numbers'.

The car is complete although the bodyshell will require significant restoration.

The engine, transmission, suspension, interior and all running gear is fitted to the bodyshell.

The only parts missing from the engine are Solex 40PI carbs and the engine fan. The fan housing is present but is significantly damaged.

Please contact for more information
Email: nara27@hotmail.co.uk Tel: 07818 000 769

BRUTAL BRUTUS

Words: Keith Seume Photos: Artcurial; Porsche Archiv; George Hussey

At €800,000, or over £700,000, Brutus became the most expensive 914-derivative ever sold at auction – but then it is an ultra-rare factory 916 prototype with a fascinating history...



Top: The hammer comes down at a record 800,000 in the Artcurial auction at the 2019 Retromobile show in Paris – that works out to around one million US dollars with premium!

Above: The restored Brutus is an impressive beast, prototype of a total run of 11 916s. The car is destined to remain in the USA

Left: Brutus as it once was, personal transport for Corina Piëch, wife of Ferdinand Piëch. Check out the period pinstriping and garishly-painted Fuchs wheels



Above left: Interiors of all 916s were luxuriously trimmed compared to production 914s, with leather and a variety of unique seat inserts setting them apart from the mainstream

Above right: Large 100 litre fuel tank (22 Imp gallons, or roughly 26 US gallons) dominates the front luggage compartment

Below left: Original pinstriping emphasised the flared wheelarches, but we have to admit it looks better today without the stripes!

Below right: 'Brutus' badging was applied when the car was first built and has now been joined by a '2.9' badge to reflect engine capacity



The 916 remains something of a legendary beast in Porsche circles, far more exclusive than many other 'rare' models, such as the 1973 Carrera RS M471 'lightweight' or the 904 GTS. Just 11 examples were built in total, of which the car shown here – nicknamed 'Brutus' by its original

owners – is the prototype. Number one of a very short run...

In brief, the 916 was intended to be something of a flagship model for Porsche, luxuriously trimmed and equipped with 911S brakes, with a 2.4-litre MFI-equipped engine, uprated suspension and, to cap it all off, the dramatic flared arches of the 914/6 GT. The bodyshell was also stiffened using the weld-in panels from the Sports Purpose listing, and by replacing the 914's removable Targa top with a welded-in steel roof section.

Brutus was the first of the line, chassis number 9141430195, and as it was destined to be used by Ferdinand Piëch (or, as it transpires, his wife Corina...), the 'stock' engine wasn't deemed good enough. In its place was transplanted a 2.9-litre RSR-spec motor, pumping out a reputed 345bhp. That's a lot for a small car like a 914...

All plans to put the 916 into production were abandoned after just 11 examples had been built (including Brutus) as they were deemed to be too costly (they were likely to end up being 40–50 per cent more expensive than a Ferrari Dino) – but quite possibly because they would have embarrassed every road-legal 911 had they been given the opportunity to go head to head. And that simply wouldn't do...

Brutus remained a part of the Piëch family fleet long after the project came to an end, and after Piëch himself left Porsche for Audi. It was given the name 'Brutus', it is said, by Corina, in deference to its brutish looks – those looks backed up by ferocious performance.

In April 1974, Brutus was sold to an American serviceman – Colonel Robert E Hartvigsen – for a reputed DM 27,500 (just under \$11,000). The car was already showing signs of hard use and, in 1977 was returned to the factory for a rebuild, which was completed in January 1978. In April that year, the car was shipped over to the USA with its owner.

The car eventually fell on hard times, its owner letting it sit for several years in a workshop where it was meant to be the subject of some remedial work. The Colonel passed away

“THEY WOULD HAVE EMBARRASSED EVERY 911...”





and the shop made a rather botched attempt at restoration. George Hussey, owner of 914 specialists Auto Atlanta, who also owns the ex-Peter Gregg 916, knew of the car and tried unsuccessfully to buy it. After a while, Steve Golden, who buys and sells Porsche race cars, entered the scene and was able to negotiate a deal – one which, George Hussey warned, would mean there was unlikely to be much profit at the end of the necessary rebuild.

Steve and George talked about the restoration while looking at George's own 916 at the Amelia Island concours and, ultimately frustrated by the slow progress, he was asked to help oversee the rebuild at a restoration shop he was familiar with. Brutus was in bad shape – past repairs came back to haunt the team, with poorly executed work meaning that everything took longer than it should have done. As George Hussey says, 'It was a disaster, having been rusted and wrecked, patched back together, rusted and wrecked again, and then patched back together – again.'

Eventually, with body and paint completed, thanks to Auto Atlanta's access to so many new old stock panels and donor cars, it was delivered to George Hussey's shop for final assembly and trim, George calling on the help of friends Steve Gaglione and William Grier. The RSR engine refresh was entrusted to Drew Slaton.



The restoration took a total of three years and was finished in time for the car's debut at the 2017 Amelia Island concours. Following that, it was placed on display at Porsche Cars North America's headquarters in Atlanta, Georgia, followed by exhibition at the Petersen Museum as part of the 70 years of Porsche display.

Brutus was then offered for sale at the Artcurial auction which ran alongside the 2019 Retromobile show in Paris. There was much speculation ahead of the auction about how much it would achieve. On the one hand, it is a very rare – no, unique – factory prototype, but on the other, it's representative of a relatively misunderstood branch of the Porsche lineage. It has no race history itself, yet it was a part of the Piëch family garage. How would it hold up on the Artcurial stage? When would the hammer fall?

Artcurial suggested a figure of around €800,000, while social media posts talked of figures ranging from €500,000 to maybe over a million. As it happens, Artcurial were right on the money, the hammer falling at €800,000, which translates into just over a million dollars with premium. Many will say that's a bargain for such a unique car, and we have to say we are inclined to agree. **CP**

Check out www.artcurial.com and www.autoatlanta.com

Above left: Years of storage in less than favourable conditions meant that the bodyshell required extensive restoration. Note the factory-applied strengthening panels added to rear longitudinals

Above right: 2.9-litre RSR-derived engine is reckoned to pump out 345bhp – enough to give Brutus startling performance

Below left: Fuchs wheels have been detailed in lime green as a nod to the car's original appearance

Below right: 'Corina' badging on dashboard leaves no doubt who this car belonged to in the Piëch household!



DESIGN 911
Centre for Porsche

Words & photos: Robb Pritchard

DUST AND DIRT

Stored away in the vaults of the Porsche Museum collection sits a Martini-striped 911SC rally car with a fascinating story to tell. A hero of the 1978 East African Safari rally, it was built to take on the roughest terrain



As crazy as it seems now, in the late 1970s Porsche considered discontinuing the 911 to replace it with the new and modern front-engined fleet of 924s, 944s and 928s. As a final hurrah for the much loved model, Martini wanted to send it off with victories in a pair of high-profile events the 911 had never won; Le Mans and the Safari rally. For the French 24 Hour classic, the 935/78 Moby Dick, the 845bhp silhouette racer, was arguably the most extreme variant of the 911 ever created.

Despite the 911's reputation mostly being forged on the racing circuits of the world, its first competitive outing was actually on the Monte Carlo Rally back in 1965, an event on

which the powerful and nimble car was soon to take a hat-trick of wins. There was another unique and iconic event on the calendar, though...

In the days before the Paris-Dakar came to be known as the ultimate test of man and machine, that accolade was the sole property of the East African Safari Rally. Always an anomaly compared to the other rounds of the World Rally Championship, not only did it cover a significantly greater distance than any other event, it was also held over the toughest terrain. In its day it was a feat of endurance without equal anywhere in the world.

Porsche had entered with increasing degrees of seriousness previously, the last works effort being the

Above: Safely tucked away in Porsche's legendary storage facility, the second-placed 911 driven by Kenyan Vic Preston has surely earned its retirement...

Below: In a country where you drive on the left side of the road, it was felt necessary to issue a warning to following drivers!





Above left: A broken rear trailing arm delayed the #5 car of Waldegard and Thorszelius, who finished the rally fourth overall

Above right: Substantial bull bar was necessary to fend off wayward wildlife...

Below: Jürgen Barth surveys the two Safari 911SCs – he and Roland Kussmaul were given the task of overseeing the two works entries and providing service back-up

Kuehne and Nagel-sponsored 2.7 RS cars of 1974 (which we featured in issue #48). With Martini wanting the exotic exposure that winning in Africa would bring, and an enthusiastic response from Porsche motorsport director Jürgen Barth and Head of PR Manfred Jantke, the project was green lighted.

Despite the 6000kms of the event's competitive distance planned to be on dirt and rock-strewn savannah tracks that would tax a fully equipped 4x4 vehicle, the pair of 3.0-litre 911SCs shipped out to Kenya, along with nearly 10 tons of spares and supplies, were surprisingly standard.

The bodyshells were reinforced, which is standard procedure for any car being prepared for motorsport, and the



stock suspension was swapped for a long travel set-up that resulted in 28cm of ground clearance – important for tackling

rock-strewn roads at speed. From earlier attempts, Porsche had learned that with constant bumps and jumps at full extension, the springs hit the shock casings and eventually broke. As a consequence, they installed travel limiters.

The bash plates underneath and the bull bar and light rack on the front, as impressive as

they appear, are just bolt-on accessories to protect against the local rocks and wildlife. And so the cars could reach the widely-spread refuelling stations, a 120-litre tank was fitted.

“TRACKS THAT WOULD TAX A FULLY EQUIPPED 4X4 VEHICLE”





And that was basically it. A team of mechanics could have had all that done in an afternoon.

The Group 4 homologation rules about what parts could be modified were strict, but the fact that it wasn't a prototype unlike the 959s that would take on the Paris-Dakar several years later, meant that the event was to be an advertisement for the new SC (Super Carrera), a replacement for both the 2.7 911 and the Carrera 3.0 models. With 250bhp and 300Nm of torque from their 3.0-litre flat-sixes, the rally cars were geared to a maximum of 120mph, as outright speed wasn't the main prerequisite for the rough rally.

To drive one of the cars, 1977 Safari winner Bjorn Waldegard was released from his Ford commitments for the Easter weekend as they were not entering the rally. The popular Swede, who would go on to claim the driver's

crown of the WRC the following year, was no stranger to Porsche having won the Monte Carlo in a 911S in both 1969 and 1970. He was co-driven by compatriot Hans Thorszelius. His team mate was local Kenyan driver Vic Preston Jr who, with seven previous entries to his name, was somewhat of a Safari specialist. Next to him was local man John Lyall.

Just as important to the team as the main drivers, though, were the service crew. With years of invaluable experience in East Africa from being involved with all the Porsche efforts since 1969 when Polish ERC champion Sobieslaw Zasada finished 6th in a 911S, through to the official works efforts of 1973 and '74, Jürgen Barth was the obvious choice to lead the support team.

With long time friend and co-driver Roland Kussmaul

Above: To quote Porsche, 'On the Safari Rally, "the finish line" means: "after 94 hours and 3000 miles".

That's like leaving Zuffenhausen on a Thursday afternoon, heading for Moscow, just to be back on Monday at noon...'

Below: Conditions on the rally ranged from dusty desert landscape to muddy river beds, and just about everything in between





Above, left to right: Dashboard looks remarkably stock, save for a few extra switches and an easily accessible fuse box. Matching Scheel seats are equipped with Matter harnesses. Spare belt ready to hand...

beside him, he was in charge of the eight service cars and light plane used as a mobile radio relay. They drove a similarly prepared, and liveried, SC that had been used as the practice car. Packed full of driveshafts, shocks and other spares, and with spare wheels on the roof, they followed the competition cars at will, as the whole event took place on open public roads.

For *Classic Porsche*, the Porsche legend explained why the event was such a logistical challenge. 'Today the Dakar has the reputation of being the hardest event, but you get to sleep and the mechanics have as long as they want to service the cars every night. In the Safari you drove almost non-stop for six days with hardly a moment to do any service...or sleep. But there were other issues, too, especially when the event went north near the

border of Somalia.

'I've always used local drivers to ferry the German service crew and in 1978 one car got ambushed by armed bandits. The driver told everyone to duck down, then ploughed through the roadblock.

Fortunately no one got shot! But I still remember the look on the mechanic's face when I met up with him again.

'Another memory I have from 1978 was one night the pilots of the radio plane called to say that they couldn't find the runway because all the lights were out. We had to get all the cars we could to light up the strip with their headlights so they could land.'

Guns and blind landings were what went on in the background, though. The main issue the drivers had on the competitive sections was the mud. The late spring weather is

"IN THE SAFARI YOU DROVE ALMOST NON-STOP..."

Below: The 'office' – not the most luxurious of places to spend four days flat out over the toughest terrain





usually dry with dust traditionally being the main element to contend with, but in 1978 the winter rains hadn't abated and the whole rally was run through mud, deep water and even deeper ruts left by trucks. With the engine over the rear wheels, the 911 has great traction on loose surfaces and on the opening sections the two cars pulled out a healthy lead over the following Datsuns and Peugeots. The Mercedes effort never materialised.

At the end of the first of the three mammoth legs, a 1800km high-speed assault through the night around the mountains in the north east of the country, hopes were high as, despite the conditions being treacherously wet, Waldegaard had a lead of half an hour and seemed unfazed by the conditions. It looked like it could be a fairytale rally to give Martini the send off for the 911 that they hope for...

But disaster struck on the loop from Nairobi to Mombasa and back when he hit a rock hidden in a river crossing. The suspension trailing arm was damaged and there was no way they could continue with the wheel trailing loose behind the

car. Barth and Kussmaul were on the scene quickly and with the car lifted up on its side, and the replacement parts taken off the service car, they got it fixed. But they'd lost hours.

On the final leg, a mere 1150km around the central highlands, Preston and Lyall were in fourth place but thanks to the attrition of those in front inherited a fine second by the time they got back to Nairobi. The winner was Jean-Pierre Nicolas, in a Peugeot 504 V6, who almost got taken out by a spectator doing a sudden U-turn in front of him on the way to the podium. Waldegaard managed to recover to fourth.

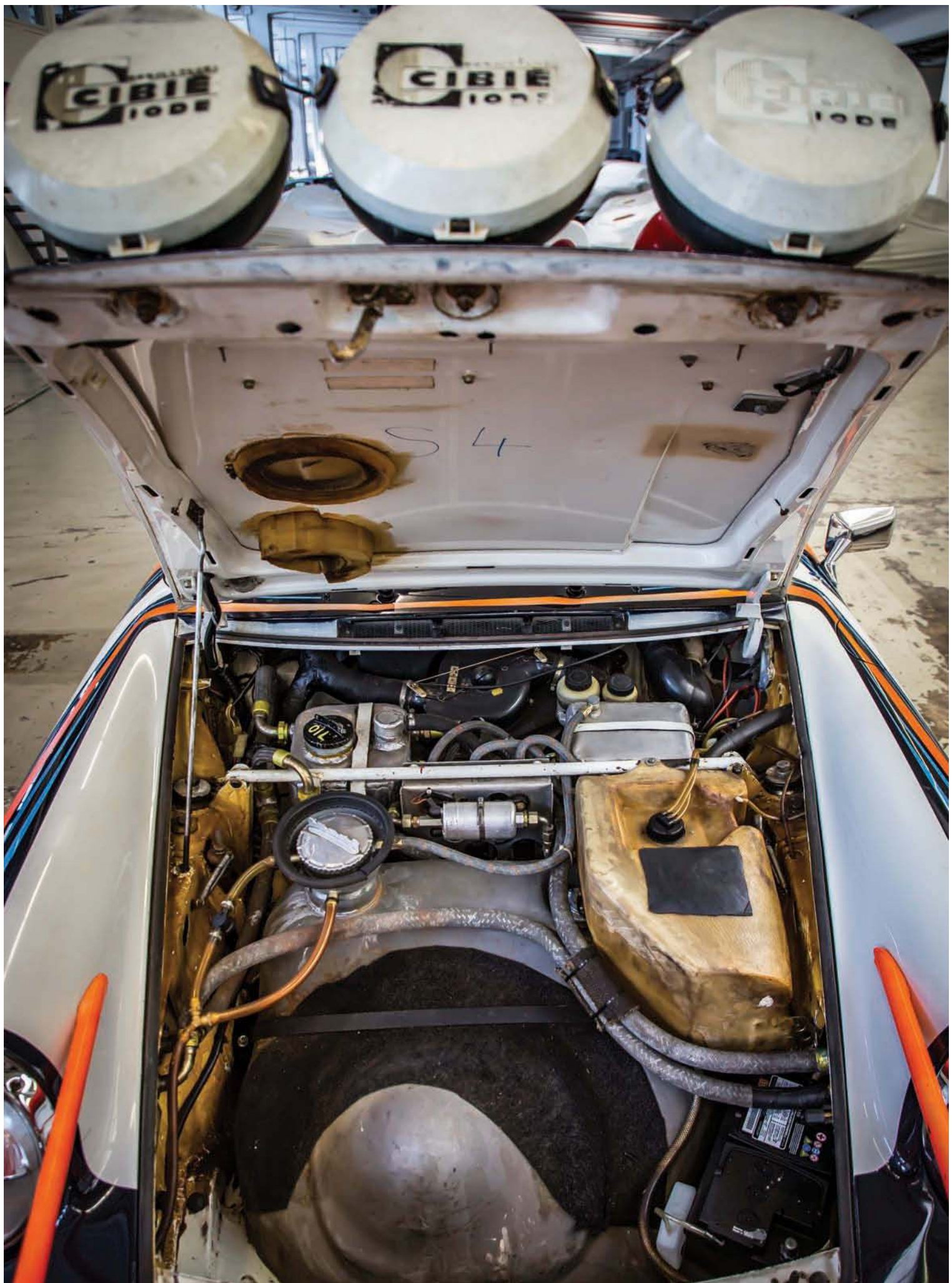
It wasn't the result Porsche had hoped for but Barth remains philosophical about what could have been. 'Mechanical failures like that can seem like a big disappointment when you look at the event in terms of results, but often you can learn a lot from them. For example the next year we went back in the 924 and broke a part in the transaxle. Three weeks later an update was incorporated on all the production cars.'

