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Classic PORSCHE

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It's been a fun time since the last issue was put to bed, one of the highlights being driving our cover car, an immaculately-restored right-hand drive 1973 Carrera RS. As I mention in the story starting on page 8, it felt as if I was at the wheel of a brand new RS and I can only imagine the excitement the original owner must have felt when he collected the car all those years ago.

It had been over a year since I'd first tried to get behind the wheel of this particular example, having followed its restoration with interest. The then owner wasn't keen on anyone driving his

"IT FELT AS IF I WAS AT THE WHEEL OF A BRAND NEW RS..."

car, even for a magazine feature, but once a deal was done I got the call asking if I'd like to shoot the Glacier Blue beauty for *Classic Porsche*. I didn't need asking twice...

I realised that it was quite possibly the first right-hand drive RS I'd ever driven and the familiar offset pedals reminded me of why I tend to prefer left-hookers. At least the 915 gearbox is more RHD-friendly than the old dog-leg 901. But whichever side the steering wheel is located, it's that engine which makes you smile – hitting 4000rpm and listening to the induction roar as the tachometer needle races round to the 7200rpm red line is an experience you'll never forget. Porsche really did know how to make a great car back then – and, I guess, they still do today...

Keith Seume
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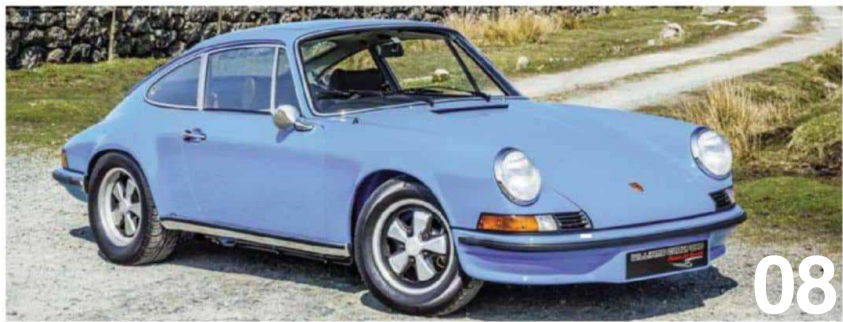
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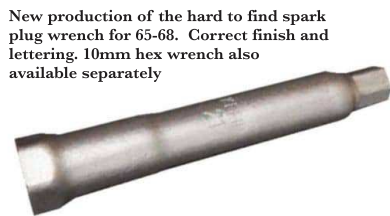
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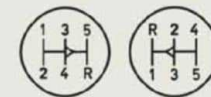
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Words: Keith Seume Photos: Andy Tipping

BLUE VELVET

Stunning in its Glacier Blue, this right-hand drive and ducktail-free Carrera RS has a long and detailed history. The recent subject of an in-depth yet sympathetic restoration, driving it is as close as you'll get to reliving the moment when its original owner drove it home for the very first time...

Below: On the open roads of Dartmoor, the temptation to open up the Carrera RS and take it to the red line was only tempered by the need to respect the blanket 40mph speed limit!

On the morning of the first day of March, 1973, Mr R T Shardlow must have woken up full of excitement. The reason? This was the day he was due to collect his new Porsche from his local dealership, Yorkshire-based JCT 600. We don't know if Mr Shardlow was trading-in another Porsche – or even any other car – against his new purchase, but what we do know is that he was a man of impeccable taste. His new purchase, you see, was a 1973 2.7 Carrera RS finished in special order Glacier Blue (#6666), one of just 16 RSs to leave the factory in that colour.

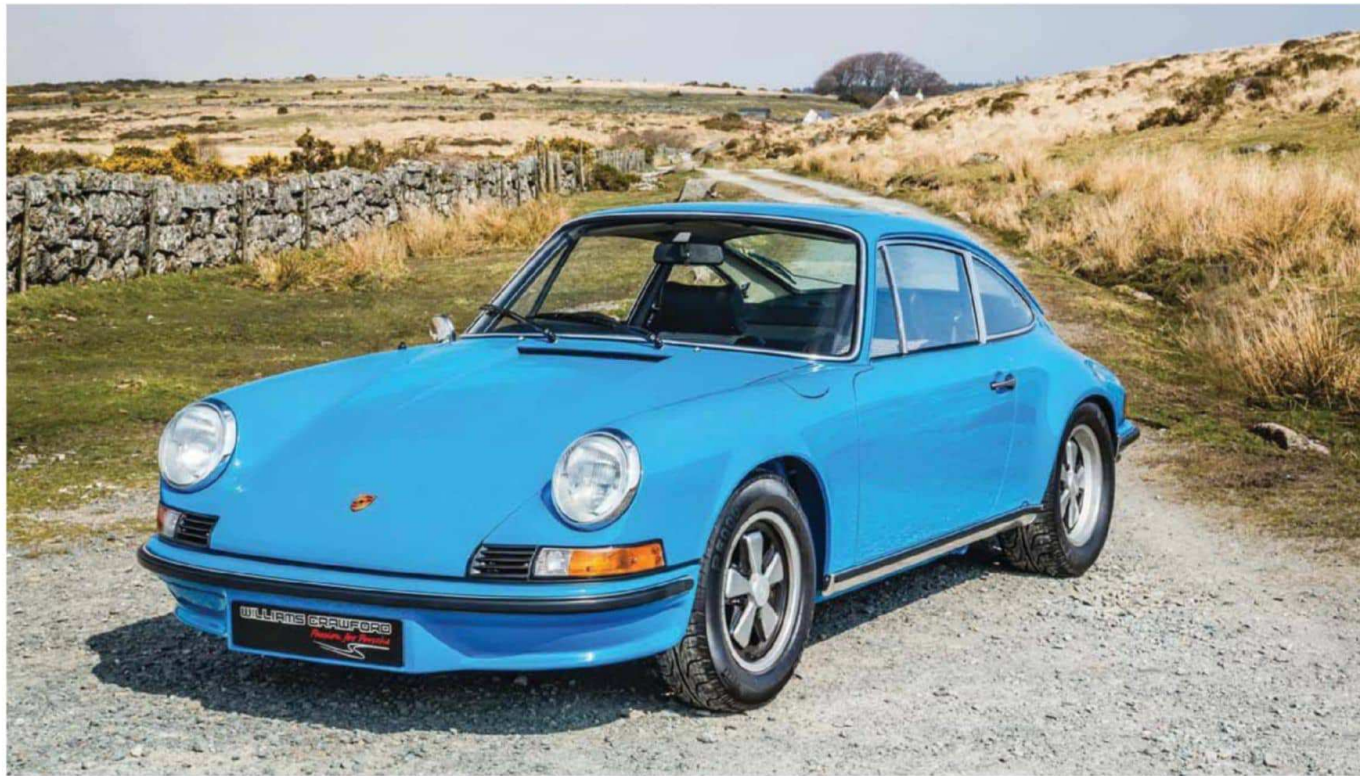
Chassis number 9113600522 was – and, of course, still is – an M472 'Touring' model, supplied with engine number 6630539. It was ordered with a range of options, comprising 102 (two-stage heated rear window), 220 (limited-slip

differential), 423 (outside mirror driver's side), 425 (rear screen wiper), 650 (electric sliding sun roof) and 651 (electric windows). It was to be delivered without the trademark RS ducktail spoiler. The factory Kardex also shows the car left the factory with black leather seats with houndstooth inserts.