A couple of months earlier Jean-Pierre Nicolas had won

Above: Jürgen Barth was in charge of the eight service cars and a light plane used as a mobile radio relay. He and Kussmaul drove a similarly-prepared 911 that had been used as the practice car

Below: The two 911SCs could have finished first and second, had it not been for Waldegaard's mishap. Second and fourth were the best Porsche could hope for in the end...







the Monte Carlo rally in an Almeras-prepared RSR so those points added to the second and fourth in Africa meant that, after the fourth round of the championship, Porsche were leading the WRC with 34 points, over Fiat's 28 and Ford's 25.

The 1978 Safari proved to be the last WRC event Porsche would enter as a fully fledged manufacturer, although a few years later Walter Rohrl would come close to winning the San Remo in another Almeras car. The 1984 SC/RS project would be undertaken by the burgeoning Prodrive team rather than the factory, and the 953s and 959s were unhomologated prototype specials developed especially for the Paris-Dakar, not the WRC.

With four subsequent wins, Waldegard went on to become

the most successful non-local driver in the Safari Rally. Thirty three years after the 1978 event, he returned in a Richard Tuthill-prepared 911 and won the classic version of the event.

The three cars (two for the rally and the Barth/Kusssmaul practice/fast support car built to the same specifications) were brought back to Zuffenhausen where they have been part of the classic collection ever since. Periodically displayed in the main museum they are sometimes also seen at top-class events, such as the 2013 Goodwood Festival of speed where Porsche celebrated the 911's 50th birthday.

The car in the shoot is Preston's 2nd placed car. Barth's example currently sits in a specially made sand box as an exhibit on the Cité de l'Automobile in Mulhouse, France. **CP**

Above: Although overall victory eluded them, the Porsche team was the only one to complete the rally with all cars entered

Below left: 3.0-litre flat-six allowed car to hit 120mph. Outright speed wasn't the main prerequisite

Below right: Brake balance knob – nothing fancy here!



Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!



[Home](#) | [About](#) | [Contact](#) | [Careers](#) | [News](#) | [Tech Topics](#) | [Shopping Cart](#)
Advanced Suspension Systems For Porsche Cars
Design & Development



Fast Shipping
Worldwide

Sales & Support
+1.408.297.2789

911 ▾

964 ▾

993 ▾

996/997 ▾

991 ▾

Boxster/Cayman ▾

914 ▾

944 ▾

356 ▾

Merchandise ▾

Search ▾

Suspension Builder

ONLINE TOOLS

[Suspension Navigator](#)
[Suspension Builder](#)

1 Select Year & Model

Year

Model

991
993
914
964
944

2 Select Your Package

3 Review & Approve

Add, update, or remove parts
using the tables below

Add To Cart

Front



Rear



PACKAGE CHARACTERISTICS +	
RIDE COMFORT	41
PERFORMANCE	63

+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping

ELEPHANT
RACING

Words: Keith Seume Photos: Bart Kuykens

PHOTOGRAPHIC AFFAIR

We catch up with photographer Bart Kuykens at the midway point in his seven-volume photographic journey charting the relationships between classic Porsches and their owners...



It's a brave man who embarks on a seven-volume photographic essay into what creates the bond between owners and their Porsches, but that's the task Bart Kuykens set himself when he set out to publish his 'A Flat 6 Love Affair' series of art-quality photo books. We've reviewed his work in the past, and introduced the latest edition – volume four – in the last issue of *Classic Porsche*, so felt it was time to sit down with Bart to find out what motivates him.

The books are superbly produced, each beautifully bound and designed in a classic minimalist style. The paper used is of art quality, the reproduction of Bart's signature black and white photography to the highest standard. The subjects range from members of the Porsche family, to artists, racing drivers and regular Porsche enthusiasts, if there is such a thing. In short, the photographs cover the whole gamut of the classic Porsche scene. And don't be fooled by the 'Flat 6' reference in the title, for you will also see 356s, 550s and more in the pages...

Born and raised in Antwerp, Belgium, it may come as some surprise that 43-year-old Bart professes to having no background in photography as such, although having worked in the fashion industry for some years, he was involved with many photoshoots and, as he says, 'he picked up the vibe at an early age'.

Bart continues: 'Telling yourself that you're a photographer or an artist is difficult in the beginning. Why? Because there are no specific rules for "being a photographer". Is making money with photography what makes you a photographer? I don't think so. I think photography is a creative process that allows you to express yourself through a certain medium, in this case film (or digital imagery).

'First of all you have to take photos for yourself and nobody else. I repeat, nobody else! If people like your work, you're lucky and maybe you can start to make a living from it. If not you can then still be an awesome photographer. But, as is the case with every other business these days, marketing is king.'

What – or who – was it, though, that inspired Bart to take up photography? 'As a photographer, I really like the work of Anton Corbijn, but I also get inspired – maybe more so – by music, film and other people with amazing stories or work ethics. If you simply compare yourself to other photographers too much you run the risk of repeating their style. Sometimes it's better not to follow the rules (whatever that means) and just follow your own path.'

Purists will love the fact that Bart shoots almost exclusively in black and white, meaning that your eyes are not drawn to a given image purely on the grounds of hue. And he shoots on film, in preference to digital imagery.

Above left: Commercial director of many famous promotional campaigns, Antoine Pai, alongside his short-wheelbase 911

Above top: Norbert Singer posing with the Museum's 956 for Bart's camera

Top centre: Paloma Picasso, fashion and jewellery designer, and daughter of Pablo Picasso

Above: Walter Rohrl captured with his 993 RS



Above left: Hans Mezger relaxes for the camera in the Porsche Museum's famous storage vaults



Above right: Jürgen Barth was just one of many Porsche luminaries captured by Bart Kuykens' Leica

'I prefer print and analog photography above digital. It is something else. The temptation to look at the screen on the back of your camera, at the picture you just took, makes me uncomfortable and I feel it kills my flow.'

'Shooting on film excites me a lot more,' he says. 'Sure, by comparison it's slow and expensive, but it's far more rewarding. I don't see any advantages in digital photography except the work speed. The problem is many clients want to see the images today, rather than wait while film is processed and the images printed. They don't want to wait that long.'

But how does Bart view the two means of image capture? 'In terms of picture quality, you can discuss for as long as you want but it's comparing two different things. For me personally a picture is analog – and most of the time in black and white. My equipment comprises a set of Leica M7s with 35mm and 75mm prime lenses, along with a Mamiya 6 kit, a Hasselblad H1 645 camera with 80mm prime and a Hasselblad 202 with 110mm portrait lens.'

Leica, Mamiya and Hasselblad – all iconic names in the photographic world, but what appealed to Bart about Porsches as subject matter? 'Simply put, I always wanted to have one. I shouldn't need to explain the story over and over again, cause we all share that same feeling of excitement when driving or seeing a Porsche. At the moment I own a Guards Red 964 and a GT Silver outlaw which I called the 'RadCar' – this appeared in the last Porsche commercial announcing the new 911 (1992).'

Each of the seven books in the series, published under the collective title of 'A Flat 6 Love Affair', bears one letter of the name 'Porsche', beginning naturally with the letter 'P'. Clever, eh? 'Actually,' says Bart, 'it was a coincidence, really. It was not part of the original plan at all but during the layout process on the first book we realised we needed something

on the spine. Using 'Number 1' was too easy, so we decided to go for the "P" from Porsche...and, hey, that was the start of a seven-book series...'

Shooting the imagery has taken Bart far and wide, starting in Europe: 'Well, let's say the European countries I really wanted to visit, from Belgium to Sweden, and the UK to Austria, with everything in between. Of course there are a lot of European countries I didn't get to visit but you can't do them all,' he smiles. 'My next trip will be to the USA for book number five. Fortunately, most people, if not all, react very well to my request for photos. Maybe it helps when I can show them my photos of Norbert Singer, Hans Mezger, Paloma Picasso, Walter Rohrl and Jürgen Barth, to name a few...'

This much travelling, and taking this many photos, is no modest undertaking, consuming a lot of Bart's time before he even gets into selecting the images, designing each volume and having them printed. When does he see the project reaching completion – the 'E' of Porsche? 'By the year 2021 it will be over and out. I've got three books to go, so that's three years on the road to finalise the project.'

'After that I won't shoot cars in this particular way any more. I'm not saying I will never take a portrait of someone with a car again but I'll need a different goal and inspiration. Life goes on and so do I. I need a change to stay sharp and focused.'

'As an artist I would like to use different media to express myself. Photography will be my number one tool, I guess, but I will also experiment with other outlets. I like to work with metals, and I have always wanted to write a book. I love film, too. Somehow I think I might need another life to be able to do all things I want to do...' **CP**

For more details of the project, and to order copies of each volume, visit www.bartkuykens.com

Below left: The photographer photographed – Bart Kuykens in a pensive mood

Below right: Hans-Peter Porsche explaining the finer points of a 550 Spyder





WE ARE GANTSPEED

We service Porsches new and old.

We are a small, highly productive team with great enthusiasm for the Marque, and are totally committed to all things Porsche.

- RESTORATION
- PROJECT WORK
- MOTORSPORT
- TRANSMISSION AND ENGINE REBUILD
- ENGINEERING
- SERVICING
- SALES



PORSCHE SPECIALISTS SINCE 1975.

Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire PE22 7PZ England

+44 (0)1507 568474 +44 (0)1507 568664 info@gantspeed.co.uk

www.gantspeed.co.uk

Trevor's Hammerworks, Inc.
 www.356panels.com 440-953-0501 440-602-9885 Fax

PORSCHE

ENGINE BUILDING
 CLASSIC MOTORSPORT
 OEM & SPECIAL PARTS
 SERVICES

FACEBOOK.COM/MITTELMOTOR
 INSTAGRAM.COM/MITTELMOTOR.DE

BOCHUM / GERMANY
 T +49 234 935 14-14
 INFO@MITTELMOTOR.COM

20 YEARS OF RACING EXPERIENCE

**MITTEL
 MOTOR
 .COM**

EVERYDAY RACING

MITTELMOTOR™

KW DAMPER SET



FOR EVERY
PORSCHE 356 THE
PERFECT SUSPENSION



FOR EVERY DEMAND THE PERFECT **SUSPENSION.**

KW automotive UK Ltd
Phone: 01634 255506
eMail: info@KWautomotive.co.uk



www.KWsuspensions.co.uk

Words: Alex Grant Photos: Andy Tipping

THE NEW OUTLAW

Tom Fitzsimmons has owned countless Porsches in a career spent closely working with the brand. But, ten years after it was imported from Canada, this characterful Pre-A still has a special place in his collection



Porsche was a fledgling carmaker when Scottish dealer Jock McBain launched Border Reivers onto the early-1950s motorsport stage. In the Middle Ages, the Reivers had been guerrilla clans, raiding towns along the war-torn Anglo-Scottish border.

McBain's racing syndicate proved just as capable of bringing home silverware as its namesake, launching the career of Jim Clark and racking up countless victories before disbanding in the 1960s. But the name lives on, and today's Reivers are an all-new breed of outlaw – of which this Pre-A is the first.

Nestled among pine trees not far from Loch Lomond, the Border Reivers workshop couldn't feel further from Southern California's sun-soaked landscape where the

outlaw movement was born. But Tom Fitzsimmons, the CEO of now globally-renowned specialist in restoring, trading and transporting classic cars, Border Reivers, is bringing West Coast Porsche culture across the Atlantic.

“TODAY'S REIVERS ARE AN ALL-NEW BREED OF OUTLAW...”

‘As a kid, there's the Mini, there's the E-type, and there's the 911...you just know what they are,’ he says. ‘There was a black Belgian-registered 911 which was always at the cricket park across from my mum's house, where I lived, and that's probably where my interest started. Since owning my first Porsches

as soon as I could afford one, which would have been in 1985 or '86, I've never been without one. I've owned hundreds, both privately and through the business.’

This has never just been a hobby. Tom spent the early





years of his working life at high-end repairers in Glasgow and, for a year, repaired Porsches in Australia before returning to Scotland to establish his own bodyshop in 1988. With an eye for quality and a love of the brand, the business expanded rapidly and, by 1992, it had become a Porsche Approved repairer, employing 65 factory-trained staff – Europe's largest, other than the manufacturer's own sites.

That reputation opened doors and built some useful relationships. While the business flourished, Tom was putting in frequent trips to the United States, seeking out rot-free cars to bring back to Europe. So, at the start of the Millennium, when he parted ways with the business he'd started to pursue other interests, he had the contacts to get first call on some of North America's most desirable machinery. As a collector himself, it was also an opportunity to have his pick of what came up for sale.

'Ten years ago, a Canadian connection called saying he knew someone selling this Pre-A, because he needed the money to buy another Porsche,' he says. 'When he sent me the pictures, I knew it was one for me. So I committed to buy, then went over to Canada to touch it and have a closer look before organising transport back to the UK. It's never been for sale, as it wasn't bought to turn over.'

The 356 landed in Scotland shortly afterwards and, with the paperwork in hand, Tom set about tracing the history behind his new purchase. And, although most of its outlaw-style restoration had been carried out under its previous owner, Canadian collector Dario Calandra, it turns out he hadn't started from scratch.

'I managed to find a piece of paper with the name of the guy who sold it to him. He wanted an early Porsche, and his wife found this car a couple of blocks from their house. It was

Above: Louvred engine lid and bumper deco are Carrera touches – what you can't see here are the Carrera GT drum brakes

Below: A famous name, not only in Scottish but also motor sport history – Formula One world champion Jim Clark began his racing career with the Border Reivers team







just a shell, in black, and it needed to be fully restored. She bought it and, on Christmas Day, tied a ribbon to the key and had her husband follow it for two blocks to the car, which was wrapped up with a big bow. He started the restoration but was never going to get it done, so he sold it to Dario.'

Building an outlaw is open to interpretation, and this car had its own unique sense of style clearly inspired by Porsche's 1950s racers. The body, a '54 sunroof coupé, had been treated to the works; lowered over its bare factory steel wheels, a louvred decklid and a Carrera-style fuel filler cut into a bonnet firmly closed with leather straps. And Dario had stripped the interior back to the essentials, pairing a Speedster driver's seat with the meshed leather mechanic's seat for the passenger, and adding a half cage in the back.

Unfortunately it wasn't possible to uncover the entire build process and, if anything, the gaps pose some of the most interesting questions about its past. Within the 356's history file is a photograph of the car at Emory Motorsports in California, from which Dario might well recognise his former

project some ten years after signing over ownership. But current owner Tom bought this car to use, and the familiarity of spending plenty of time behind the wheel has highlighted further evolution over the last ten years. 'We've detailed it, and made it better, rather than altering the basics that made me want it in the first place. I didn't want to change that.'

Race styling might have been a tempting start point for a track car, but the plan was to make an already addictive fast-road machine as reliable and usable as possible. The 356 benefits from a newly-rebuilt Super 90 engine, bored out to 1800cc and said to produce 125bhp, which is still paired with the original four-speed transmission. It's enough to keep pace with modern traffic, but doesn't make the car unruly when it's being used for commuting or taking Tom's son to football practice on the weekends.

Despite the low-slung stance, chassis upgrades are similarly compliant on Scottish roads. The suspension had been a hybrid of Volkswagen and Porsche parts to get it as low as possible, and today's setup took years of trying

Above: Carrera bumper trim always looks good on an early 356, as do the period yellow-lensed Bosch lamps

Below, left to right: Interior may be minimalist in style but that doesn't mean it isn't trimmed to the highest standards. California road map might come in handy if you take a wrong turn crossing the border...





Above, left to right: Pegasus decals, long-range Carrera fuel tank and drilled bonnet hinges all smack of 'outlaw' – and we love it!

Below: The 'bored out' (1800cc) Super 90 engine now pumps out a reputed 125bhp, which is enough to allow the Pre-A to hold its head up in modern traffic

different shocks and arms to get right – indeed, it's marginally higher than it once was. Brake upgrades comprise a set of 60mm Carrera GT-spec drums, rather than stepping up to later discs.

'It's nothing dramatic, we've just made changes over a period of time to suit me – that comes from driving it and using it. I've got a standard 356 and it's really comfortable, but this one is pretty stiff by comparison. With its stripped out interior, if you start pushing hard, you inevitably hit bumps and feel every one through the car. But it handles really well, with pinpoint accuracy – we didn't go

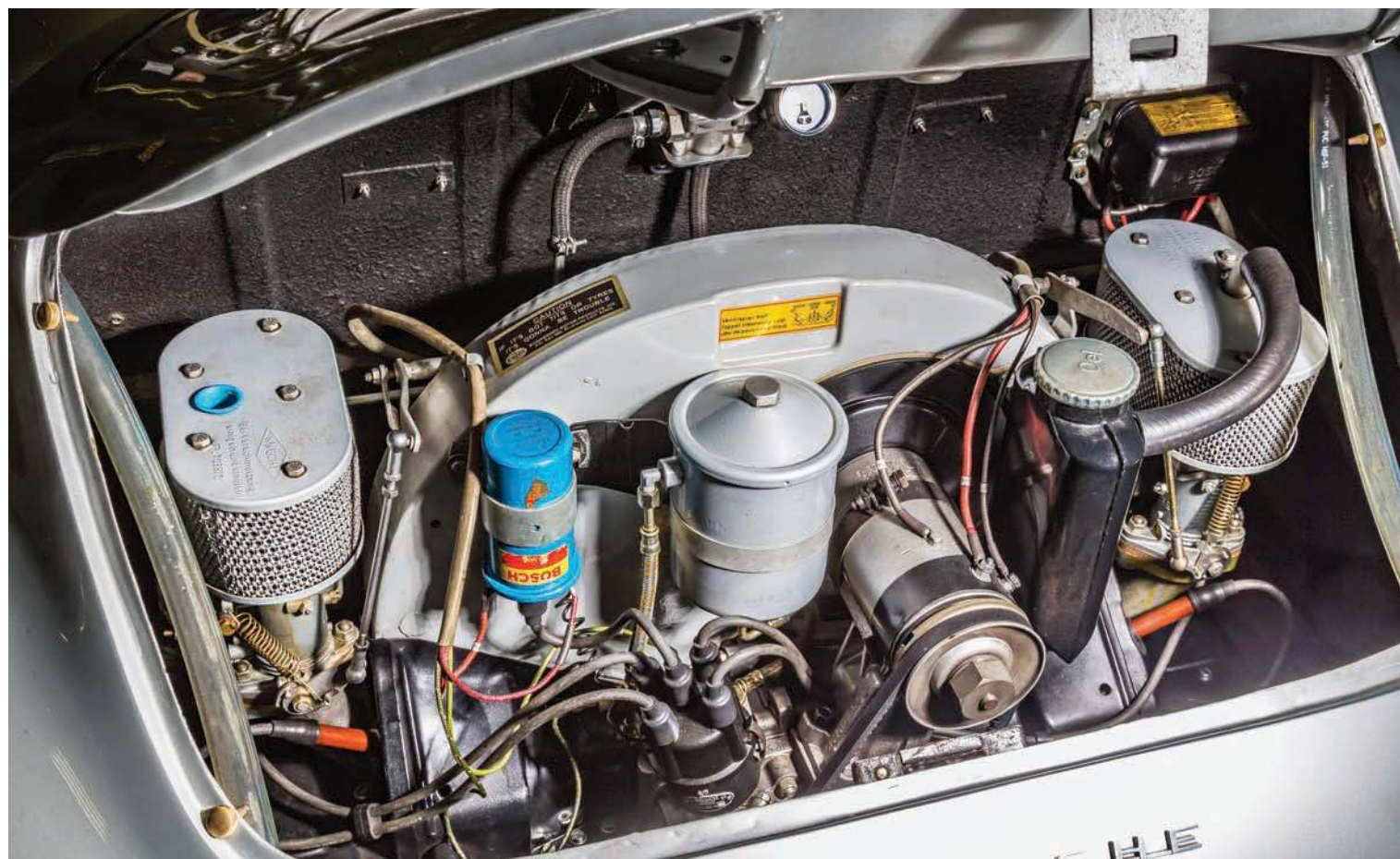
crazy with the engine because it's got such usable power.'

Unsurprisingly, given Tom's background repairing

Porsches, the bodywork was also refreshed. The 356 was stripped and painted in the same silver picked out by Dario, and the period-style Mobil Pegasus and Tekefunken Radio graphics were all replaced as they had been when it left Canada. Of course, there was an opportunity here to add a little Border Reivers livery while they were working on it.

This is a sympathetic restoration. All of the original styling cues were retained, right down to the Carrera GT drop-down door glass and low-drag mirror on the wing, yellow-tinted Bosch spotlamps and

**“WE’VE JUST MADE
CHANGES OVER A
PERIOD OF TIME TO
SUIT ME...”**





distinctive Pre-A bumpers. Tom made no changes to the mix-and-match interior, though he's added a fire extinguisher, and there's a set of Plexiglas quarter windows as a lightweight alternative to the glass ones.

'I used it more when I bought it than I do now, because it wasn't as valuable then as is now,' he says. 'I'm not over-careful with it – it's used regularly, and there are a couple of scratches on it now – but using it only occasionally makes it feel special. If you're out in it for a few hours, when you get back there's always a mega smile on your face.'

The upshot is, while Tom has no plans to part ways with his car, other owners are starting to benefit from the development work that's gone into it. Border Reivers has just delivered its first commission to Ireland, based on a matching-numbers right-hand drive 356, and you quickly get a sense that his factory-trained eye for detail is still just as sharp as it's always been. The factory engine was rebuilt

and, instead of junking the body-numbered decklid for a louvred one, the workshop fabricated a new skin to put over the original frame.

'We've got a responsibility, I think. We're custodians and where possible we've got to keep them matching numbers. This car has been great because you can see how people did things. In America, because early Porsches are readily available in left-hand drive and still reasonably cheap, they can take chances and cut them up whatever way they like. But if you get a UK RHD matching numbers car, you're very reluctant to do that.'

Quality talks, and there's already another build underway. The Reivers might once have been feared in the lawless border country, but this UK-honed slice of SoCal car culture is a very welcome kind of outlaw. One that's just as unforgettable as those Tom saw when car spotting as a child which first ignited his interest in the brand. **CP**

Above: Border Reivers lettering and Mobil Pegasus logos spell out the true character of this outlaw Pre-A

Contact:

Tom Fitzsimmons
+44(0)7591 112581
www.borderreivers.co

Below left to right: Race-inspired period touches abound, from the leather bonnet straps to the Carrera-style mirrors and fuel filler





Border Reivers

Classic, Race and Sports Cars



Porsche 911T LHD 1972
fresh restoration



Porsche 356A RHD 1957



Porsche 356B RHD 1957



Porsche 911-996 Turbo 2003



Porsche GT3 996 Mk1 RHD 2002



Porsche GT3 997 RHD 2007



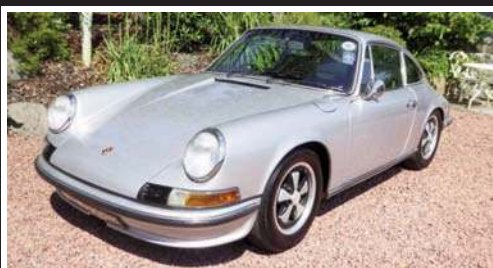
Porsche 944 S2 1990



Porsche 911SC 1978



Porsche 964 Widebody Cab RHD



Porsche 911E RHD 1973



Porsche 911 Cab Widebody
RHD 1986



Porsche 964 RHD 1990

"We only buy cars we would love to own"

Viewing by appointment only

General Enquiries: +44(0)1360870103 or +44(0)7591112581

Web: www.borderreivers.co

Credit brokers / Worldwide shipping specialists

THE DREAM JOB

Alexander Klein must have what is, to many of us, the job of a lifetime. He's the man entrusted with the task of looking after the factory museum's incredible selection of exhibits, preparing them for display around the world

Words & photos: Robb Pritchard



If you've ever been to the Porsche museum in Stuttgart, you might recall how, when exiting the lift from the underground car park, the activity on-show in the workshop behind the window-wall gets your attention first. This area, where selected cars get worked on before being shipped off around the world for shows or driving displays, is normally strictly off-limits for the casual visitor, but this hallowed space is the 'office' of the manager of Porsche's historic car collection.

There must be some lucky souls among us who wake up with a smile every morning and skip off to a job they love. I write for *Classic Porsche* so obviously I come pretty close, but Alexander Klein's 9 to 5 is quite possibly the dream job for many of us reading this magazine. Basically he's in charge of all the cars in the extensive collection and decides which ones get taken out to the 300 or more events a year at which Porsche has a presence. He is also responsible for deciding which historically important models are acquired from private owners.

Over the years I've been to the museum half a dozen times and left a few tips in the Pink Pig piggy bank on the counter after a cappuccino, but like most visitors I've never been on the other side of the 'window'. So being led like a VIP through the security doors was a very special feeling, especially when I bumped into Gabriele Kurzenberger, owner of the two 1974 Safari works cars featured in issue #48.

Inside, the workshop was full of rare beasts such as the famous 'Baby' 935, from the Division 2 class of the 1977 DRM championship, the late Dan Gurney's Formula 1 804, Porsche's only F1-winning car, the Liège-Rome-Liège 356 SL and Gulf-liveried 1970 Daytona 24 Hours-winning 917. All were assembled to be checked over for the recent Porsche Sound Night, an annual evening where Porsche engines from over the decades were revved up so their distinctive roars could be heard in a Stuttgart auditorium.

Such a job obviously takes a special combination of passion for the brand and organisational skills but, calm and confident among the bustling activity, Alexander has had over

Above: It must be difficult not to smile when standing alongside a Pre-A coupé, one of the many cars for which Alexander Klein is responsible. Then, of course, there's the 935 and the Type 804 and...and...



Above: Alexander with Porsche race legend, Hans Joachim Stuck. In the background, behind the glass wall, lies the Porsche Museum workshop

Below: With a spool, it's no fun pushing the 'Baby' 935 around the car park! The Martini-striped warhorse is one of the Museum's most popular exhibits

a decade to get used to it. And if one person could be acclaimed for spearheading the reinvention of how Porsche today connects with its history, it would be him.

'When I was younger I wanted to be involved with the running of the rallies my father took me to, but back in the 1980s there was no way to study and get a qualification for that. There wasn't even anyone to ask about how to get into it, so it remained just a dream.'

Studying law took him away from the auto scene for a few years but as soon as he graduated he abruptly changed career direction and went back to where his heart led him by enrolling in an automotive marketing and economics course. This led to an internship at Mercedes-Benz and it was here that he finally managed to realise his childhood dream. One of the projects he instigated was arranging for the McLaren

Mercedes SLR Owners' Club to follow the Mille Miglia route along with the competing classics. When an opportunity to do something similar at Porsche opened up, though, he jumped at it.

That was back in 2006 and his first years at the helm were spent developing closer relationships with Porsche owners' clubs around the world so that the classic department could be tailored to the needs of those who owned and used older cars. Today the Porsche owning network is the largest such in the world.

With the opening of the huge new museum in 2009, Porsche's philosophy changed to focus much more on its heritage, and the job description changed dramatically. These days you don't see a PR piece or a brochure of a new car being added to the range without there being a classic one





with it. That's because another facet of Alexander's job is to demonstrate the newest model's lineage by highlighting the tangible thread that flows from the oldest Porsches all the way through to today's current and future models.

One of the most recent additions to Porsche's illustrious range, the all-electric Taycan, is a case in point and Alexander is keen to point out that even though it is the height of current technology, its heritage can be traced back over a hundred years. Some of Ferdinand Porsche's very earliest designs were for electric powered vehicles, the 1898 Egger-Löhner Phaeton being the earliest survivor. He is also credited with creating the world's first hybrid with the 1900 *Semper Vivus*, Latin for 'Forever Alive', which had a pair of small engines to keep the batteries charged. In the museum the electric-powered carriage and the Mission-E,

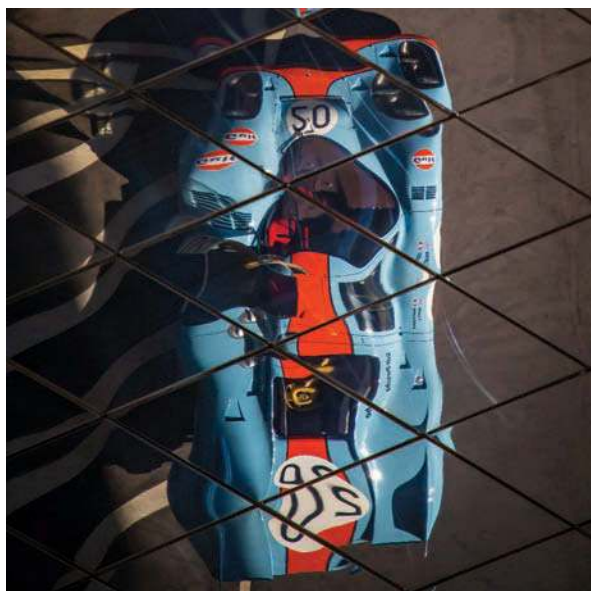
the Taycan's prototype, stand side by side.

Century-old technology obviously has its place at Porsche Classic but the newest cars in the collection are the fleet of 919s, from the first version in 2015 to the well publicised restriction-free Evo that was recently taken to various iconic race tracks to break their lap records.

Running such an advanced car is far out of the scope of any normal mechanic so Alexander oversaw the transfer of the knowhow to run them from the Motorsport laboratory to Porsche Museum technical specialists to keep the cars operational. 'They might be the most recent prototype Porsche racer,' Alexander explains. 'But as soon as they were withdrawn from the WEC they became obsolete race cars, and therefore classics. This project also shows how important knowledge transfer will be for the future.'

Above: A visit to the Porsche Museum wouldn't be complete without sampling the café's offerings, while enjoying a view of the cars in the workshop...

Below, left and right: 917s wherever you look, be it in a reflection above the entrance, or as a moneybox for staff tips...





Above: 935, 917 (top right), Type 804 Formula One car – oh, and various 356s, 911s and more, including a Peridot Green Cayman. The Museum workshop looks after a wide variety of models of all ages and type

Although 625 cars in a single collection might sound like an extravagant number, it actually isn't quite enough. The German Zuffenhausen hub is perfect for catering for European-based events but Porsche's two biggest markets are currently the USA and China, and they both need their own comprehensive collections to display to appreciative audiences.

'The older models, such as the 356, 904 and 917s are a must, of course, but the hardest ones to cover are actually cars from the 1990s as those were weak years for Porsche, when the company was in such a financial state that there were no solid plans for the next two years ahead.

'Today prototypes and the first and last of every model can be kept for the collection. Back then, though, if they had something they could sell to generate income they sold it.' To fill a couple of gaps Alexander is currently on the lookout for well maintained

original examples of a 964 RS 3.8 and a 968 Turbo S, as well as limited edition models from the same era.

It probably goes without saying that he receives numerous offers to buy cars, probably enough to fill the warehouse every week. Apart from being very specific about what he's

looking for, Alexander has to be careful not to just acquire whatever takes his fancy. 'Posterity is the focus of what we do here, so we necessarily have to think many years in the future which is why it's important not to leave your fingerprints on the collection. For example, I love colourful cars but can't just go and buy every Rubystone RS I find!

'The 1960s are mostly silver cars, for the '70s there's a lot of oranges and greens... but thirty years from now I don't want someone to look at the '80s selection and comment on the rainbow arrangement and say, "Oh yes, this is the Klein era".'

“625 CARS IN A SINGLE COLLECTION MIGHT SOUND EXTRAVAGANT...”

Below: All regular maintenance on the exhibits is carried out here by a skilled team working under Alexander's watchful eye





One of the most significant cars Alexander has recently brought home is the 901 #057, the oldest and most original 911 that Porsche has yet found...and it was parked right next to us. It looks gorgeous, of course, but upon closer inspection it's not in concours condition, and it was Alexander's decision not to restore it to how it looked the second it left the factory.

'Personally I don't think it's too interesting to have an absolutely perfect car. If not exactly a patina, a car should have some scuffs and scratches to tell the story of its thirty, forty or more years of life.'

Great care was taken regarding originality, and the metal needed to cover the rusted gaps in 057's shell came from

donor bodies of the same year of manufacture, not new metal. 'We took it to the guy who owned it in the '70s and I was actually a little nervous that he'd say it looks better now than when he owned it.

Fortunately he said it was just as he remembered. Even with the same stickers in the window.'

But finding, buying and restoring cars for the collection is only one part of what Alexander does. The other, and arguably more fulfilling, is that he also gets to decide what to do with them.

From his childhood wish of wanting to organise events this is why he has his dream job. Shows and static displays are one thing, but it's seeing the cars power past making a noise that

Above: Museum workshop is spacious and well-lit – a great place to work!

'AS ALWAYS, GREAT CARE WAS TAKEN REGARDING ORIGINALITY...'

Below left: One of the most significant cars here is 901 #057, the oldest and most original 911 that Porsche have yet found

Below right: The 1898 Egger-Lohner Phaeton is the earliest survivor of Porsche's electric-powered vehicles



Sportwagen

ECKERT



Porsche spare parts for all models since 1950

**911/912 outside door handle set,
chrome, keyed alike, 65-67**



269,00 EURO

**911/912 lock cylinder left / right
65-67**



each **69,75 EURO**

**911 outside door handle set,
chrome, keyed alike, 68-77**



234,45 EURO

**911 outside door handle set,
black, keyed alike, 78-89**



234,45 EURO

**356 C caliper front left / right
new in exchange**



each **239,00 EURO**

**356 C caliper rear left / right
new in exchange**



each **239,00 EURO**

Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

Ambergstr. 3 • 86633 Neuburg/Donau • Tel (+49) 84 31 / 40 740 • Fax (+49) 84 31 / 42 174 • www.sportwagen-eckert.com • info@sportwagen-eckert.com



really leaves the long-lasting impression.

To this end, one of Alexander's special events was gathering some of Porsche's Monte Carlo-winning cars together and taking them back to the switchback Alpine roads on which they won their famous victories, along with their original drivers.

'Porsche first won this special rally in 1968 with Vic Elford in a 911T and the last time was with Jean-Pierre Nicolas in 1978, so 2018 was the 50th and 40th anniversaries of these dates. We had Herbert Linge in the first ever works rally Porsche from the 1965 event, and Jean-Pierre Nicolas was also in his original car – it was a very special event. It was just our own, though, just for Porsche,

and all the journalists who were there loved it. Getting to come up with new, interesting events, and ones that are just ours, is a very special job indeed,' he smiles.

And the last question for a man with such a status in Porsche; what does he have in his garage? Quite unsurprisingly it's a Porsche, but it is a rather special one.

When he was only three or four years old, he kept hiding the keys of his father's 1974 2.7 Carrera because he wanted him to save it for when he was old enough to drive.

His father agreed and only drove 1000km every year before passing it on to Alexander when he was old enough to get his licence...and he has duly carried on the tradition. The car has 42,000 km on it. And guess what? Alexander is 42 years old. **CP**

Above: Visitors looking through the glass wall resemble shoppers looking through windows of Harrods at Christmas! It's the ultimate toy store

'WE HAD HERBERT LINGE IN THE FIRST EVER WORKS RALLY PORSCHE...'

Below, left and right: It's reassuring to know that the majority of the Museum's exhibits are functional, rather than being locked away on static display



RESTORATION

Design EUROPE

Visit us at
Techno Classica,
Essen
10-14 APRIL
HALL 3,
STAND 102



QUALITY PORSCHE AUTOMOBILE PANELS

www.restoration-design.eu

A. Plesmanlaan 22, 9615TH Kolham, Netherlands
Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104
Email: info@rescue-911.nl

REAL AIR FILTER SOLEX 40 PII AIR CLEANER



356,912 SEBRING STYLE EXHAUST SYSTEMS



MERGE COMP 904 EXHAUST SYSTEM FOR EARLY 911



NO TIP HOLE REAR LEFT BUMPER 911, 911L AND 911S (1965-68)



NO TIP HOLE REAR LEFT BUMPER 911T, 911E AND 911S (1969-73)



VINTAGE SPEED
ACE OF AIRCOOLED

shop.vintagespeed.com.tw
Email Order: shop@vintagespeed.com.tw

16, 25 th Rd. Taichung IND. Park Taichung City,
40850 TAIWAN

REAP AUTOMOTIVE DESIGN



Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.