We have no actual record of what the first owner got up to in his new purchase, but we would like to think he headed straight for the south of France for some sun, or to the Nürburgring to watch a spot of racing. What we do know is he put something in the region of 12,000 miles on the odometer in his year of ownership.

But by May 1974, the car had changed hands for the first time, heading south to Staffordshire and into the garage of a Mr Barber. He used Newton Garage Ltd in Birmingham for his service work, the first invoice in the comprehensive history file





that remains with the car to this day being for £55.52 for carrying out a 12,000 mile service (£18.00 + VAT labour) and installing a tow bar – that has to be a first on an RS!

Over the course of the next year, a further 6000 miles were added, a bill for £44.91 taking care of an 18,000 mile service, which included removing the oil tank and brazing up the drain plug socket. A little under two years later, the mileage had increased modestly to 25,000 by which point, a little surprisingly perhaps, the car required two new heat exchangers and attention to some oil leaks. That bill came to £611.31, of which £473.85 was accounted for by the heating system.

Six months later, the RS changed hands again, this time to a Mr Fournie in Staffordshire. He also turned to Newton Garage for service work, an invoice in July 1977 referring to the replacement of the ignition switch (just £5.70) and addressing more oil leaks. A new silencer was fitted the following month at a cost of £165.

It would appear the third owner wasn't a fan of the RS for by February the following year it had changed hands yet again, this time to a Mr Lobb in Newquay, Cornwall. He turned to

Polkinghorne's Garage in Newquay for service work, the first task carried out being to free off the rear brakes and put the car through an MOT. Total cost? A modest £27.71...

In the summer of 1978, Mr Lobb had his local garage address some problems with the heating system, as well as replacing the engine lid support damper. They were also asked to check on a leak from the oil tank. Two new heater flaps and associated hoses, along with 11 litres of Shell Rotella oil, were invoiced at a cost of £125.

Things were clearly not right and the Glacier Blue Carrera found itself at AFN in Isleworth, the official importers who would have dealt with the car originally back in 1973. Here, WWB 352L, as it was registered, underwent a partial engine and transmission rebuild, apparently in the quest to finally rid the car of its oil leaks. The main crankshaft oil seal was replaced, as were the clutch and transmission gaskets. The total for this work was just under £550.

By the autumn of 1987, the RS had changed hands yet again, this time purchased by Neil Corner, a man well-versed in the ways of classic motor racing and father of Nigel Corner, a

Above: It's relatively unusual to see an RS delivered (or restored) without a ducktail anywhere outside Germany, where the rear spoiler was deemed to be illegal on safety grounds

Below left: 2.7 engine is the original to the car, but has been rebuilt to stock spec

Below right: Wheels are 7J (front) and 8J (rear), having been upgraded from 6J and 7J in 1987. The tyres are Pirellis all round



Selection of photos showing various stages of the final restoration process, starting with cardboard boxes filled with parts!



Above: Graham Kidd oversaw the restoration of the Carrera





regular Goodwood competitor, Autofarm – then based in Tring, Hertfordshire – was chosen to undertake more work on the Carrera which by this time had covered 39,872 miles and bore the registration DYF 4 (which today, incidentally, is worn by a Bugatti). Work included replacing a bent nearside front suspension wishbone and fitting a pair of 8Jx15 wheels at the rear, the original 7J rims being moved to the front. The timing chain tensioners were also upgraded to the pressure-fed ‘Carrera’ style, the chains themselves being replaced at the same time with a pair of the split-link type. Total cost? £1641.90.

By the end of the 1980s, it would appear the RS was starting to show its age – even though it was less than 20 years old, it was deemed to be in need of restoration. By mid 1991, 9113600522 had covered 50,000 miles and was taken to Specialist Cars in York to be stripped down to a rolling shell prior to undergoing some extensive body repairs. Both inner and outer sills were replaced,

as were the front wings and both B-pillars. The rear wings were patch-repaired using sections of later 911SC panels.

The invoices also refer to ‘repair front bumper spoiler assembly and ducktail’ – this is the first reference to the car having been fitted with an RS ducktail engine lid at some point in its life. The bodyshell was finally repainted and the car reassembled with new rubber seals, all for a total cost of £5745. While the bodywork was being carried out, the engine and gearbox were removed and the engine partially rebuilt with new seals and oil pipes. The total cost of this work amounted to a little over £6000.

In July 2005, the car had a new owner, Peter Rae in Hampshire, who turned to Neil Bainbridge’s BS Motorsport for work. There the car underwent fairly routine service and upgrade work, including rebuilding the limited-slip differential, and fitting new stainless-steel heat exchangers and an uprated 75amp alternator.

The RS changed hands once again in November 2006 and

Above: Soon to be on its way to a new owner overseas, the Glacier Blue RS is a reminder of how great these cars were – and still are

Below left: Lack of ducktail saw the car delivered with the three-dimensional ‘Carrera RS’ badging, rather than simple decal

Below right: Gauges have been carefully restored, but steering wheel still wears its light patina with pride



Above left: Driving a well-restored Carrera RS is a joy. We can only imagine how excited the original owner must have felt when he collected his new car...

Above right: Six-inch spare wheel wears 185/70x15 tyre



was reissued its original registration number, WWB 352L. Two and a half years later, invoices show that it underwent fairly extensive work on the braking system, along with the replacement of fuel lines at a London-based specialists. Then came what was to be another restoration – or, as it transpired, two, for the first stalled midway through...

Saltash-based Williams-Crawford were asked to inspect the Carrera with a view to completing the restoration. The car had already been stripped and all parts boxed up, meaning that Williams-Crawford’s restoration specialist, Graham Kidd, had the unenviable task of going through the contents piece by piece to establish a) what was missing and b) what could be reused, or required replacement or repair.

The 2014 appraisal of the car noted that ‘We believe we have a very good candidate for a sympathetic restoration. The value of this car has risen massively in recent years, along with that so too have expectations regarding quality and depth of restoration. Three or four years ago the value of the car was significantly less and therefore some of the repairs and finishes that would once have been acceptable are no longer appropriate for a car at this now higher level of value.’

Nobody used to worry if the wrong sills had been fitted, for example, or if a little bubbling could be covered up with a skim of filler and some fresh paint. In today’s world, people demand accuracy and a high level of restoration in every area. After all, with such cars valued at well in excess of half a million pounds, only the best will (or should) do.

It was evident that much of the past work would need to be redone, along with other restoration work that hadn’t previously

been tackled. The driver’s door needed to be reskinned, for example, while the previously repaired sills required replacement with the correct parts with the period-correct details, work carried out by Steve Kerti of Classic Fabrications.

In fact the entire shell was gone through with a fine tooth comb, picking up all the non-factory holes that cars tend to acquire over the years, and rectifying all the damage and corrosion that any car of this vintage suffers from unless cosseted in a museum, rather than out on the road being used as such a car deserves.

It was decided that care would be taken to preserve as much of the original factory-applied finish as possible, although clearly that wouldn’t be possible on the exterior, which was treated to a full repaint in the original Glacier Blue, this being applied by Graham Kidd himself. Inside the passenger compartment, the original paint was retained as far as possible, as was the paintwork behind the dashboard and in the engine bay, although the boot area did require painting in part, due to necessary repairs to the bodywork.

As far as the brightwork and trim were concerned, this was reused as far as possible, although some parts did require replating or replacement, having been damaged or lost during the course of the original tear down. All the glass is original to the car.

As far as the mechanical side of the restoration was concerned, the engine and transmission were stripped and fully rebuilt to original specification, it being noted that one crank bearing journal was damaged, probably as a result of the case needing a line-bore. The case was fitted with time-serts and also

Below: The RS was the subject of a partial restoration in 1991, and a failed stalled restoration in the mid-2000s. Final restoration began in 2014 and completed in 2018





shuffle-pinned for improved longevity, and the oil bypass modified as is common practice today. On reassembly, care was taken to give the engine and transmission the correct detail factory finishes.

The brakes and suspension were completely refurbished, suspension components powder-coated, fittings plated to follow factory practice. Wheels were refurbished and refinished in the correct style and then shod with matching Pirelli tyres.

As for the interior, as much of the original trim was used as possible, including the dash top, but the seats were sent away to have the houndstooth inserts replaced. The interior looks perfect in every way, still retaining the look of a well-cared for original yet as good as new in detail. Even the wiring loom was stripped and checked for condition before being wrapped in the correct original tape. The original gauges and all switch gear were refurbished as necessary and refitted.

We won't tell you what the final bill was for this work but let's just say on a car of this quality, there is only one way to do a restoration and that's with care, sympathy and attention to detail. And work like that doesn't come cheap – but then a 1973 Carrera RS is not a car on which to cut corners... The end result is impressive in every respect.

But what does this freshly-restored RS feel like to drive? Locally, there was only one place to find out: the twists and turns, upgrades and downhill of rural Devon. Hitting the

traffic on the A38 away from Saltash is slightly unnerving in a car of this value, especially one which will soon be heading overseas to a new owner. But it soon becomes evident that, even though it's 46 years old, the RS is more than capable of holding its own on the open road – and well-mannered enough to cope with stop-start traffic.

Over the years I've driven several RSs, some good, some well used and some that were very tired. All impressed in their own way, as only an RS could – after all, it's not regarded as an icon without due cause. But this car, stunning in its Glacier Blue paintwork beneath the spring sunshine, was quite simply one of the best I've ever had the pleasure of sampling. As the tach needle headed towards the 7200rpm red line, all the cares in the world seemed to slip away.

Many cars that have undergone total restoration feel 'loose', with the odd rattle from behind the dash where a cable hasn't been routed correctly, for example. Gear changes are often a little stiff, with new bushes restricting free movement. But not in this case – I can only imagine that this is precisely how a brand new Carrera RS drove back in 1973, and it's a credit to all involved.

The car has gone full circle and is now as good as new once more. Who knows, maybe even a little better... So we now know how, in January 1973, Mr Shardlow must have felt as he drove away from JCT 600 in his newly-purchased Porsche. He must have been grinning like a Cheshire cat. **CP**

Above: Take it to the limit one more time... Well, to the red line, at least. There's little to compare to the sound of an MFI engine at full throttle...

Contact:

Williams-Crawford
911 Forge Lane,
Moorlands Trading Estate,
Saltash, Cornwall
PL12 6LX
Tel: 01752 840307
williamscrawford.co.uk

Below, left and right: Interior has been carefully restored where necessary (seat inserts, for example) but largely left as original



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'Over the course of 12 months, we carried out a total restoration of the '73 RS Touring featured in this month's issue. This 911 has now been sold to a collector in Asia.'



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CLASSIC PORSCHE RESTORATION

Pictured above is a ground up restoration in-progress on a 1955 Pre-a Speedster, with unavailable panels manufactured in-house



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TYPE 64 UNDER THE HAMMER



'Without the Type 64, there would be no Porsche 356, no 550, no 911,' says Marcus Görg, Car Specialist, RM Sotheby's, referring to what must surely be the ultimate piece of Porsche history ever to go under the hammer.

'This is Porsche's origin story, the car that birthed the company's legend, and it offers collectors what is likely an unrepeatable opportunity to sit in the seat of Ferdinand and

Ferry Porsche. With this car, the new owner will be invited to every Porsche event worldwide!'

Gord Duff, Global Head of Auctions, RM Sotheby's, continues: 'We've had the honour of presenting some of the most significant cars in the history of numerous top marques at Monterey, and the Type 64 now stands among them. The Type 64 helped define what a sports car is today, and it carries many of the traits we've seen

throughout seven decades of Porsche production and still see in some of the marque's most sought-after contemporary models. We're grateful to have been entrusted by the owner with this important piece of automotive, engineering and world history and we look forward to sharing it with the collector car hobby this summer.'

Andy Prill, well-respected marque specialist who has recently inspected the Type 64, adds: 'I've seen countless special Porsches in my career, but nothing like this. I was very careful in examining the authenticity of the Type 64, no.3 and its chassis.'