WWW.REAPAUTOMOTIVEDESIGN.COM
TEL: 020 8863 2305

NEW WEB SITE

Specialist Cars
of Malton Ltd

Sales: 01653 697722
Servicing: 01653 696181
www.specialistcarsltd.co.uk

 <p>Porsche 996 Turbo</p> <ul style="list-style-type: none"> • In Stock Now • Amazon Green • High Spec <p>Call us on 01653 697722</p>	 <p>Porsche 964 C4 Cabriolet</p> <ul style="list-style-type: none"> • In Stock Now • Basalt Black • Very Low Mileage <p>Call us on 01653 697722</p>	 <p>Porsche 911 2.4E</p> <ul style="list-style-type: none"> • In Stock Now • Metallic Blue • Stunning Example <p>Call us on 01653 697722</p>
 <p>Porsche 911 2.7 RS RHD</p> <ul style="list-style-type: none"> • Lightweight • Very Famous Car • Incredible History <p>Call us on 01653 697722</p>	 <p>Porsche Standard J Diesel</p> <ul style="list-style-type: none"> • Superb Condition • 1960 • Tractor <p>Call us on 01653 697722</p>	 <p>Porsche Cayenne Turbo</p> <ul style="list-style-type: none"> • In Stock Now • High Spec • Stunning Condition <p>Call us on 01653 697722</p>
 <p>Porsche 997 Turbo S</p> <ul style="list-style-type: none"> • In Stock Now • PDK • Basalt Black <p>Call us on 01653 697722</p>	 <p>Porsche 930 Turbo</p> <ul style="list-style-type: none"> • In Stock Now • Vienna Red • Orthopedic Seats <p>Call us on 01653 697722</p>	 <p>Porsche 930 Turbo</p> <ul style="list-style-type: none"> • In Stock Now • Guards Red • Linnen Hide <p>Call us on 01653 697722</p>
 <p>Porsche 928 S4</p> <ul style="list-style-type: none"> • Stunning Example • Slate Grey • Low Mileage <p>Call us on 01653 697722</p>	 <p>Porsche 930 RWB</p> <ul style="list-style-type: none"> • Breath Taking Example • Modified • Guards Red <p>Call us on 01653 697722</p>	 <p>Porsche 993 RS Homage</p> <ul style="list-style-type: none"> • In Stock Now • Speed Yellow • Lovely Example <p>Call us on 01653 697722</p>
 <p>Porsche 964 Targa</p> <ul style="list-style-type: none"> • In Stock Now • Tahoe Blue • Beautiful Condition <p>Call us on 01653 697722</p>	 <p>Porsche 964 Turbo</p> <ul style="list-style-type: none"> • Total Concours Car • GP White • Full Nut & Bolt Restoration <p>Call us on 01653 697722</p>	 <p>Porsche 993 Turbo</p> <ul style="list-style-type: none"> • In Stock Now • Polar Silver • Low Miles <p>Call us on 01653 697722</p>
 <p>Porsche 964 Targa RSR</p> <ul style="list-style-type: none"> • Very Low Mileage • Old English White • High Spec <p>Call us on 01653 697722</p>	 <p>Porsche 911 2.4 S</p> <ul style="list-style-type: none"> • In Stock Now • RHD • Light Ivory <p>Call us on 01653 697722</p>	 <p>Porsche 993 Targa</p> <ul style="list-style-type: none"> • In Stock Now • Midnight Blue • Glass Roof <p>Call us on 01653 697722</p>

WWW.SPECIALISTCARSLTD.CO.UK

Longstone



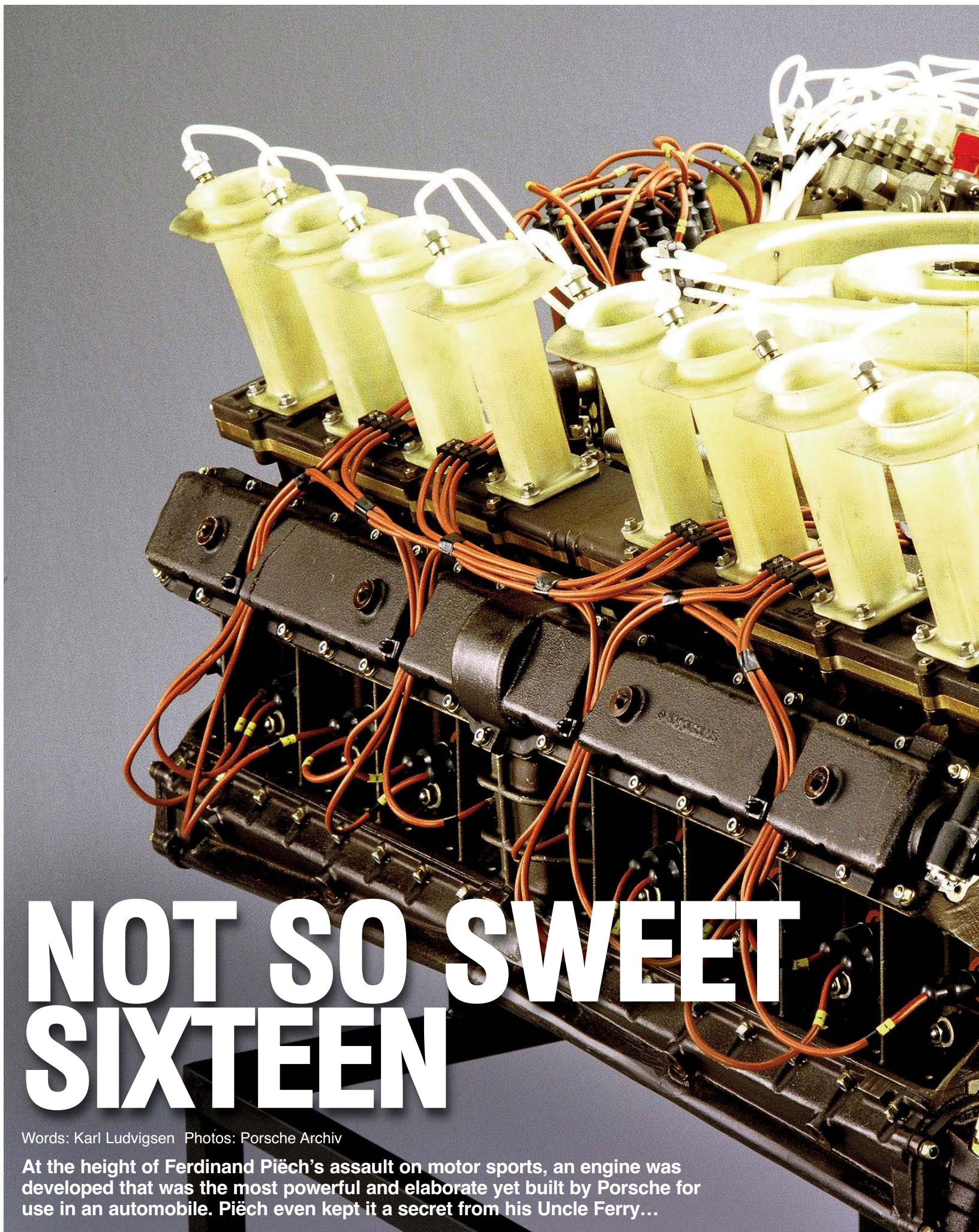
PIRELLI
CINTURATO™

**Pirelli Cinturato P7 N4; tested
and homologated by Porsche.**

205/50YR15	205/55TR16
225/50YR15	225/50YR16
285/40YR15	245/45YR16

+44(0)1302 711123

www.longstonetyres.co.uk

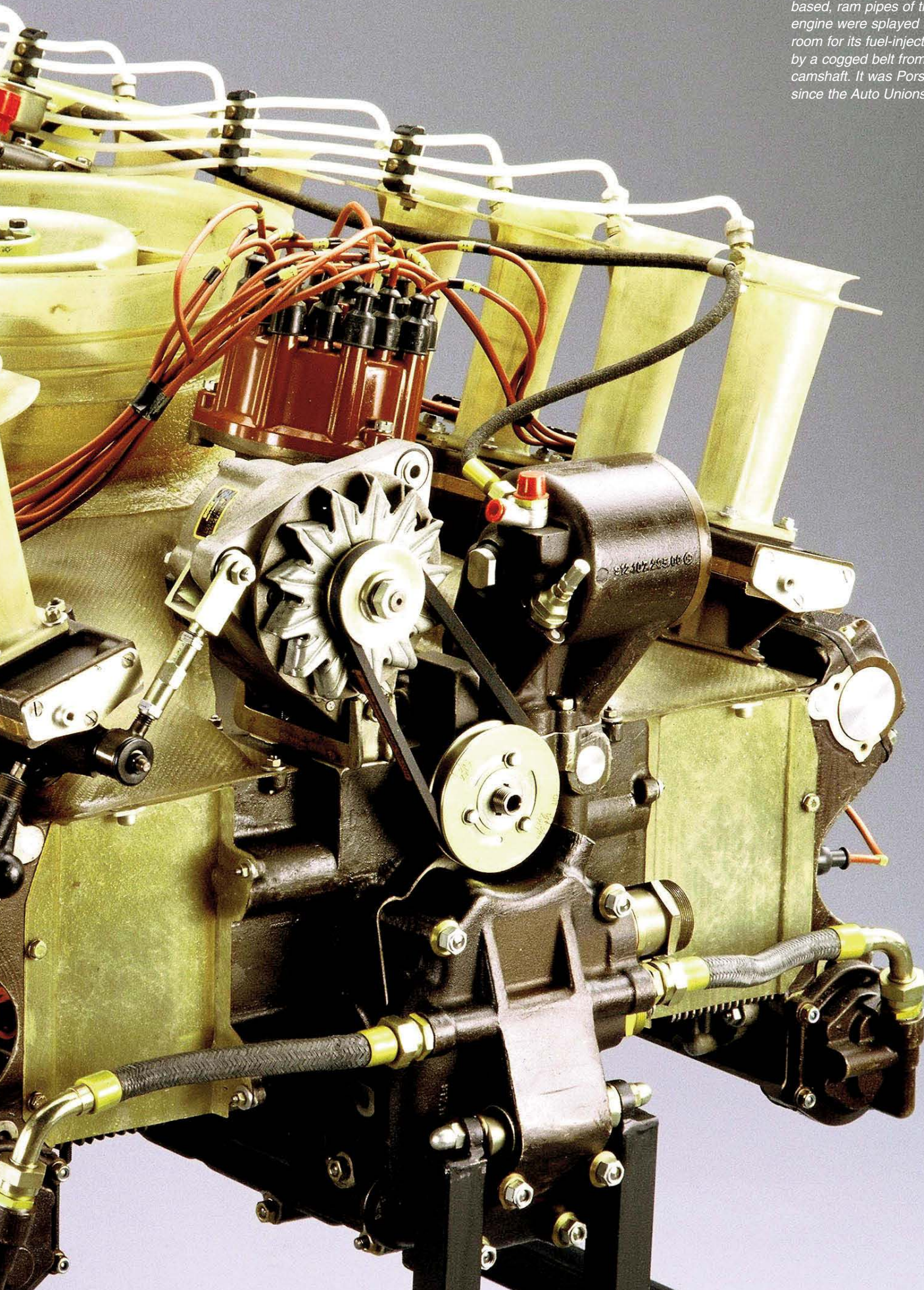


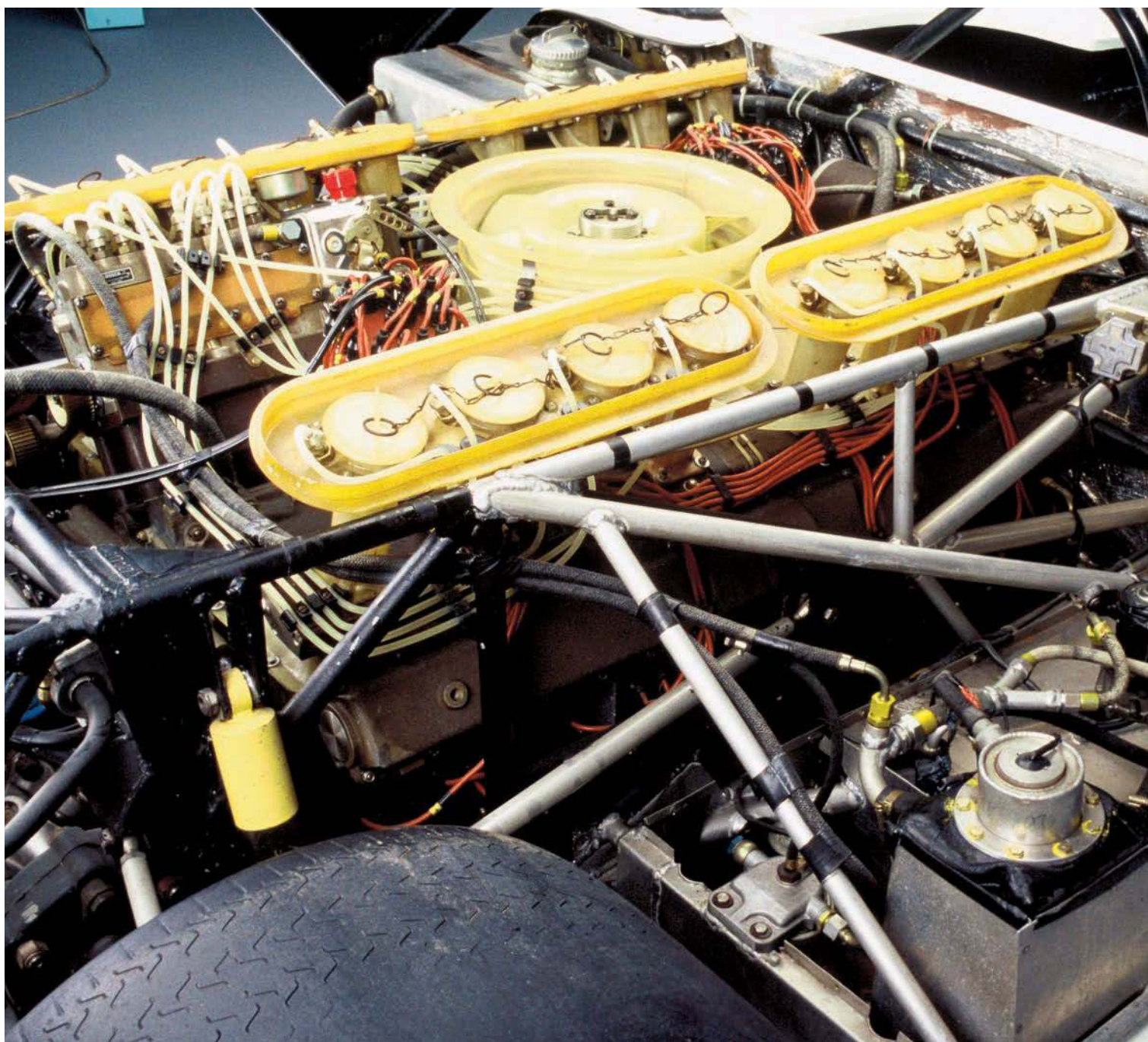
NOT SO SWEET SIXTEEN

Words: Karl Ludvigsen Photos: Porsche Archiv

At the height of Ferdinand Piëch's assault on motor sports, an engine was developed that was the most powerful and elaborate yet built by Porsche for use in an automobile. Piëch even kept it a secret from his Uncle Ferry...

Unlike the 917 twelve on which it was based, ram pipes of the 16-cylinder engine were splayed outward to make room for its fuel-injection pump, driven by a cogged belt from the left inlet camshaft. It was Porsche's first sixteen since the Auto Unions





By 1969 purpose-built sports-racing Porsches had all but vanished from the American scene. The 911s were doing well in SCCA racing, but in the modified classes that had once been spiced by Spydery of all shapes and sizes from 550s to Elva-Porsches, few Zuffenhausen products could be seen. British cars predominated in the smaller classes while the huge American V8s of 7.0- and 8.0-litres that powered the Can-Am cars far outpaced anything with a lesser power unit.

Built to FIA Group 7 rules, the Can-Am cars had to have fenders and sketchy cockpit provisions but otherwise were free to be as light and as powerful as their designers and builders could make them. This was attractive to Porsche, which had just built its 917, the biggest and most powerful racing car in its history. Looking ahead, a Can-Am version was attractive as it could help promote the new Porsche+Audi Division of VW of America that would open its doors late in 1969.

Big though it was, the 4.5-litre 917 flat-twelve (Type 912) was not likely to menace the American eights that were dominating in the Can-Am. Having just finished its work on the design of the 917, Hans Mezger's racing-car design group was available to design and build something more suitable. What it would need more than anything would be more swept volume.

Putting their heads together, Piëch and Mezger decided to build a Type 912 engine with four more cylinders. It would be the first 16-cylinder unit to come off the Porsche drawing boards since World War II. A larger-displacement engine with potential for the Can-Am series, it was nevertheless solidly based on the design and components of the proven air-cooled Type 912 twelve-cylinder engine.

Like the twelve, the sixteen had a central gear train to the camshafts that also drove a sub-shaft that took the engine's power to the clutch. Thus the engine behaved like two flat-eights back to back, avoiding the problems associated with an extremely long crankshaft. The engineers were sure this would be even more advantageous to the sixteen than it was to the twelve.

The same basic components, such as cylinders, pistons, valves, rods and bearings, were shared by both engines. The sixteen had ten main bearings supporting its forged-steel crankshaft, in a crankcase that was like that of the Type 912, with space for two cylinders added at both ends.

Even the cylinder heads were like the twelve's, with one difference. Instead of being vertical, the inlet ports and ram tubes sloped outward in a way that gave the sixteen its distinctive look. This was done to make room atop the crankcase for the heavy Bosch fuel-injection pumps so they would not have to be hung outboard on one of the camshaft

Above: Veteran mechanic Hubert Mimler was tasked with the 6.6-litre sixteen's installation in a 917PA Spyder. The lengthening of the engine bay needed to make room for the longer engine caused a loss of frame stiffness that did the handling no favours

covers as they were in the twelve.

Consisting of two 908-type injection pumps placed back to back, they were driven by a single cogged belt from the rear of the left-hand inlet camshaft. Two distributors were placed in a Vee just as they were on the 912 engine. With the sixteen-cylinder layout two cylinders fired simultaneously.