'After spending many days with the car, I have found evidence that all key components of the car are original as built in 1939/1940. This is the most historically significant of all Porsche cars and it is simply incredible to find the very first Porsche in this original condition.'

Delightfully patinated, the streamlined 1939 Porsche Type 64 is now offered in Monterey from the long-term care of just its fourth owner, who acquired the car more than a decade ago, and is accompanied by many original spare parts, as well as extensive period images and historic documentation.

This is perhaps the most significant surviving piece of Porsche engineering and design history. **To register your interest, www.rmsothebys.com**

JACQUEMOND ARTWORK



Olivier Jacquemond, the famous French creator of wide body kits for late-model Porsches, has designed this new limited edition 911 sculpture. It's produced in the Jacquemond factory in France, painted and detailed by the company's team of car body specialists.

'We have produced a limited edition with Gulf colours (just 25 copies) and we also offer Porsche owners to order their own custom-made sculpture in the colour of their own 911.'

Each example is made of high quality composite fibre, painted the same way as a real car, and goes through many hours of polishing and fine detailing for a perfect finish.

Each sculpture measures 42cm x 67cm and weighs about 5kg. They can be laid on a flat surface like a coffee table, hung on a wall like a painting, or mounted on an easel like a piece of artwork.

Contact www.jacquemond.com for information

901 PROJECT FOR EXPORT 56



Midlands-based marque specialists Export 56 have just acquired a genuine 1964 full matching numbers Porsche 901/911 owned by Magnus Walker since 2012, presented in original, unrestored condition.

'The car has not been driven since 1978 and will require a full, sympathetic and accurate restoration back to factory specification,' says Ben Pacey. 'Originality is the key when restoring such an important vehicle so every original part must be inspected and rebuilt or restored and put back on the car.'

This fully matching numbers example has to be one of the most original unrestored examples in existence, still retaining all of its unique 901 parts along with the most amazing interior. It was manufactured on 8th December 1964 and carries chassis number 300174, engine number 900243 and gearbox number 063-901. It's fitted with a five-speed trans and was supplied by the factory to its German customer in Slate Grey with a red leather interior with pepita inserts.

We look forward to watching the restoration as it progresses... www.export56.com

PERIOD FVD RS SEATS NEW FROM RENNLINE



iLatest news from FVD Bromacher: 'Since 1984, we have established an extensive network of interior speciality vendors that have the skills necessary to reproduce to OE specifications. This Classic RS Sport Seat is a perfect example of that. It was recreated to look like the RS seats from the 1970s but with more generous proportions and modern construction. Note the exacting precision of the bolsters, inserts, materials and seating position which are just like the original. This seat offers aggressive bolstering and support in the shoulder, back and thigh areas to enhance high-performance driving. But perhaps its best feature is a design that narrows at the base of the backrest allowing this seat to fit in to the narrowest of cockpits. Price? €599 + VAT...'

For ordering details, log onto www.fvd.net



The Rennline HVAC control panel is CNC milled from a billet aluminium block and anodised for a classic and elegant dash upgrade. Whether you're trying to clean up the dash on your early 911, or backdating the dash on your G-series car, these HVAC controls are sure to do the job. Featuring simplified markings and updated micro LED indicators, the unit pairs very well with Rennline's I12 Billet HVAC Knobs. OEM plastic units are prone to scratching and fading, while these units are proven to stand the test of time and are designed to install easily to the factory control mechanism. Note: If installing in a 1974-89 car, the dash must be backdated as these controls are smaller than the later style.

For more details, visit www.rennline.com

NEWS FROM MCE PORSCHE

MCE Porsche is an independent specialist dedicated to the maintenance, preservation and restoration of Porsche's classic rear-engined sports cars. Based near Banbury in Oxfordshire, they are ideally located to support those looking for specialist skills, facilities and services primarily focused on the air-cooled 911 generations, but covering all classic variants from the original 356 through to the 997 Mezger-engined GT, RS and Turbo models.

MCE is owned by Mike Champion, a time-served and degree qualified automotive engineer with 30 years' experience in road and race car development, an eye for period correct detail, a life-long passion for Porsches, and an enthusiasm for the driving experience that they provide. Mike's engineering expertise has been gathered from practical experience with some of the world's finest sports cars, so why not browse the website or get in touch for further information:

www.mceporsche.com, or call 01295 710374



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PARADIGM SHIFTER

Stomski Racing's long-awaited Paradigm shifter presents a comprehensive new design, look and function for the Porsche driver desiring a more precise shifting experience. With comprehensive features such as variable throw (20 or 30 per cent reduction), reverse lock-out, fully neutral-sprung gates, and CNC-machined components, 911 drivers can now predictably and confidently shift.

The Paradigm shifter combines the highest quality materials including, titanium, carbon-fibre and Alcantara for extreme durability, classic looks, supreme ergonomics, and the ultimate precision shifting.

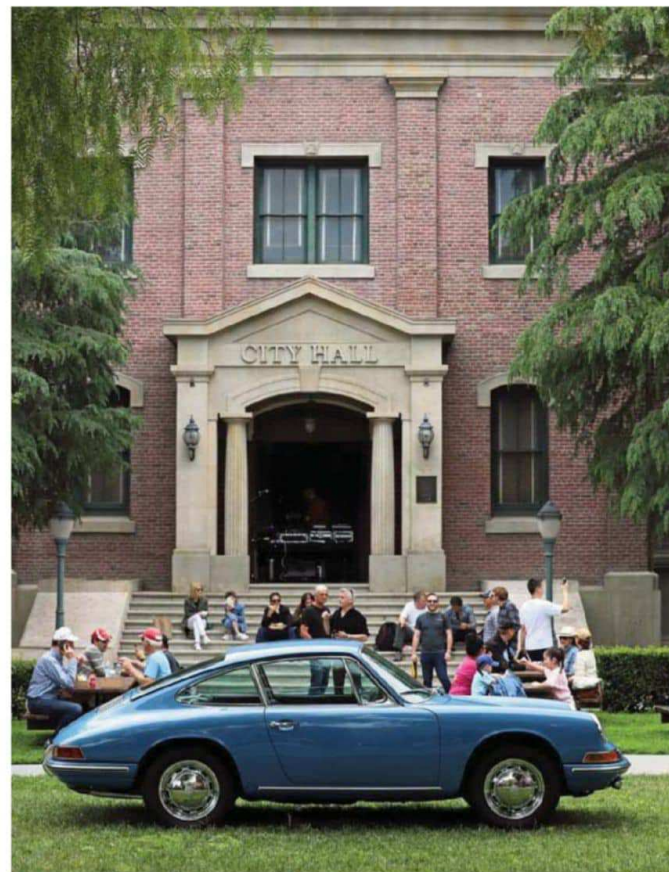
The new shifter is not just a kit to rebuild your factory piece, or a bolt-on/add-on – it is a complete unit, engineered and manufactured for both the street and race environment. The Paradigm shifter comes complete with base, housing and internal components, shift rod, shift



knob, Alcantara boot, Stomski's precision shift coupler and coupler clamp, and new bushings, all in a hardened shipping case. It fits all 911s up to 1986 as well as 914s with tail-shift transmissions.