In 1969 and 1970 parts were made for ten such engines and in more than one size. The sixteen could easily be built with all the same bore and stroke combinations that were used with the twelve, allowing it to have anything between 6.0- and 7.2-litres. A compression ratio of 10.5:1 was common to all four editions as was a weight of 706lbs. The various sizes and the power levels they were expected to generate were set out as follows:

OUTPUT: PORSCHE 16-CYLINDER RACING ENGINE

	6.0-litre	6.5-litre	6.7-litre	7.2-litre
Bore (mm)	85	86	86.8	90
Stroke (mm)	66	70.4	70.4	70.4
Capacity (cc)	5992	6543	6665	7166
DIN power (bhp)	770	800	840	880
@rpm	8400	8400	8300	8300

Below: Without the benefit of the chassis development given the 917PA, the 16-cylinder version was a handful when it was first tested in 1970 by the brave Willi Kauhsen

Some of these performance figures were extrapolated because the sixteen was not fully tested in all four versions. The four engines that were assembled were given thorough development, however. A power curve for the 6.5-litre

version taken on 24 November 1970 showed 755bhp at 8200rpm and 542lb ft of torque at 6500rpm. Test results showed that the sixteen was both reliable and the most

powerful unsupercharged automobile engine ever built by Porsche. Indeed, its output was entirely competitive with the best engines then being raced in the Can-Am series.

Remarkably, at the time when it was built the 16-cylinder was kept secret from his uncle by Ferdinand Piëch. Ferry was tolerant of many things, but this, Piëch felt, was a provocation too far. The Gulf racing team's John Wyer and John Horsman learned of the engine and its clandestine

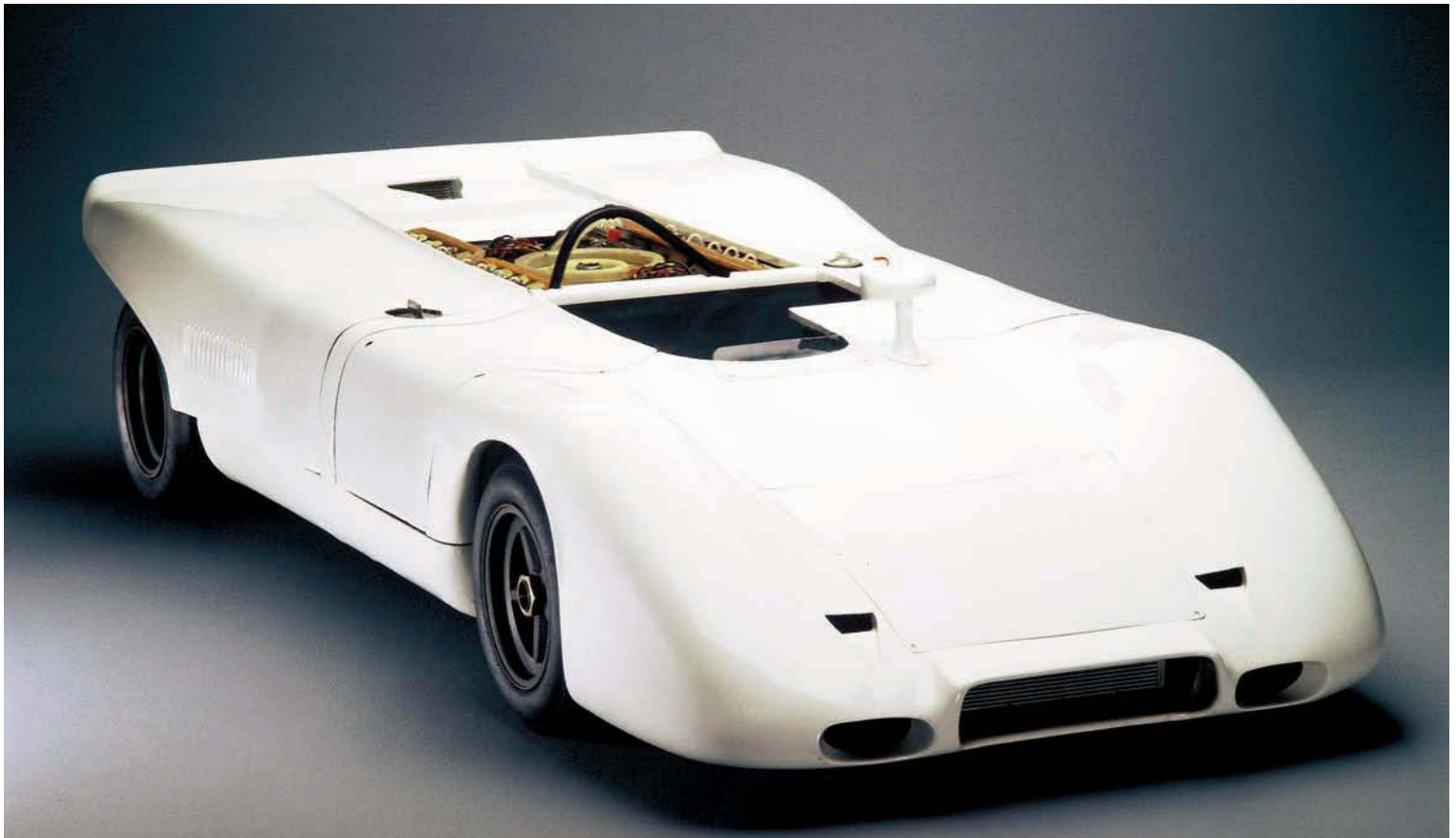
status during a visit to Zuffenhausen to discuss a possible Can-Am program to follow the end of their endurance-racing programme for the 917 after 1971.

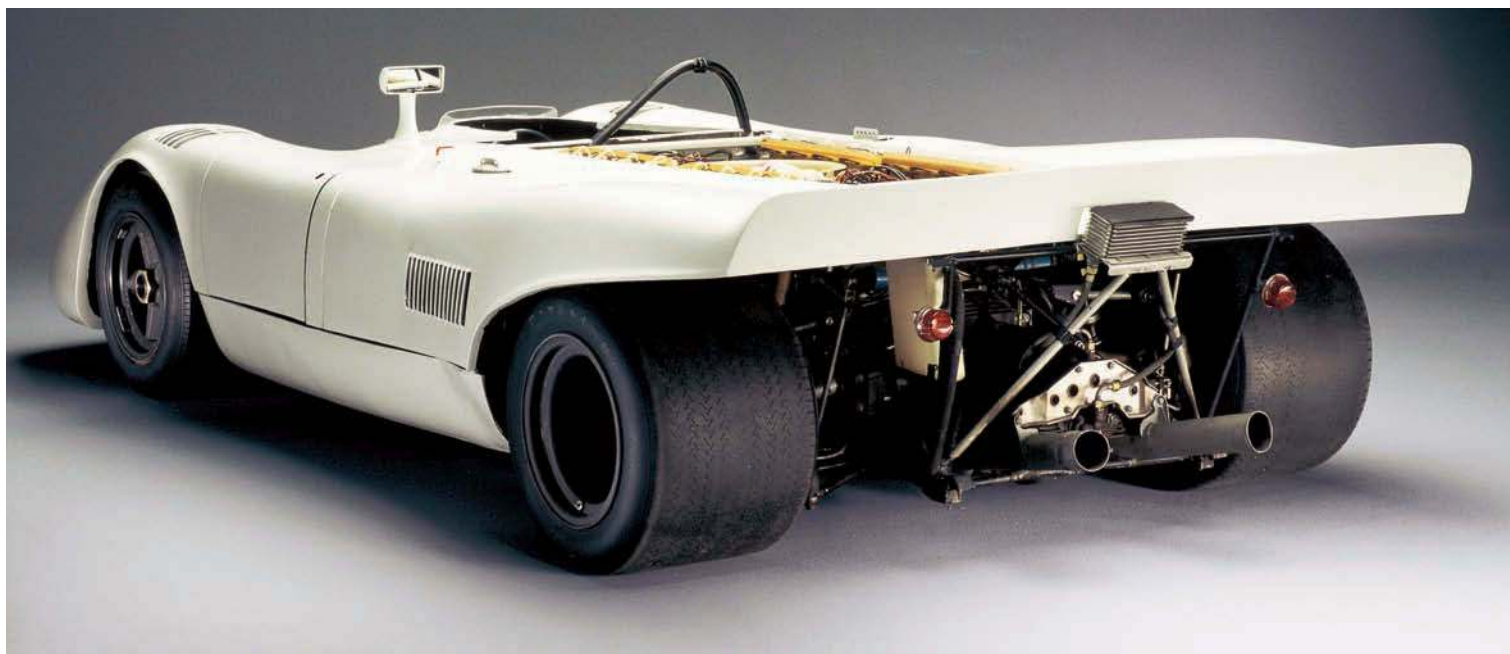
The first tests of the sixteen in a car took place in 1970 when Porsche was weighing possible use of the engine in the Can-Am series. 'Hubert Mimler, who was in charge of the workshop, was given the job of installing the 16-cylinder engine in a 917 Spyder,' said Norbert Singer. This was essentially a 917 with a simple open spyder-type body that had been created for a first Can-Am effort by Jo Siffert in the 1969 season.

The car they used was the Weissach test Spyder, chassis 917 027. 'The car had to be made longer,' Singer recalled. 'That meant that it became less stiff and safely became a concern. It turned out to be quite a big job and we were none too happy with the result.'

Late in 1971, on a visit to Weissach during development of a turbocharged 917 for the Can-Am wars, Mark Donohue was invited to try this car. 'I drove the thing for them,' Donohue wrote, 'and it was a real monster. The motor was

**“I DROVE THE
THING FOR
THEM...IT WAS A
REAL MONSTER”**





so long that you could hear one end start up before the other. There were exhaust pipes sticking out everywhere. Although it wasn't set up properly to try for any lap records, it was truly impressive in a straight line.

'They didn't tell me much about it,' Donohue continued, 'but I clearly got the impression that it was a possible alternative to the turbocharged twelve, or that it could even be turbocharged itself—for something like 2000 horsepower. It gave me something to think about.'

By that time, however, the turbo-supercharged twelve-cylinder engine was developing as much horsepower as the biggest sixteen, with the promise of more to come, so the 917PA with the sixteen-cylinder engine became a museum piece. 'We didn't consider it for very long,' said Hans Mezger, 'because when we fitted the engine into the test car its handling was not so good.' Norbert Singer related what happened when serious testing began:

'We asked Willi Kauhsen to test it at Weissach. He set a lap time which I showed to Mr Bott. He wanted to know why, with all this power, we were not under the lap record. We knew, of course, that the power-to-weight ratio was not good enough and that the handling was poor, and that these factors might cancel out the extra power. But Mr Bott would not be satisfied until we had broken the lap record.

'I called Willi back from Aachen and told him he must break the lap record. "Are you crazy?" he demanded to know. I said no. We must do this. Mr Bott insists.

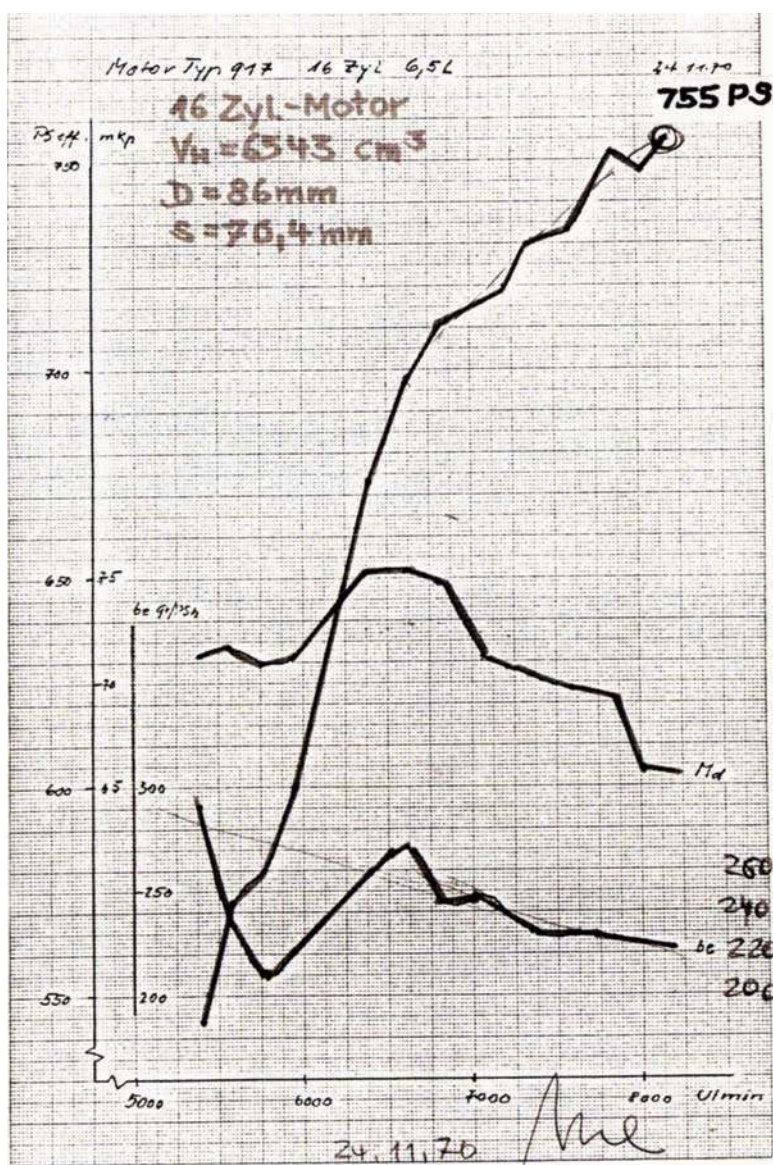
'We worked some more on the setup and eventually, with a lot of bravery, Willi broke the 917's lap record by a tenth of a second. I showed the times to Mr Bott and he said, "That's good. Now send the car to the museum! We will work with the turbo engine.' Willi was happy because he would not have to drive the 16-cylinder car ever again.

In this instance, as was often the case, Bott was acting as a surrogate for his chief Ferdinand Piëch, who had invested a lot of his credibility in the flat-sixteen. Piëch wanted proof that it had not been built entirely in vain.

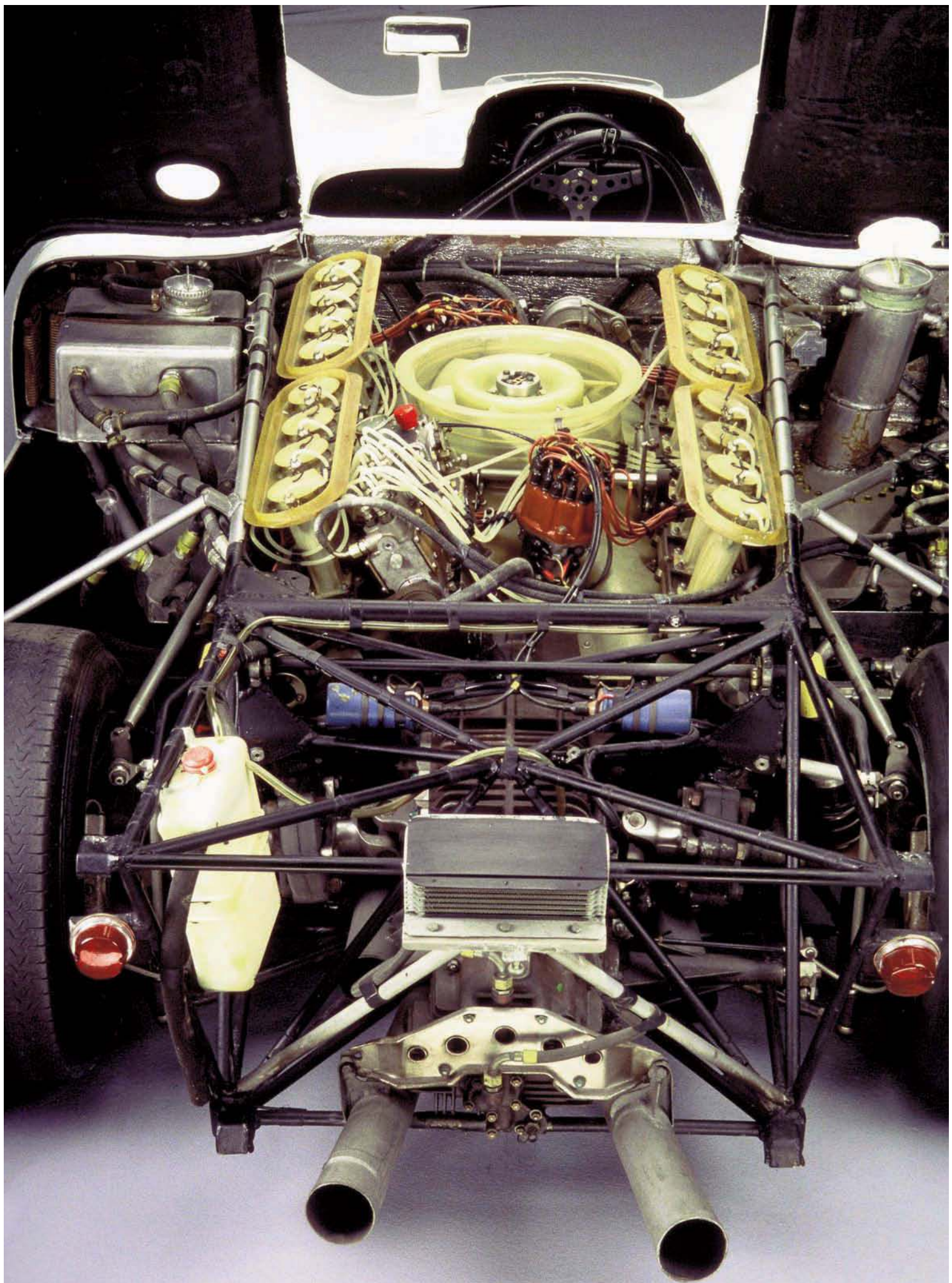
Testing of the stretched 917 Spyder did

continue, as shown by the condition of the car when it was 'sent to the museum'. It no longer had the side exhausts to which Donohue referred, the hallmark of the original 1969 917s. But it remained that extreme rarity—a Porsche built for racing that never reached a starting grid and an engine that never found an application. No wonder Ferry wasn't told about it! **CP**

Above: Instead of Mark Donohue's 'exhaust pipes sticking out everywhere', the 917PA sixteen had just two in its final form, but they were big. It was a fascinating exercise that had no issue



Left: A power curve taken on 29 November 1970 showed 755bhp at 8200rpm for the 6.5-litre version of the flat-sixteen, not quite the 800bhp at 8400rpm that was forecast but still very impressive. Too bad this was never exploited in the Can-Am series



Electrical Innovation for your Air Cooled 911



CDI+ Ignition



- Fits 911 '69 - '83 (+ Turbo to '89)
- Dyno proven power increase
- Custom ignition mapping
- 3 rev limiters
- Tacho calibration
- Shift light
- MFI fuel cut off

Fuse Panels



- Fits 911 '74 - '89
- ATO Blade fuse reliability
- Integrated headlamp relays
- LED fuse blown indicators
- No cutting of wiring loom
- No holes to drill
- Rear panel also available

www.classicretrofit.com
+44(0)1825 830323

Car Bone

**NEW INTERIOR?
WE CAN HELP!**

WWW.CAR-BONE.PL
OFFICE@CAR-BONE.PL +48429422115

Advanced Ignition Technology

Old school look, new technology
Plug and play installation
Exclusive nanopulse discharge ignition
Ignition parts for all vintage cars



631.909.1011
www.permatune.com
lonnie@permatune.com



Porsche Service & Restoration



Engine and Gearbox Repairs

Rebuilds ★ Machining ★ Detailing

Your Lifestyle, Our Profession

01295 812002

www.greatworthclassics.com

Porsche 928:

1978 DECEMBER

WUNDERWAGEN!

En projektil för två, pris nära 160 000 kronor. Det är nästan meningslöst att jämföra Porsche 928 med andra bilar. Det naturliga alternativet är ett privatflygplan. Men lyftet kommer inte förrän V8:an släpps loss på en glestrafikerad Autobahn.

Av DAG E. HOOGSTEN. Teknikens värld testlag - PeO ERIKSSON (foto)

■ ■ ■ "Würzburg 174 km." Två timmars körning? Två- och-en-hals? En-och-en-hals om vi gasar på ordentligt... Kör man Porsche 928 är detta inget problem. Frågan är när man vill till Würzburg eller om man vill dit någon snabbare. Om en timme skulle anses tillräckligt är det bara att accelerera

upp i 175 "frys" den hastigheten med hjälp av en spak på rattstäng och sedan - ja, styra! Det hade också gått att ställa in farten på allting mellan 50 och 200. Vill man köra sektare eller fortsätta så, så kräver 928:an att man gasar spår. Däröver kräver den mycket pengar, minst lika mycket gott omdöme och

● Porsche 928 har fått årsskilliga formgivarpris. Snuggast är den med huvudstrålkastarna infällda och bara det kraftiga, automatiska varsel-ljuset tänd.



This breathtaking **ORIGINAL 928** was delivered 1978 September to VAG Porsche center in Stockholm, Sweden as an exhibition car. Shortly thereafter, it got the attention of "Teknikens värld", Scandinavia's most reputable car magazine, and was featured in a 9 page detailed article **in the 1978 December issue**, including numerous images and descriptions of the futuristic 8 cylinder motor.

This car has stood for the unique 928 design at countless exhibitions, the most recent of which being the 40th anniversary jubilee for Porsche Norway in 2018.

The car will be displayed at **Techno Classica Essen 10-14 April 2019. in Hall 7. Stand 506.**
FOR MORE INFORMATION p.andberg@gmail.com



Words: Richard Holdsworth Photos: Sam Lacey and Bob Taylor

THE FLYING DOCTOR...

Flying Doctors are the backbone of the Australian emergency medical service, on-call 24 hours a day, serving a million square miles of Aussie Outback. Dr Tom Klaveniek, though, also flies around tracks in his Porsche 356SC...





Above: Tom Klaveniek's immaculate 356SC on the roads around the McLaren Vale wine growing area south of Adelaide

Doctor Tom Klaveniek is not your normal General Practitioner. Daytimes he is tending a waiting room full of patients while at the weekends he is flying round race tracks, hillclimbs or rally routes of South Australia in his immaculate 356SC – or skiing down snow-covered slopes somewhere in the world.

In a land where 'Flying Doctors' take to the air twenty-four hours a day serving the million square miles of the Australian Outback, Tom is a flying doctor of a different sort and I am delighted to be meeting him and his garage full of Porsches at his property at McLaren Vale, just 25 miles south of Adelaide.

Tom's family hails from Latvia, his mother and father were WWII refugees, survived the war, met in Germany and married. With Tom just six months old, they migrated to Australia where life opened up for them. Tom's father established himself as a plumber, and the Klavenieks had a further three children all of whom were given a first-class education.

The medical profession is what Tom aspired to and he qualified as a doctor in Adelaide, but took up residency at a hospital in Canberra where he met his future wife, Paula, a Yorkshire lass who was a nurse at the hospital. Paula had come to Australia with her parents as an eight-year-old.

They worked at the hospital for three years, married and then took an extended six-month honeymoon to Europe using Heidelberg on the Rhine as a base. While there, Tom and Paula purchased a Porsche 911 in the UK and brought it back to Australia in 1976.

Tom Klaveniek's Porsche story goes back to school days. Parents took turns at the school run and, lo and behold, one day a 356 did the honours. In today's parlance, the word to best describe the ride is 'Wow' and what a difference from his dad's Volkswagen Beetle. As a medical intern, his first car was an MGB, which he loved, but he had an opportunity to drive a friend's 911 and that's when the love of the Stuttgart marque started. There was no looking back.

The 911 bought in the UK was a 1969 911S in Minerva Blue. Tom sourced it privately and paid £1975, the year, coincidentally, being 1975. He kept the car for six months touring the UK and Europe before shipping it home to Australia – he found no problem in getting the car registered and there was little duty to be paid.

Tom now runs a practice with one other GP south of Adelaide in the beautiful McLaren Vale district, with Paula handling the administration. It is a wine growing area and Tom has 50 acres of productive vines managed by Markus,

Left: The 356SC shows its mettle out on the track. This is the Victoria Park circuit and the annual Adelaide Motorsport Festival





the elder of their two sons. Andrew is the 'junior' being just 36 years old.

We met Tom at the property and, although not wine buffs, know enough to recognise a good Pinot Noir and Shiraz that Tom's vines create which he sells under the Peters Creek label. But if the slopes of the McLaren Vale are covered in vines, Tom's garage is full of Porsches – and that is what we have come to see. The Ruby Red 356SC racer, the 1963 356C coupé and a gorgeous silver 1955 Speedster.

The every-day car, the 356C coupé is painted in green with yellow wheels. Tom explains, 'Green and yellow – the sporting colours of my adopted country, Australia.' The car has been used in amateur motor sports as well as being driven throughout Eastern Australia during the past 30 years. The car has performed perfectly except for breaking a crankshaft. The engine we rebuilt using a big-bore kit and has never missed a beat since.

But that's not the end of it – there are other Porsches hiding in an immaculate garage at McLaren Vale where, to coin a phrase, you could eat your dinner off the floor (doctors

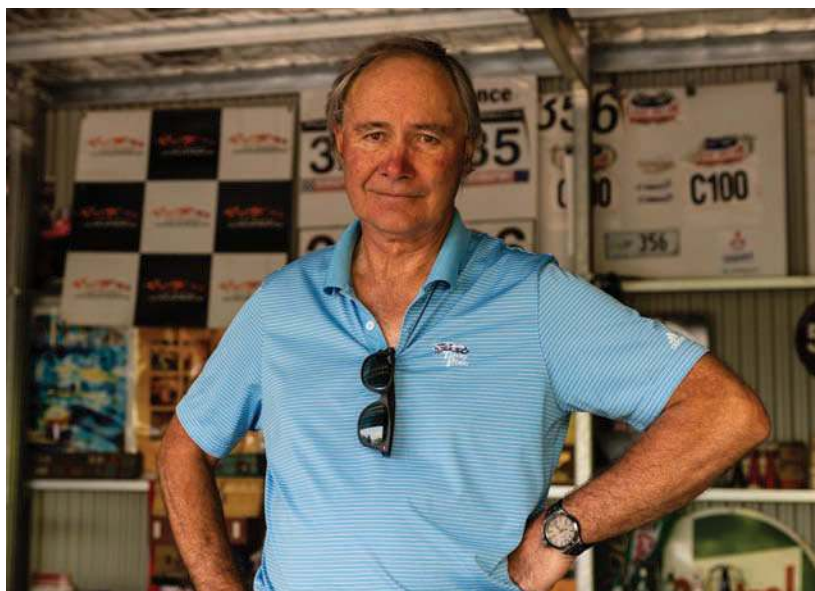
like things clean and professional!). There is a 1962 model and another, also a coupé, a 1964 car, and also LHD. Both were originally bought for parts but are now looking more like project cars. I admire Tom's tenacity – dotted about the out-buildings of the property are also a couple of Volkswagen camper vans, also very much projects for the future.

Fortunately, he has an Adelaide Porsche specialist on his side to keep the running Porsches running. That is Mark Poole at RSR Sports Cars, just off the South Road, Edwardstown. 'Where would I be without Mark's expertise and that of his workshops?' asks Tom. It's a good question – Tom has much on his hands: the medical practice, the vineyard to oversee and his penchant for speed means annual trips to friends and family in Europe and America and the dash down the snow-covered slopes at his favourite ski resorts, Vail in Colorado and Jackson Hole, Wyoming. He flies into Los Angeles, meets his cousin and they take to the snow slopes. And then the golf course; a little rivalry does no harm whatsoever!

Tom has also found time to help out in the running of

Above: RHD racer was delivered new to South Africa in 1964, and imported into Australia in 2000. Tom bought the car in 2002

Below left: Dr Tom Klaveniek. Tom plays a major part in Porsche clubs in South Australia and is secretary of the SA branch of the Australian 356 Register





Stanford Hall 2019

Sunday 5th May 2019

Stanford Hall, near Lutterworth, Leicestershire

Gates open at 8am

Britain's premier Classic Volkswagen show

All the best in

Classic Concours d' Elegance from the worlds of Air and
Water Cooled Volkswagen, Porsche & Audi

Over 300 cars in Club Displays

More than 200 Trade Stands

100+ Cars for Sale

Two nights camping available

Featuring

Split Screen Van Convoy and Display

Historic VW Display

Special Beetle Display

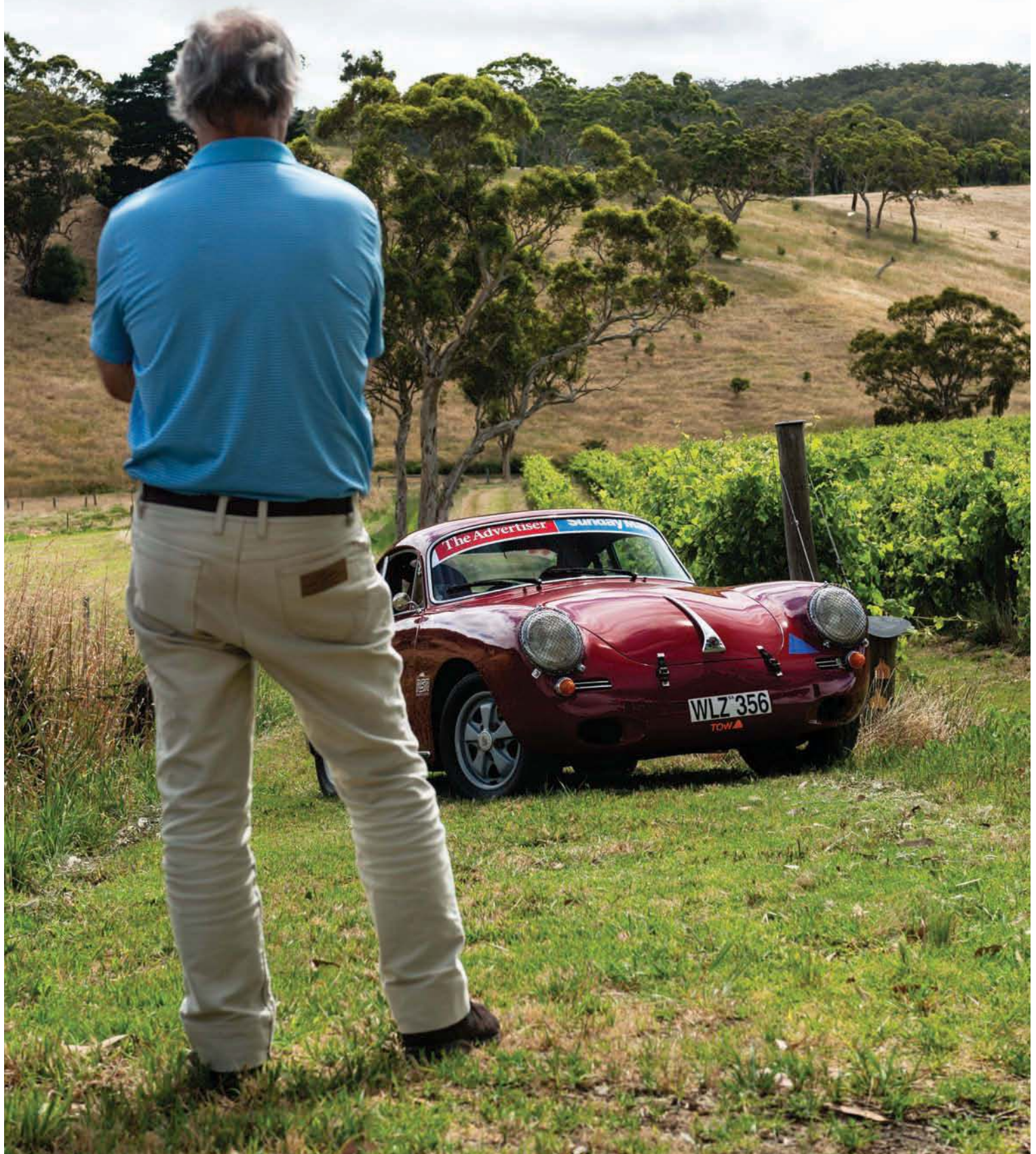
Entry only £12 per person



www.stanfordhallvw.com

Brought to you by Leicestershire & Warwickshire Volkswagen Owners' Club

**“I REALLY ENJOY PEOPLE
WITH A SIMILAR LOVE OF
356S...”**



Left: Two of Tom Klaveniek's passions – the Porsche 356SC race car with the backdrop of his vines

Porsche clubs in South Australia. He spent 20 years on the South Australian Porsche Club committee, held various positions at the Club, including President in 1981. He is a long-standing member of the Australian Porsche 356 Register and has filled the role (admirably) of South Australian secretary and has done so for 30 years – and as such, a few months back, hosted the whole Australian 356 fraternity at the annual Gathering of the Faithful in South Australia's Barossa Valley. Tom explains, 'I really enjoy people with a similar love of 356s. We have a lot of fun together and share every-day problems that inevitably crop up with a car more than 60 years old.'

The three roadworthy Porsches and the two projects cars are not the end of the story. Over the years, he has owned nine (yes, nine) 911s. Each being a progression from the former – a 2.4 911T, Carrera 3, 930, 911SC coupe, 911SC Cabriolet, 911 Speedster, 964C4 and finally the car that Tom rates as the best, a 996. 'So good, I drove the car for many years and covered 150,000Km. I only sold it to finance the 356 silver 1500 Speedster.' That is another story in itself.

Tom got to know two Porsche enthusiasts, business partners, in Melbourne, Brian Clearahan and Brian Jones. In 1980, Tom had bought a 356C coupé from Brian

Clearahan. At the time it was painted white. Tom kept the car for five years before selling it to his brother, Mark Klaveniek, who returned the car to its original Irish green. But when Mark moved to Europe, Tom bought the car back. He removed the front bumper and shod the car with the gold coloured 912 wheels.

Brian Clearahan and Brian Jones had made a foray into the United States, bringing back three Speedsters with the aim of restoring them. Sadly, Brian Clearahan died in 2000 when half-way through the restoration of the Speedsters; when the silver Speedster was complete, Brian Jones offered it to Tom as he knew it would find a good home. Tom was keen to own the 356 Speedster – but had to sell one of his 911s to do so. He still owns the Speedster to this day.

The 356SC Ruby red racer has a history, too. It was delivered new to South Africa in 1964 in right-hand-drive and imported to Australia in

2000 by one of Tom's Porsche friends who then sold it to another Adelaide Porsche enthusiast. This man was determined to make it a competitive Tarmac race and rally car, and spent time and money on that objective.

With Tom's involvement in Australian Porsche clubs, he kept a track of the car and bought it in 2002. It was set up for track racing; mechanically it is still a 1600, but when the

“WE HAVE A LOT OF FUN TOGETHER AND SHARE EVERYDAY PROBLEMS”

Below: Tom's garage also home to his 1955 Speedster, the red racer and, in the foreground, the green 356C. There's a pair of other coupés, both LHD. They were originally bought for parts but now looking like project cars





Above: In action at the 2018 Adelaide Motorsport Festival

engine was re-built, the barrels were honed, a semi-race cam fitted along with a 009 distributor and the whole engine rebalanced. A button clutch was installed which Tom says is an essential piece of kit for competition work on a 356.

The car is also road-registered and Tom drives it to all events and drives home again after thoroughly enjoying himself. The same with hillclimbs and rallies. 'I have used the car with great enthusiasm since then – hillclimbs, rallies and in sprints out on the track. The only mechanical problem I have had with the car was on a Porsche rally that took in the Great Ocean Road in Victoria – the starter motor failed. I had to park the car on a slope every time I stopped – fellow members gave me a push and we were away...'

Tom and the 356SC can also be seen as regular entrants on the Victoria Park track as part of Adelaide Motorsport Festival held each year in the last week of November/first week of December and organised by Tim Possingham and his team at Soon Marketing. The 356SC

lines up in the class that all Porsche fans enjoy – Porsche Through the Ages or, as it was named just last December, Seventy Years of Porsche. They were all there on the grid – a 2004 996 Turbo, Michael Stewart's 911 RS, a 2013 Boxster, and regular racer Bernie Stack in his IROC car. Tom recalls, 'I couldn't afford to take my eye off the rear-view mirror and keep out of the way of the (much) more powerful and speedier cars...'

Tom tells us it is usual that the only cars he beats to the chequered flag are those that have broken down! But, boy, does he enjoy himself as we've witnessed, having watched the Ruby Red racer on the Victoria Park track at the last three Adelaide Motorsport Festivals.