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LUFTGEKUHLT



The organisers of Luftgekühlt, the new-wave 'pop-up' Porsche event, outdid themselves yet again! This year's US-based event (as opposed to the UK- and German-based versions) was set amidst the backlot

of the Universal Studios facility, where cars were displayed amongst many famous film sets (such as the Town Hall from *Back to the Future*, shown above). Watch out for the full report in issue #64, on sale July 29.

DIARY DATES

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

July 4-7: Goodwood Festival of Speed, Goodwood House, 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

July 26-28: Silverstone Classic, Silverstone Circuit, Towcester
www.silverstoneclassic.com

August 4: Yorkshire Porsche Festival, Lotherton Hall, Yorks
www.porscheclubgb.com

August 17: Porsche KG Classics, Goodwood circuit, West Sussex
www.porscheclubgb.com

July 3-5 2020: Le Mans Classic, Le Mans circuit, France
www.lemansclassic.com

STODDARD NEWS



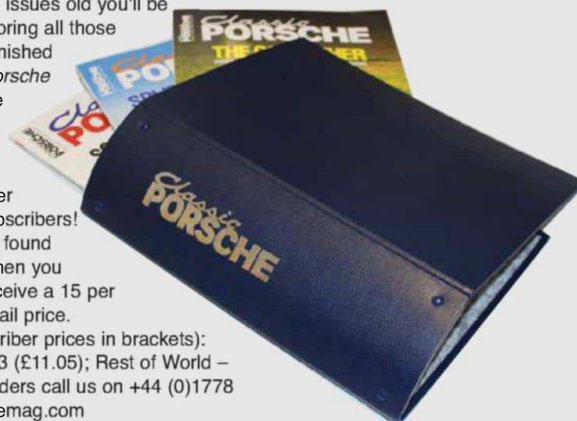
Big ticket restoration items like full body panels or major engine parts get plenty of attention. Often the devil is in the detail. Like this genuine Porsche factory repair kit for the gearshift linkage of the 915 gearbox. The kit comprises of one shift rod coupling, a ball socket, a friction ring and two conical screws and is compatible with 911 models from 1969 to 1986 and 930 iterations from 1975 to 1988. The 915 'box, of course, splits opinion regarding the character and quality of its throw and feel. For some it's a challenge that adds character and involvement. For others, it's long of throw and short on precision. What everyone can probably agree on is that a tired 915 is no fun, so this kit could come in very handy. It's yours for \$170 or roughly £130 from www.stoddard.com

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Now that *Classic Porsche* is 63 issues old you'll be needing a suitable means of storing all those back copies. The binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

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*Porsche Classic 'red' oil-filter not applicable to 993 generation models. **Participating Centres only. Fixed price Classic Oil Service tariffs may be withdrawn or varied at any time. Oil Service includes Classic Motoroil and oil-filter and associated parts. Excludes any additional items and checks.



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DELWYN MALLETT

A VISIT TO AN EXHIBITION OF PHOTOGRAPHS BY DON McCULLIN INSPIRED MALLETT TO VENTURE INTO HIS ATTIC TO RETRIEVE HIS STASH OF NEWSPAPER SUPPLEMENTS... STASH? REALLY?

As a lifelong photography enthusiast, both the taking of and the looking at, I naturally could not miss the recent Don McCullin exhibition at Tate Britain. It was stunning but harrowing, and I guess viewing so much suffering is not to everyone's taste. Even McCullin himself is aware that lifting pictures of dead soldiers and starving children out of a news context and putting them in a gallery shifts our response to them away from the immediacy of a news story and puts the emphasis on the aesthetic. One of his quotes in the accompanying captions describes his difficulty addressing the issue. There were of course no photos of Porsches on view – even blown up ones. However, in an extremely roundabout way the exhibition led me to a very early road test of a 911.

To help place the photos in their original context there was a room with a slide show of McCullin's photos as they appeared in the original publications and also display cabinets with original magazines open at relevant spreads. (Most of these appeared to belong to Martin Parr, another superb British photographer but of a less emotionally challenging kind.) Many were early issues of the *Sunday Times Magazine* for which McCullin shot his justly famous Vietnam pictures as well as features on the deprived areas of the North of England.

As I may have previously muttered in this column I'm an obsessive hoarder – bordering on the clinically certifiable. Well, one of the 'hoards' for which I have oft been mocked by family and friends are my boxes of *Sunday Times Magazine* colour supplements dating back almost to its February 1962 first issue (Yes, I know, I know! Join the queue of mockers and sympathisers but you'll have to form up behind Editor Seume) to which I turned with a view to once again looking at the McCullin images in their original context. (eBay, by the way, suggests that some of them are actually worth a bob or two...)

Anyway, with great difficulty I managed to extricate one large box from my attic 'archive' to dip into. Contained within were the complete years 1966 to 1969 – I haven't opened the other boxes yet. So, I settled down to relive my Sundays of half-a-century ago. I was still at art school in 1966 studying graphic design and the *Sunday Times Magazine*, the first colour supplement in a British newspaper, was a must for budding designers to pore over. I must say my *News of the World*-reading dad thought I'd gone 'hoity toity' as our house was probably the only one in the street that took the *Sunday Times*. I've had it delivered every Sunday since but I stopped religiously preserving the supplement many years ago.

Flicking through page by page in chronological order was an exercise in nostalgia for days long departed. Cigarette advertising was yet to be banned and political correctness had not yet afflicted the advertising world. It was still a 'man's world' where woman, or 'Dolly Birds' in the idiom of the day, were generally seen as an attractive accessory – particularly in car advertising.

Eventually I reached the July 2nd 1967 issue, the cover story being about 'single girls', of which we were told amongst other things, 23 per cent lived away from home, 83 per cent could make pastry and 47 per cent thought that 22–24 was the ideal age to get married. Wonder how that has changed? I suspect that since schools dropped Domestic Science as a subject far fewer can now make pastry. Oh yes, that 911 road test. On page 38 (and interspersed with ads extending to page 43, the inside back cover) was the first of what the magazine referred to as 'an occasional series' entitled 'Cars for Connoisseurs' and who would argue with the choice of a 911S (LYY 911D) as the very first subject?

In a move that was probably quite innovative at the time, they engaged for the test the services of a professional motoring correspondent, David Owen, a racing driver, Jackie Stewart (who taped his impressions while driving around the Silverstone circuit) and – *quelle horreur* – a woman! This, too, must have been very unusual for the day. Her name was Elizabeth Benson, whom I presume was the popular actress who appeared in many TV programmes of the day.

As fate would have it, barely had I finished reading the 1967 report when the latest (at the time of writing) *Sunday Times* arrived and the supplement fell open at its 'Driving' feature – the subject of which was the 911 GT3 RS, driven by another racing driver but now a female, albeit with a gender ambiguous name, Jamie Chadwick.

I suppose that motoring journalism, in common with journalism in general, has become less formal than it was, the headline reading, 'So fast you may need fireproof pants.' The report was of course

'glowing' (hee, hee!).

Presuming that LYY 911D was an AFN demonstrator and curious to know if it still existed I popped an e-mail to fellow columnist and early 911 expert, Robert Barrie. Quite coincidentally – and 'No Collusion' here – Robert had looked at the car only a few weeks ago! It was the first RHD 911S imported by AFN and did its duty touring the motor shows and being thrashed by the motoring mags before being sold. It turned up at a Bonhams auction several years ago in a sorry state, and apparently still awaits a restoration. Hopefully we will soon see it returned to its former glory. **CP**

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...



Inspired by the Don McCullin exhibition at the Tate, Delwyn Mallett dug out his collection of Sunday Times supplements and discovered this road test of the UK's first RHD 911S...

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ROBERT BARRIE

NOT LONG AGO, CLASSIC CAR VALUES ROSE AT AN INCREDIBLE RATE BUT THOSE DAYS ARE BEHIND US, SAYS ROBERT. WHERE WILL THAT LEAVE US IN THE FUTURE? THE TIMES THEY ARE A-CHANGING...

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



The bull market in old cars is over. We enjoyed and endured it for some twenty years or more, but prices and transactions volumes have been at lower levels over the past two to three years and may still be falling. I can think of cars that have changed hands for roughly half what they did, or might have done, at the peak. That's unusual, but so are cars whose prices haven't fallen at all.

Some will argue that the correction isn't happening or that it will soon be over. That's a mistake in my view and potentially an expensive one. There are still plenty of good reasons to buy old cars, but the notion that they will be worth more than you paid for them soon after you have done so is no longer one of them.

So what was it all about then? Financial conditions clearly mattered. Interest rates fell more or less to zero and liquidity was added to the system. As an asset in fixed supply, old cars were always likely to be affected.

I have seen stats that suggest they saw some of the biggest price rises of any asset class – don't tell me you didn't notice! Someone said old cars were better than gold. There was a lifestyle element, too. If anything, that was the bigger deal.

A pastime that was previously seriously uncool became seriously cool. A small number of us had appreciated old car aesthetics, engineering and history for years – then everyone seemed to get the joke. We have Goodwood to thank for that, among others. Over 100,000 people attend the Revival meeting.

Those positive influences are now in reverse. Interest rates remain low, but are likely to rise, and liquidity is being taken out of the system. It's very gradual, but financial conditions are changing. I don't think that can really be in dispute. The more interesting – and contentious – point is that lifestyle trends are doing the same thing.

Some talk about demographics, but that misses the point. It's not just that young people aren't interested in old cars, many of them aren't interested in new cars either – it's also that it's not just young people. The newer preoccupation is with the environment and, particularly in an urban context, congestion and air quality. If there was ever a time to be caught faking an

emissions test this is not it.

It's worth saying that small changes in these considerations can have relatively big effects on price. I'll spare you the bond maths, but old cars are zero-interest perpetuals. They have no intrinsic value. You don't need to own any of them, let alone two or three, or five or ten or twenty. It happens and you know who you are!

There is also what's known as the cost of carry. You have to store, insure and maintain the things. They take up time, space and money. We can all agree that the 2.7 Carrera RS is a fabulous car, but when it trades at the price of a family house, some of us are going to decide that the latter is the better deal.

More buyers than sellers then turns into more sellers than buyers. Some individuals get caught out, some businesses get found out. Read the papers!

What is to be done in this new world? There is surely a future for cars that are genuinely historic. Most of us won't be well-funded or fortunate enough to own them, but we'll happily pay to see them displayed and raced from time to time at events. We'll be spectators in the stands rather than participants on the field of play.

On that subject, it was fantastic to find two of the four RHD 911 T/Rs at a recent Bicester Scramble, alongside a rare factory S/T. We will continue to enjoy the old cars we do own, but there will be fewer of us, fewer of them and fewer occasions on which it happens. The wheel will have turned full circle.

Old cars will be uncool again – bordering on the anti-social, even – and, as before, they will be a way of spending money, rather than a way of making it.

As a final thought, the stat you hardly ever see quoted on the 2.7 Carrera RS is its fuel consumption. That's because it is, by

modern standards, utterly and completely appalling.

In my experience, it's in the low-teens if you drive with anything approaching gusto and just about reaches the high-teens if you don't. I guess it's best to keep that sort of thing to ourselves nowadays.

I have no idea what the associated emissions are, but imagine they might be voluminous and unpleasant. Could I politely suggest that if you own such a car you plant a few trees without further delay! CP



Two RHD 911 T/Rs and a factory-built S/T were stars at the recent Bicester Scramble but, asks Robert, will changes in the market mean fewer people will be able to enjoy such machinery?

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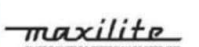
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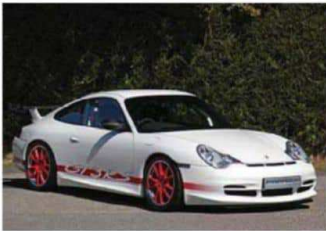
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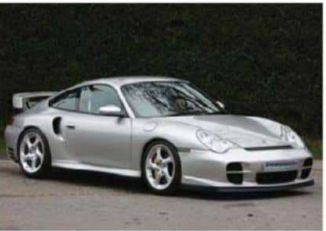
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Words: Kieron Fennelly Photos: Andy Tipping

TANGERINE DREAM

There are 911 2.7 RSs and 911 2.7 RSs. Porsche did build 1590 of them after all, and stories and histories – some distinctly apocryphal – about these very special 911s abound. Nevertheless, cars with genuine and documented pasts do occasionally surface. Seeking an RS 2.7 for a client, DK Engineering came across an Italian car which, on investigation, turned out to have a quite exceptional competition history that had gone completely unrecorded...