One final word from Tom Klaveniek: 'I do enjoy the cars, the competition, the people and, at the end of a stressful week, taking a 356 out on the local roads can be a real joy...and all this with the support of my wife, Paula. What more can I say?' **CP**

Below left: Tom's 'everyday' car, the 1963 356C in Irish green with yellow 912 wheels 'The Australian sporting colours', he smiles





**PASSION.
EXPERTISE.
QUALITY.**



www.jazweb.co.uk • St Albans • 01727 866075



INDEPENDENT SERVICING, REPAIR AND RESTORATION SPECIALISTS FOR CLASSIC & MODERN PORSCHE



New from KK exclusives!
Our own early 911 / 912
Puck style horn push.
Perfect fit. £250+ vat.

65-73 911 Tool kits & Jacks.
Tool Kits from £450+ Vat.
Jacks from £200+ Vat.
All 356 models available.



We stock 'Simonsen 356 repair panels. They are regarded as the best you can buy, anywhere! We are the sole UK distributor. Please call or mail for prices!



Exclusive to KK.
Stainless steel
Sebring Exhaust.
Fits 356 & 912.
Standard £650+ Vat



VDM GT steering wheel.
Superb quality 425mm
walnut rimmed steering
wheel. Fits all pre A and
356A cars, exclusive to KK.
£1150+ Vat.

A pair of excellent quality
headrests correct for all
Porsche 356, 911 & 912 up
to 67. The headrests are
a KK exclusive and made in
house. They come ready to
upholster. £250+ Vat.



Find us on ebay for used
parts and rare accessories.
Follow us on Facebook and
Instagram for the latest news
and offers!



KK Exclusive!
Speedster Side
Curtain Bag.
Made from
heavy weight
mohair, as per
original. A must for
all Speedster owners!
Bag only. £170+ Vat.



Pair of brand new Euro spec
Bosch headlights, available
for LHD or RHD cars 64-68.
The headlights look superb
and come with flat Bosch
lenses (non H1) and correct
chrome ring (not VW).
Available exclusively from
us at KK. £650+ Vat.



1973 Porsche 914 1.7
Stunning car, only 19,000 miles
from new! £39,000

See Website for more products, special offers & Cars for sale!
www.karmannkonection.com info@karmannkonection.com
TEL - 01702 340613 The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE

Words: Alex Grant Photos: Andy Tipping

THE NEW OLD SCHOOL

Family-owned business TLG Auto has brought a personal touch to SoCal's Porsche community for over 40 years – an old-school attitude it's now offering to the very latest in the Stuttgart stable





Above: Modest premises belie the years of experience that lie within – TLG Auto was named after Tony and Lois Gerace, husband and wife and parents of Marco (left) who today runs the North Hollywood business

With its thriving car culture and myriad specialists and trend-setters, Southern California can make the rare claim of being as formative for the Porsche brand as Southern Germany. It's a scene founded on long-lasting relationships, on

reputations and knowledge formed out of decades of experience and, for TLG Auto, passed down between generations of talented like-minded mechanics.

The grounds of TLG's workshop in North Hollywood are as diverse today as they were when it first opened its doors 40 years ago, if not more so. From faithful restorations to hot rods, Pre-A 356s to the latest SUVs, the Gerace family's ambitions to offer a personal, detailed service have built up a strong portfolio of regular customers. And, at 38, owner Marco is merging experience beyond his years with a clear vision of where the business should go next.

'I'm trying to honour the previous generation of Porsche mechanics, and the way they did things,' he tells us. 'We've

lost so many old-timers in the last few years, it's staggering. And when they're gone, who has the knowledge? The parts and the knowledge doesn't always get written down, and some of it you can't write down because it's learned the hard way through experience. We're the next generation, we're the torch-bearers who can help carry the Porsche community into the future.'

Although TLG is a part of the SoCal scene, it's a business with roots on the East Coast. Raised in Queens, New York, Marco's father Tony had started out as a line mechanic at a Porsche dealership in the late Sixties, and quickly found he had a talent for building engines and transmissions at a time when 356s were new cars. This was passion as well as a hobby and one which

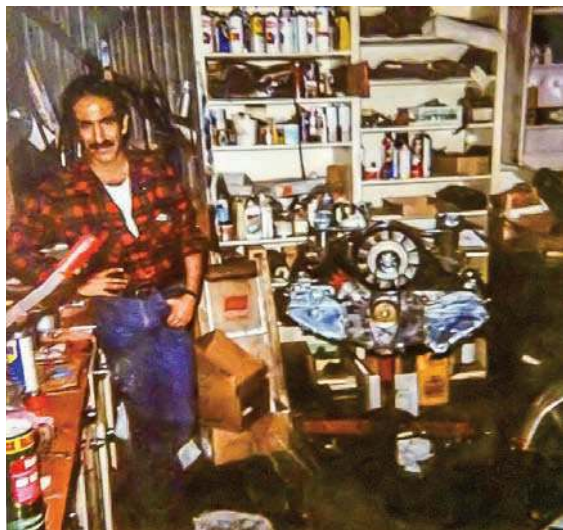
would, eventually, pave the way for a move out west.

In February 1975, Tony took his 912-engined Beetle on a road trip, and California worked its magic on the 25-year-old almost instantly. 'He got out of the car in Van Nuys on a Friday and it was 70 degrees and sunny...in February. Back home in New York it was freezing and cold. He decided

'WE'RE THE NEXT GENERATION, THE TORCH BEARERS...'

Below left: Tony Gerace in his crowded workshop in the early days of TLG

Below right: Father and son, Tony and Marco – sadly Tony passed away in 2017





right then that he wasn't going back – he called home and told his friends to sell his stuff, and by Monday he'd started at Merlin-Olsen Porsche Audi on Ventura Boulevard, in Encino,' says Marco.

A gifted mechanic, Tony was often called upon to do the hard jobs in the shop. He went to dealer-training for engine and gearbox rebuilds and was eventually lured over to George Follmer's Porsche dealership in Pomona. However, the new commute across Los Angeles was tough and, faced with a two-hour drive to get back to his future wife in hospital after she was in a car accident, he decided that he wanted to be closer to home and that his talents would be better served working as his own boss. TLG Auto – named after Marco's parents, Tony and Lois Gerace – opened its shutters in 1978 using money given to the couple as wedding gifts. Fast-paced change for someone who'd only been a California resident for three years.

Despite his background, TLG didn't start out as a Porsche-only workshop. Tony opened the shop with a business partner, a specialist in British cars who gradually passed more work over to Tony's side of the workshop – typically home to the Porsche, Audi and Volkswagen stuff he'd set out to work on. And so the duo split up less than a

year after TLG opened, Tony making the executive decision to focus on the cars he most enjoyed building, and that specialism hasn't wavered since.

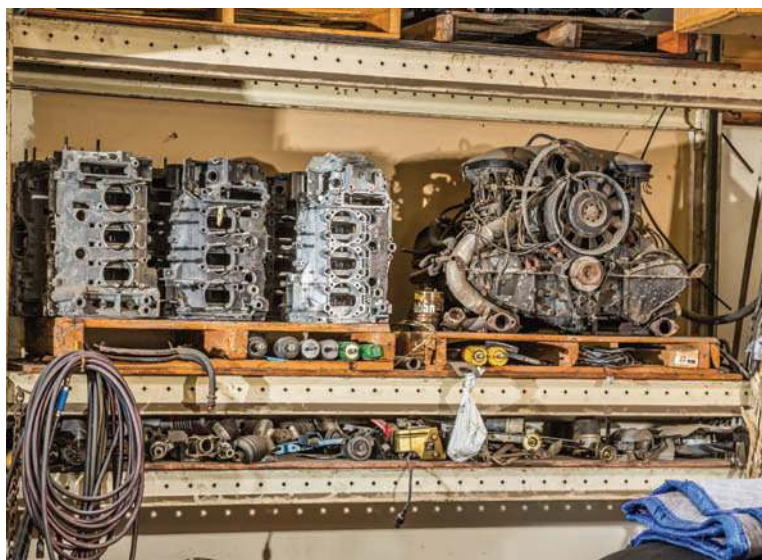
'I was born in 1980, and I was born into the shop,' Marco explains, smiling. 'Mom and Dad both had to work – so Dad would often take me into the workshop in a bassinet and put me on the workbench while he built motors. Then, at three years old, he gave me a 10mm quarter-drive ratchet and a motor, and told me to take apart anything it fit. I couldn't put a motor together at that point, but I could take them apart!'

'Eventually I became a shop helper – I'd sweep the floors, wash the parts, take things apart and prep them to be worked on by my dad. So I grew up learning about this stuff, and eventually I was allowed to start putting things back together.'

By this point, Tony had garnered an impressive reputation and his expertise was sought after. A close friendship with one-time Porsche racer-turned-mechanic Al Cadrobbi granted Tony access to a wide range of four-cam racers and street cars including his favourite, the Abarth Carrera. Sadly, Cadrobbi suffered from Parkinson's disease and Tony often served as Al's hands, helping him to assemble engines and transmissions at Cadrobbi's workshop next door – a space

Above: From 356s, to 914s and more modern Porsches like this 993, TLG is equipped to handle them all. When it comes to service tools, Marco tells us 'if we don't have it we'll buy it...'

Below, left and right: Packed shelves, packed floors – the workshop is a goldmine of Porsche parts, ancient and modern, a reflection of the variety of work the business is prepared to handle





Above left: 914s are popular in SoCal and Marco is right at home working on them. After all, his first hot-rod project was a 914/6...

Above right: Every shelf can tell a story, from years of collecting to years of workshop experience



now occupied by TLG.

Marco admits that many owners are perhaps unaware of it, but his father's handiwork is what kept many of those earliest cars alive throughout the '80s and early '90s, including a 718 RSK Monoposto, whose engine Tony and Al rebuilt on a plywood board in Laguna Seca's pitlane during the 1998 Historics race weekend.

'My dad was a natural born mechanic, and was great at everything – especially with Porsches, it was an innate ability,' says Marco. 'He could wire an Eighties Carrera blindfolded, telling you the colour of every wire, what it did and where it went because he built so many of them that it became second nature. But he was very underrated. Unless you knew him you didn't know how great he was.'

Below: Although modern Porsches are an important source of work, it's probably true to say that classics have the most appeal

Perhaps unsurprisingly, the family business had a formative effect on the young Gerace. Marco spent his junior year in high school building a 914/6 conversion using all factory parts and powered by a stroked 2.4-litre 911S engine with mechanical fuel-injection

and a close-ratio gearbox. In a school car park full of American muscle cars, the European was an odd one out, he recalls, and it left a lasting impression.

'That son of a bitch was a rocket. I delivered pizza in that car, took my date to prom in it, and drove it everywhere until I was 26, when I sold it to fund my first 911. I told the guy I sold it to that I wanted to get the first opportunity to buy it back if he sold it and, in 2013, he called to say he was ready to let it go. He'd sold the hot rod motor and seven-inch Fuchs wheels but everything else was there, so I bought it back.

'There's a lot of me in that car. And it took my friends 25 years to figure out that I had it worked out when I was 17 to 18 years old, driving around in a Porsche. If they'd listened to me back then they would have

sold the Mustangs and Camaros and bought the Porsches. Now they can't – they've missed the boat.'

However, Tony wasn't lining up an heir to the business. Marco says his father had encouraged him to go to university

'SPENT JUNIOR YEAR IN HIGH SCHOOL BUILDING A 914/6...'





and do something which didn't involve the late hours and hard graft he'd had to put in. So, Marco trained to become a journalist, freelancing for magazines before getting an 'unfulfilling' desk job at a local newspaper as a first step on the career ladder. It didn't last and, by the end of 2002, he was balancing day shifts at TLG with evening work at a local radio station.

'I found myself with no social life,' he says. 'So I came to an agreement with my dad that I'd work at the shop full time and take over the business when he retired. I had to earn it, he had to let me get up to a level where he respected what I could do as a mechanic, and that was harder as a parent-child thing than if I was an employee somewhere. I loved working with cars, but I really had to work at it, and I still do.'

Of course, Marco steadily got where he wanted to with the business and, by the early 2010s, Tony was able to take more of a back seat. He'd pitch in with help and advice, taking on his own builds when he wanted to while steadily winding down towards retirement.

'We were headed in that direction until he was diagnosed with cancer, in April 2016,' Marco explains. 'He died in March 2017, and that last year he wasn't in and out as much, due to the treatment. But we'd worked on the transition, and we ended on a good note. I'm one of the very lucky people who got to say goodbye and to say everything that needed to be said between

a parent and child. I am very fortunate.'

Tony would, we're sure, be happy to see what's happened since. TLG's workshop continues to be a reflection of the full arc of Porsche's history, packed full of cars, parts and – just as importantly – the knowledge to make those two elements come together as they should. Like his father, Marco's focus isn't on getting rich, it's keeping Porsches of all sizes, shapes and vintages on the road, reliable and enjoyable.

'My dad taught me a long time ago that you'll never get rich doing the work we do,' Marco laughs. 'We do a couple of restorations a year, but we're a service shop first and foremost; we do clutches, services, brake jobs, oil changes, engine and transmission rebuilds. We're known for the early cars, but we're tooled up for anything right up to 2018, and if we don't have it we'll buy it.'

'So my hope is to be here for the long haul – I'm trying to be the new generation of old-school mechanic, taking the things I learned from the old guard but also modernising the business and keeping us current. It's difficult having a foot in both time periods, but it's interesting to see the lineage and evolution in the cars we have. If you do right by everyone, you'll survive.'

And so will Tony's legacy. Porsche today is almost unrecognisable as the same brand he started working on back in the Sixties but, in this corner of North Hollywood, old-school thinking is just as relevant as it always has been. **CP**

Above: Whatever your favourite Porsche, TLG can look after it for you, from classic to modern...

Contact:

TLG Auto
13222 Raymer St
CA 91605
USA
Tel: (001) 818-982-7610
www.tlgauto.com

Below left: Kicking back, the late Tony Gerace would be proud of what son Marco is achieving today, we're sure

Below right: Where it all began – TLG originally handled marques other than simply Porsche





**We don't restore Fuchs® rims...
We save them !**

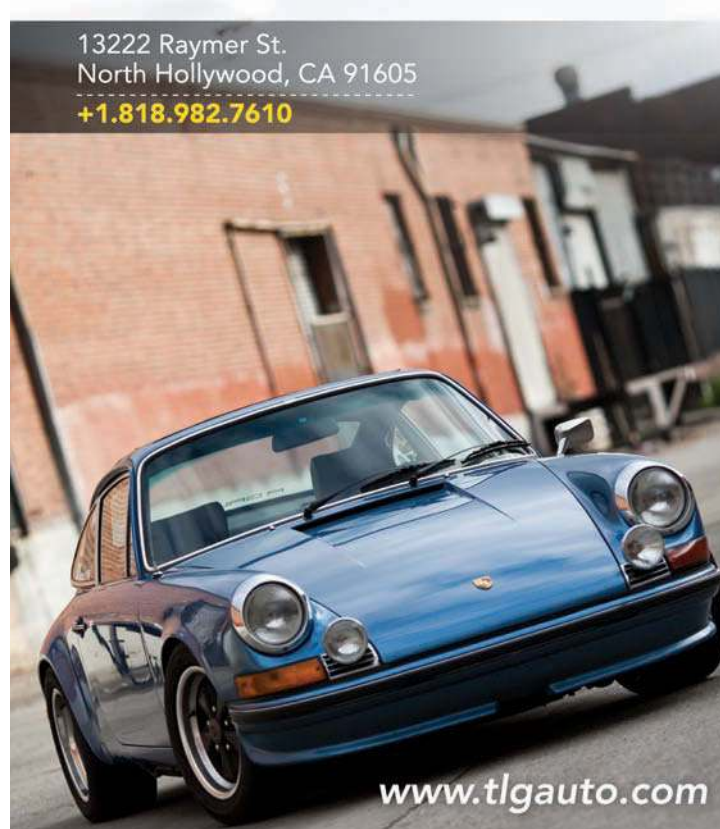
30 years of expertise : Straightening, soldering, polishing, anodizing, dip painting... we do it all, so your rims will look like they did when they came out of the factory... 50 years ago

ART WHEELS - Strasbourg - France - info@art-wheels.eu
www.art-wheels.eu - Tel +33 981 961 992


ART wheels 

TLG AUTO **PORSCHE SERVICE**

13222 Raymer St.
North Hollywood, CA 91605
+1.818.982.7610



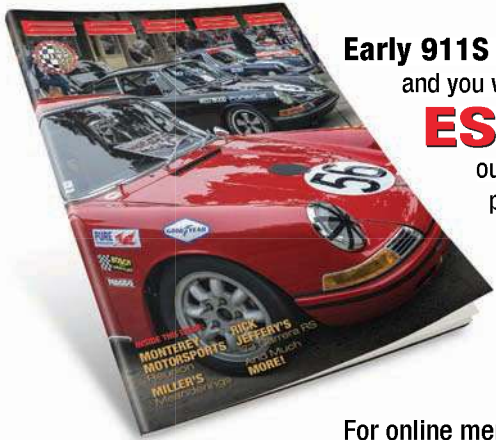
www.tlgauto.com



Early 911S Registry

The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the model years 1967 through 1973.

Join the
Early 911S Registry
and you will receive
ESSES
our quarterly publication.



For online membership:
www.early911sregistry.org

www.clubautosport.co.uk
Porsche Specialists since 1971



WORKSHOP FACILITIES - servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work



FULL BODYSHOP & REPAIR FACILITIES - paintwork, bodystyling & conversions, restoration, welding, accident damage repairs, bespoke modification i.e backdates/updates



NEW AND USED PARTS - any part for any Porsche, from engines and gearboxes, body panels to small trim parts



LIGHTWEIGHT COMPOSITE PANELS - manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR Supplied in fibreglass, Kevlar or carbon doors, roofs, bonnets. The list is endless

SINGER INSPIRED CONVERSIONS AVAILABLE NOW

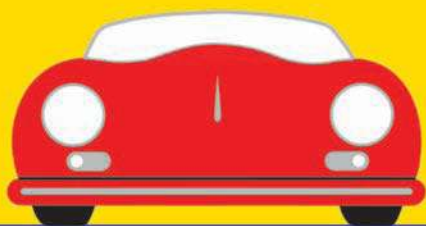
Next day delivery or collection
Tel: 01384 410879
email: richard@porscha.co.uk or mick@porscha.co.uk
Park Lane, Halesowen, West Midlands, B63 2RA

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22



VintageAutoPosters.com

finest selection – guaranteed original

International Sales & Purchases ~ Since 1980

A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against prostate cancer.
prostatecanceruk.org/menunited



**PROSTATE
CANCER UK**

Prostate Cancer UK is a registered charity in England and Wales (1005541) and in Scotland (SC039332). Registered company number 02653887.