While best known for their Ferrari specialism, DK Engineering's expertise extends to other collectable marques and visitors are also likely to see Lister Jaguars, Maseratis, Porsches or even a Shelby

Cobra in their garages or workshops. Undeniably beautiful and as exquisitely engineered as they are, Ferraris have become seven- or even eight-figure expensive, whereas a 911 RS for example is, for collectors in this bracket, far more accessible. Such cars, as well as requiring less financial outlay and being more straightforward to drive and maintain, are as DK acquisitions consultant Harvey Stanley points out a practical way for the neophyte car collector to begin. A case in point is a DK client whom we shall refer to as 'Mr M.'

“CONSIDERABLE ITALIAN COMPETITION PEDIGREE...”

'He had a slightly over-restored Viper Green 911S which he wasn't driving,' explains Harvey, 'but what he really wanted was a proper RS Lightweight. After some searching, I found a beautifully restored LHD example in Frankfurt. This car was in Blut Orange (Blood Orange or Tangerine) and although M was thinking in terms of green again, he was sold on the originality of this car and its rare shade.'

The 2.7 RS had belonged to a Detlef Hubner, proprietor of a major logistics company who acquired it in 2008; before that the owner from 1987 had been a Hans Reuter who painted the car white; it was Hubner who restored it back to the original Blut Orange.

As he read up on this 911, Harvey Stanley became aware of something its two German owners had known about only very vaguely, that the car had a considerable Italian competition pedigree. This 2.7, one of

Above: Restored back to its Gulf-liveried days as rallied by Sergio Schizzi, the RS has a long and verifiable competition history

Below left and right: 210bhp 2.7-litre MFI engine is a masterpiece of German engineering which results in a thrilling drive, whether on road, track or rally stage



ON THE ROAD

The real joy of a properly restored RS 2.7 is that it has all the Porsche virtues of steering, handling and complicity with the driver amplified several times over; it is not difficult to understand why it caused such a stir when Porsche revealed it in 1972. Weighing probably not more than 1020kg, the M471 'Lightweight' RS 2.7 has a power-to-weight ratio on a par with any number of today's 400bhp premium models: in its day only an Italian exotic or an AC Cobra could keep up, and the 911 would leave them all behind round the corners.

But fast though it still is four decades later, the ample performance of an RS 2.7 is very accessible to any moderately skilled driver, except perhaps towards its handling limit. Visibility from the cockpit is outstanding thanks to the low waistline and thin pillars and from the outset this breeds a sense of confidence. With its mechanical fuel-injection, the flat-six is very responsive, but not over tuned, so the car is easy to drive at traffic speeds. But when the road clears the pleasure of changing down and hearing that familiar snarl as the revs rise is quite intoxicating – and like all the best Porsche engines, this one cries out for revs.

The steering has a directness and immediacy which has been lost on heavier, servo-assisted modern cars and an RS gives of its best on a twisting slightly demanding road where it can be steered with amazing accuracy. Mechanical noise, the simplified cabin and feedback through the controls also mean a very powerful sensation of speed: 60mph really does feel like 60mph, again a sensation which progress has eliminated from subsequent generations of car. With its standard cockpit which here is workmanlike, not over-restored, the RS 2.7 is one collector's car that its owner will really want to drive and even drive hard on a regular basis. And as an almost fifty-year-old, this modest looking (despite its period Gulf livery) 911 tends to attract only admiration and approval, a wonderful car which can be driven and enjoyed without the feeling either that it will break down or suggest the need to hurry back to protective custody.





the 200 lightweights built to M471 specification of which a mere sixteen were in this colour, had begun life in Padova in 1973 with the first of its five Italian owners; its second proprietor was a Robert Bianco, known as 'Robim' who rallied the RS successfully enough for a couple of seasons to attract sponsorship from the local radio station Radio Padova.

A third owner, Giorgio Pristini, founder of alloy wheel company Eta Beta, rallied under his company's name until a fourth Italian, Sergio Schizzi acquired the Porsche and kept up the rally tradition; by the time it retired in 1981, this RS, chassis #1014, was one of the best known cars on the Italian rally scene, having participated in no fewer than 26 significant Italian events over five seasons. For a period it even wore the famous Gulf Petroleum colours, a measure of the quality of sponsorship it was able to attract.

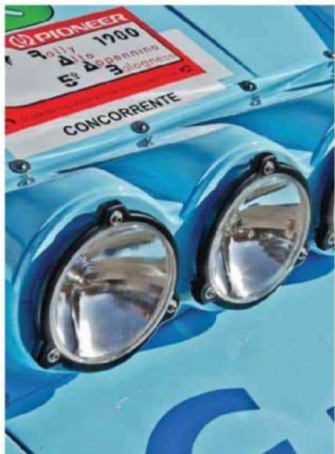
"IT EVEN WORE THE FAMOUS GULF PETROLEUM COLOURS..."

For its final season Sergio Schizzi had it fitted with impact bumpers, probably to make the scrutineers think that it was a current 911. However, in attaching the larger impact bumpers which have commensurately bigger bracketing, the chassis plate had to be removed and a smaller plate (still with the same number) fitted.

Over a series of trips to Italy Harvey methodically interviewed the three surviving Italian owners and was able to confirm the car's rallying history, something he had suspected, but of which he now had proof. Giorgio Pristini the third owner had long since passed away, but colleagues at his company Eta Beta to whom Harvey spoke confirmed that the lightweight RS was a revered part of the company's history. He located Italian motorsport photographers of the period and built up a thick volume of

Above: For a while, the car was fitted with later impact bumpers to give the impression it was more modern than it really was to please the scrutineers...

Below, left and right: Restoration work included refitting the spotlight pod across the nose, and applying period-correct rally decals. Fuchs wheels carry Continental rubber



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both photographs, including shots of the 911 with the Eta Beta logo, and newspaper reports. He also ascertained that fourth owner Schizzi drove the RS to the Italian rally championship in 1979, and for the 1980 season had it painted green; in 1981 Schizzi became a De Tomaso works driver and he sold the RS, now bumpered to look like a G-series model rather than, as Harvey puts it, ‘a ragged, rallied RS.’ The buyer, a Padova hairdresser, drove it locally until 1986 when German enthusiasts spotted it and brought it back to to Germany and into the ownership of Hans Reuter.