3872



The Supercar Event

The Supercar Event has something for the **whole family** with attractions and rides for **children and adults**, including passenger **supercar rides** from just **£20!**

1 June 2019, 9am-5pm

Goodwood Motor Circuit, Chichester,
West Sussex, PO18 0PH
thesupercarevent.com

Sponsored by
LEXUS

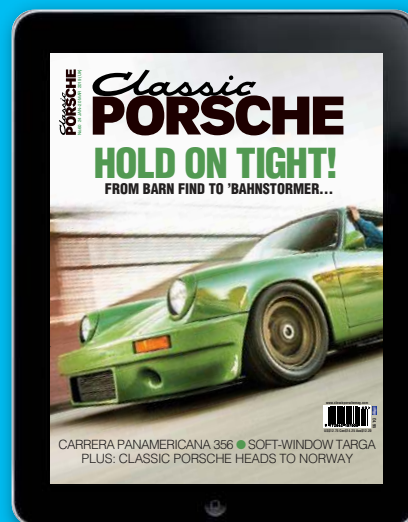
TCT_254_V2. January 2019

Supported by
ELLEN MEDIA GROUP

The Children's Trust
For children with brain injury

Charity Registration No. 288018

download now
CLASSIC PORSCHE APP NOW AVAILABLE
FREE SAMPLE ISSUE!



Available via
Apple Newsstand,
iTunes, Google
Play for Android
market or
pocketmags.com
Latest Issue & Back
Issues just
£3.99 each
Subscribe for
one year

Download to your iPad,
iPhone, Android device,
Mac, PC or Kindle Fire

**A digital subscription
to Classic Porsche is
the perfect way to
treat yourself!**

	NINE ISSUES
UK	£25.99
US	\$34.99
EUROPE	€34.99
AUSTRALIA	\$54.99



WWW.PRS356.CO.UK

PARTS · RESTORATION · SERVICE



CALL 0044 1277 630099

Dunlop Garage, London Road, Billericay, Essex, CM12 9HP

CARS FOR SALE	PARTS	RESTORATION & SERVICE
<p>356</p> <ul style="list-style-type: none"> • 1956 T1 A Coupe, RHD, silver / black • 1956 T1 A Coupe, LHD, mid bright blue / white • 1958 T2 A Coupe, RHD, silver / red • 1959 T2 A Coupe, RHD, silver / red • 1961 T5 B Coupe, LHD, silver / black • 1962 T6 B Super 90 Coupe, LHD, silver / blue • 1964 T6 C Coupe, LHD, mid sky blue / black • 1964 T6 SC Coupe, RHD, silver / red <p>911</p> <ul style="list-style-type: none"> • 1965 911 Coupe, LHD, ivory / black • 1965 911 Coupe, LHD, sky blue / black <p>OTHERS</p> <ul style="list-style-type: none"> • 1994 964 3.6 Turbo, LHD, blue / black • 1965 912 Coupe, LHD, white / black <p>PORSCHE TRACTORS</p> <ul style="list-style-type: none"> • 35 x Tractors available from 1953 - 1962 <p>PLEASE CONTACT FOR MORE INFO</p>		 <ul style="list-style-type: none"> • SERVICING & MAINTENANCE • MOT'S AND CHECKS • FULL RESTORATIONS • ENGINE REBUILDS • GEARBOX REPAIRS • PERFORMANCE UPGRADES

356



356 Porsche for sale, 1965 356C coupe, car is a show car but a great driver, 9 out of a 10, have cared for said car 40 years, serviced and maintained very well, needs a new driver who really wants a real nice collectable car, £85,000, worth more than asking price. Tel: 561 633 5901. Email: garyr356@aol.com (Florida, USA). C61/005

911



911 3.2 Targa 1987 model, 73,400 miles, G50 gearbox, special order colour Cassis metallic, all old MOTs, 2 owners from new, present owner 16 years, full service history. Tel: 01582 472509, £41,950. Email: fishingsteve@hotmail.co.uk (Bedfordshire). C61/008



964 Carrera, we are selling her after having her a few years, she has been kept in pristine condition in an air conditioned garage and has been ceramic coated, hence the high gleam. The engine looks like the day it left the factory and never drops oil, being an automatic it has not experienced the abuse of jerky driving, hence she runs very smoothly and has never been tampered with, being an ex demo car for Sweden Porsche, it has every optional extra fitted! Lovely exhaust note, any inspections welcome, £45,000. Tel: 07739 287533. Email: andrew@overallconstruction.co.uk (London). C61/003

Arena Red 1997 993 C2S Turbo

body, full history, 21 service stamps, 17 main dealer, I have owned the car for 8 years, massive history file, the body is near perfect, all the problems sorted, engine, Tiptronic gearbox, running gear, all good, 137,000 miles from new, every MOT since 2000, gen Turbo S spoiler plus original one, I have spent £19,000, total receipts £38,000, like a 30,000 mile car, gen reason for sale, £52,500. Tel: 07931 700432. Email: stephenjhulme@aol.com (Cheshire). C61/017



911 930 935 SC RS project 9114101* ea**, 911 Coupe, early 'G' model (Nov '73), with huge stock of spares to choose from to build SC RS, 930, 935 etc. Started to work at it 13 years ago, completely dismantled, sandblasted, prime coated, engine 2700cc, gearbox 915. Please feel free to contact for any further question or pictures, £19,935. Tel: +49 16098 985969. Email: andgo@web.de (Germany). C61/007



1995 Porsche 993 Carrera 4 Coupe, 6 speed manual, genuine 80K with full and comprehensive service history portfolio, metallic Iris Blue with contrasting marble leather, sunroof, air conditioning, highly desirable modern classic in stunning condition at only £62,995. Contact the Renaissance Sales Team, tel: 01483 225878, Graham 07801 235272, James 07775 647037 or email: sales@renaissance-classics.co.uk (Trade). C61/018

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). C61/021



997 993 Carrera 2 3.6 Cabriolet, Varioam, Ocean Blue metallic, blue hood, 83K miles, FSH - GT One and Tognola Engineering, MOT Dec 2019, Porsche special order car with Turbo spoiler and fixed rear wing, a/c, Powder Blue interior, seats, doors and carpets, 18-inch Turbo wheels (Michelin Pilot Sport tyres), TechArt alloy pedals, leather sun visor with mirror (XN9), stainless steel exhaust (x54), aluminium shift (x97), aluminium painted instrument dials (x71), aluminium brake handle (x98), Sport seats with seat backs, wind deflector, tonneau cover, Becker Indianapolis radio/CD, Bluetooth, two keys, Caliber underseat amplifier, 4 speakers, Xenon lights. Soft top replaced 2015, new windscreen 2018, new battery 2018, clutch replaced 2010 at 58K miles. Owned since 2006 by non-smoker, 3 previous owners, garaged, £49,000. Tel: 07887 800005. Email: mgaxler@me.com (Surrey). C61/009

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). C61/006

993 C2 Coupe, 1997 R-registration, manual, only 44,400 miles, full Porsche service history, comprehensive file of service invoices and MOTs. Silver with black leather interior, Varioam engine. Owned for 3 and a half years, absolutely stunning car throughout, I can email multiple pictures on request, £63,999. Tel: 07725 733852. Email: piercemark2712@gmail.com (Wales). C61/022

912



Rare '68 912 with sunroof/5 speed, restored, less than 2000 miles on rebuilt engine/gearbox/transmission, new interior and paint, wooden steering wheel, Becker 'Wonderbar' radio, car is located in California. US\$55,000. Tel: 818 599 5591. Email: alan@smbco.com (USA). C61/001

PORSCHE 912

**Sales
Service
Spares**

revival-cars.com

**07768 791802
WEST LONDON**

924



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). C61/016

944



944 Lux 8V collector's car, manual coupe in Guards Red, one owner on an F-plate, only 5063 miles from new, the condition is effectively nearly new and as it left the factory. Fitted with very comfortable 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, only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey). C61/024



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). C61/010

Miscellaneous



Porsche books for sale, collection of Porsche books, £50, all in good to excellent condition, see picture for titles and condition. All from pet and smoke free home, collection only from Milton Keynes due to weight/shipping cost. Tel: Jon, 07710 283116 for more information. C61/002

'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. C61/013

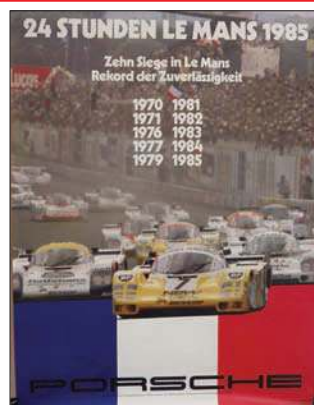
911 & Porsche World magazines 2001-2017, c190 copies of the magazine plus various supplements, a few odd copies from late 1990s and I subscribed 2001 to 2017. Decent condition and buyer collects due to weight, £85, very close to A12/A406 and M11 and Gants Hill on Central Line or Ilford station. Tel: 07526 652126. Email: georgegreen001@hotmail.com (Essex). C61/019



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. C61/004



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. C61/012



'24 Stunden Le Mans', Genuine Porsche factory poster issued to dealers in 1985 to celebrate 10 outright victories at Le Mans. Original and unmarked, giant 100cm x 75cm suitable for framing for display in the garage or den, NOT a reprint! £30 includes FREE UK delivery in strong cardboard tube. Tel: Paul, 01462 701133. Email: auto.writer@btinternet.com. C61/020

911 & Porsche World, from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiirigger17@yahoo.co.uk. C61/014
'RSL 911C' RSL 911 Carrera plate, the ultimate plate for your RSL 911 Carrera or recreation, available for immediate transfer or on retention for use at a later date, £5850 inc VAT and transfer. Tel: 01289 309930. Email: grahamedmundson@gmail.com. C61/023

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. C61/011

**PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS**

98 RSR	35 SYX
300 RS	911 PYT
987 MD	911 FEG
911 EH	911 MSD
REG 911E	CAR232A
S911 LER	911 FJX
996 POR	930 FF
POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
RUF 911T	A911 DPG
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

All on retention certificates
for immediate transfer

PCGB MEMBER TEL: 07730 007694
EMAIL: erha300@aol.com

DUN 911S

DUN 911S

'DUN 911S' registration on
retention, classic 911 plate
available for immediate transfer,
£4950. Tel: 07968 145690. Email:
andy.stafford@talk21.com. C61/025



**Cherished number plate 'R911
TUR'**, plate is currently on a car but
can be reassigned very easily, looks
awesome on the car, £5000. Tel:
07790 469507. Email:
a5h911@aol.com. C61/015

EISENBRANDT

MFI – Mechanical Fuel Injection

QUALITY
MADE IN
GERMANY



- **Functional check**
- **Overhaul**
- **Sale**

Contact us

Dealer inquiries welcome!

+49 (0) 681 – 959 0 911 • EISENBRANDT.EU

We buy Porsche parts and Historic Porsche



We buy all **Porsche competition parts** dating from 1950 to 1998. Body, engine, mechanical parts, etc. We buy **Porsche needing restoration or incomplete cars** :
Models : 356 Gmund - 356 Carrera - 550 - 911 (1964) - 911 R - ST - 2.7RS - 2.8RSR - 3.0RS - 3.0RSR - 904 - 906 - 907 - 908 - 909 - 910 - 917.

Please contact us by email :

contact@raceparts9.com or contact@racecars9.com

ADVERTISING INDEX

356 Panels	52	Longstone Tyres	71
Art Wheels	93	Mashmotor	27, 79
Autoforeign Services	7	Mittelmotor	52
Automotion	21	Nareg Sisserian	37
Border Reivers	61	Patrick Motorsports	36
Car Bone	78	Perma Tune	78
Children's Trust	94	Prostate Cancer	94
Classic Retrofit	78	Quickfit Safety Belt Service	26
Club Autosport	93	Reap Automotive	70
Coco Mats	25	Restoration Design Europe	69
Dansk	100	Roger Bray Restoration	26
D'Eser	36	Sierra Madre Collection	19
Design 911	41	Specialist Cars of Malton	70
Early 911S	15	Sportwagen Eckert	67
Early 911S Registry	93	Stanford Hall VW Show	83
Elephant Racing	49	Stoddard Parts	23
Export 56	36	Stomski Racing	6
FVD Brombacher	2	Tandler Precision	6
Gantspeed Engineering	52	The Blockley Tyre Company	33
Greatworth Classics	78	TLG Auto	93
Group 4 Wheels	20	Vintage Auto Posters	94
GTS Classics	26	Vintage Speed	70
GT Werk	20		
Jaz Porsche	87		
Joma Parts NV	20	Classifieds	95-97
Karmann Konnection	87	Eisenbrandt	
KW Automotive	53	Eric Hall	
Lakewell Porsche Interiors	94	PR Services	
LN Engineering	99	Revival Cars	

**YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: www.classicporschemag.co.uk
OR YOU CAN EMAIL: classifieds@chpltd.com**

PRIVATE ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT.

Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to:

**Classic Porsche Private Classifieds, CHP, 1 The Alma Building,
Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, UK.**

Deadline for inclusion in issue 62 is 4 April (on sale 25 April).

All advertising is accepted in good faith and the publisher accepts no responsibility from any effects arising therefrom.

Potential buyers are advised to verify the validity of the advertiser and not to pay for goods until confirmation of such.

Advertisers: Be aware of offers higher than the advertised price. This is likely to be fraudulent activity and we strongly advise you not to proceed with the transaction.

SUBSCRIBE & SAVE!

PAY JUST £3.83* PER ISSUE INSTEAD OF THE £4.95 NEWSSTAND PRICE

GUARANTEE YOUR COPY OF *CLASSIC PORSCHE*, DELIVERED DIRECT FROM THE PRINTER TO YOUR DOOR - BEFORE THE OFFICIAL ON-SALE DATE!

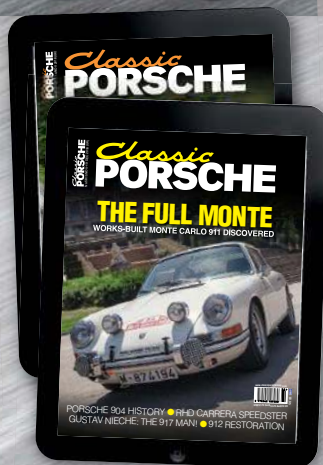
CALL +44 (0)1778 392026

OR SUBSCRIBE ONLINE AT
CLASSICPORSCHEMAG.COM

*BASED ON UK 18 ISSUE SUBSCRIPTION



	1 YEAR (NINE ISSUES)	2 YEARS (18 ISSUES)
UK	£39.50	£69.00
EUROPE	£54.75	£79.50
REST OF WORLD	£69.50	£118.50



DOWNLOAD NOW CLASSIC PORSCHE APP NOW AVAILABLE

Available via Apple Newsstand, iTunes, Google Play for Android market or www.pocketmags.com

Latest Issue & Back Issues just £3.99 each

Subscribe for one year

Download to your iPad, iPhone, Android device, Mac, PC or Kindle Fire

FREE SAMPLE ISSUE!



	NINE ISSUES
UK	£25.99
US	\$34.99
EUROPE	€34.99
AUSTRALIA	\$54.99

NO CAST IRON. NO COMPROMISES. The most trusted cylinders for Porsche® air-cooled engines.

NICKIES
PERFORMANCE CYLINDERS

- Billet aluminum construction
- Maximum cooling, horsepower and strength
- **Limited lifetime warranty on plating**

YOUR CHOICE OF PISTONS



1970-1976 914® & 912E® 94-105 mm

1955-1969 356® & 912® 80 - 91 mm

1965-1998 911® 80 - 106 mm

BRS
Bilt Racing Service

FOR STREET AND TRACK.
Performance parts and upgrades for Porsche® Boxster®, Cayman® and 911®



ELECTRIC POWER STEERING KITS



BILLET PDK AND ENGINE OIL PANS



BILLET DEEP SUMP OIL PAN KITS

TRUSTED WORLDWIDE. Patented IMS bearing upgrade kits for Porsche® M96 and M97 engines.

THE FIRST. THE ORIGINAL.

IMS
RETROFIT™
US Patent 9,687,974 B2

Integrates dual-row bearing in place of the original single-row
Custom hybrid ceramic ball bearing
Billet bearing cap / flange

SINCE
2008

THE FIRST
IMS BEARING FIX
ON THE MARKET

OVER
30,000

KITS SOLD
AND INSTALLED
WORLDWIDE

FAILURES:
0

CERAMIC HYBRID
DUAL ROW BEARINGS

WARRANTY
20,000
miles

OR 2 YEARS

FOR THE LIFE OF YOUR ENGINE.

IMS SOLUTION

Eliminates ball bearing completely
Easy oil changes with spin-on oil filter
Pressure-fed plain bearing, like in Mezger engine

US Patent 8,992,089 B2
US Patent 9,416,697 B2
US Patent 9,909,469

WARRANTY
∞
miles
OR 5 YEARS

FAILURES:
0

OIL FED PLAIN BEARING
LIKE IN MEZGER
ENGINE

OVER
30,000

IMS AND IMS KITS
GOLD AND INSTALLED
WORLDWIDE

PATENTS
3

UNIQUE DESIGN
PROTECTED BY
U.S. PATENTS



LN ENGINEERING
PARTS AND UPGRADES
PRECISION PERFORMANCE
SINCE 2008

EXCLUSIVE DISTRIBUTOR IN EU:
CUSTOM
SPECIAL PARTS FOR SPECIAL CASES
CONCEPTS

Oude Baan 6
NL-4825 BL BREDA
The Netherlands
Tel. / WhatsApp: +31622756519
www.custom-concepts.nl

WE LOOK FORWARD TO SEEING YOU!

TECHNO CLASSICA ESSEN

10.- 14. APRIL 2019 | STAND NO. 161, HALL 3



Jopex 



JP Group 



Dansk 

*Exclusive high quality spare parts and accessories for
classic cars from Volkswagen® and Porsche®*