With much period photography, Italian registration papers and correspondence from the now aging Italian rallymen, Harvey was able to fill three substantial files on chassis #1014. And fascinating reading it makes, too: this RS was driven exactly as Porsche intended, a competitive rally car

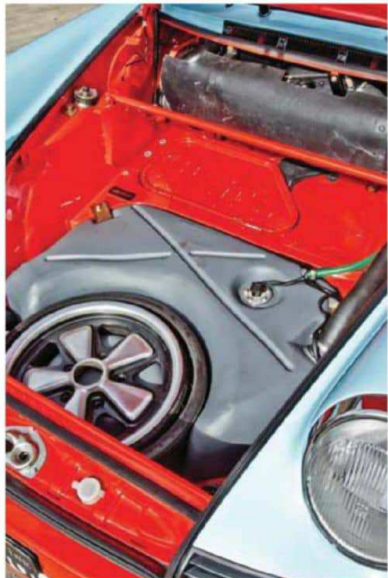
right out of the box, its former Italian proprietors displaying distinctly latin emotions as they recalled a Porsche with which they clearly all had immense fun and two of them no little success; its first German owner Hans Reuter also proved similarly enthusiastic.

A noted connoisseur, he had #1014 carefully restored to its correct lightweight RS specification, though he had it painted white rather than Tangerine (see Postscript opposite). He recounted that he had driven it in non-competitive rallies and attended the 911’s 30th anniversary at Stuttgart, a major event which saw the largest and effectively last gathering of the generation at Porsche who created the 911.

It all adds up to a car with an impeccable and original history and indeed a classic ‘RS lightweight’ story: and above all a highly satisfied customer, **CP**

Above: During an earlier restoration, scars discovered on the underside stood as evidence of the RS’s Italian rallying history

Below: Interior appears remarkably stock for a competition car, but full cage and harnesses give the game away as to its true purpose. Front luggage area is finely detailed



POSTSCRIPT – TRACKING DOWN THE TRUTH

In the days before computer records, barcodes and VIN numbering, on rare occasions chassis numbers could display anomalies, some genuine errors, others forgeries. Some months later Harvey became aware of another tangerine RS lightweight for sale which apparently possessed the same #1014 chassis number as his client’s 911. Although he had no doubts about the authenticity of the RS he had sourced, the situation was troubling: there could not be two cars with the same chassis plate. Given the pedigree of his RS, Harvey advised his client to buy the ‘other’ #1014 car. ‘I suggested to him that since his RS had such a marvellous competition record it was worth the expenditure on the second 911 to resolve the question of two owners each believing he had the real #1014.’

He then set about proving which #1014 was genuine. He visited the restoration specialist previous owner Hubner had used in 2007 to repaint the RS in tangerine. This was the same enterprise which had restored the car on its return from Italy in 1987 and the proprietor informed Harvey that once the shell was bare, the tangerine paint was clearly visible beneath the white; also apparent was stone and gravel impact to the floor from the 911’s rallying days, and in fact some areas of bruising and repair could be matched to known damage from recorded rally incidents. These findings were more evidence of the Italian competition history of this RS.

Having acquired both RSs, the next move was to assess them in the flesh. DK Engineering assembled the pair, identical in their Blut Orange in its workshop. The fuel tanks were removed to improve access and three UK specialists, all luminaries in the air-cooled Porsche world, were invited to examine the cars. Acting as a judging panel, they had no prior knowledge of the cars, which were identified for the purposes of their report merely as the ‘German car’ (ex-Hubner, Reuter) and the ‘Italian car’, the second RS purchased by Mr M on Harvey Stanley’s advice.

The trio of experts would take a day to pore over every detail, but at close of play their conclusions were quite definitive. The evidence they produced was forensic, indeed a masterclass in automotive detection. For example, using their their VIN scanner they ascertained that the chassis number as stamped on the ‘Italian’ car possessed both the correct font, and no sign of stress or cross stampings. However, the hand stamping which Porsche would have used half a century ago *does* cause stress marks and unevenness in the metal which is virtually invisible to the naked eye. The chassis plate here was ‘too perfect’ and, the panel opined, not from Porsche. Similar anomalies arose with the engine number, the VIN scanner again revealing a degree of uniformity simply not achieved by an original Porsche stamping. The judges deemed the chassis plate not to be original, though ‘a great deal of work had gone into disguising the plate by stressing and aging it.’ The engine casing number had in the judges’ view been ground off, filed and restamped.

When they looked at the shell the experts noted many ‘different and interesting’ details which were not original, for example reinforcement brackets were not quite to the dimensions of those Porsche used on the original 200 lightweights. Further investigation would be needed to put an exact date on the shell but, ‘it is fair to say that this is categorically *NOT* 9113601014.’

Game, set and, though it had required the purchase of both cars, match to Harvey Stanley and DK Engineering. ‘Now my customer has both the original to showcase if he wishes and the copy to take to trackdays or drive in the Tour Auto if he chooses,’ says a pleased acquisition consultant. However, there is a serious side, too:

‘I had sold him what we all believed was an authentic lightweight RS with an unimpeachable history and in a rare and rather beautiful original Porsche colour. Then it seemed not so and I wanted to resolve the matter not just for good professional reasons – I didn’t want to lose a client who might take his interest elsewhere – but for my own satisfaction. It was a long process, but we got there in the end.’





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Words & photos: Stephan Szantai

BACKDATED TO THE FUTURE

Based in California, Rasant Products has made some waves within our scene, courtesy of this cleverly designed '75 911. The backdated coupe features a variety of unusual details, both aesthetic and technical, starting with the engine management system and digital dash. *CP* met with Andrew Darud, the company founder and owner of this 320-horse animal...

Porsche 911s have a rather special place within the sports car hobby, as a large number of their owners don't shy away from modifying their own vehicles. Some folks might argue that the German manufacturer has offered tons of over-the-counter performance products for decades, mostly catering to a mass of weekend racers, so personalising a 911 is nothing new. However, owners of other brands with a performance edge (from Ferrari and Jaguar, to the more affordable BMW and Alfa Romeo) never had that much choice in the way of factory improvements.

This makes the Porsche scene truly exciting, with hot-rods – call them 'outlaws' if you prefer – indirectly playing an important role in the firm's success. Indeed, making a 911 unique can be achieved in many different ways, with both Porsche-offered and aftermarket components.

Trying to stand out from the crowd can be tricky though, as so much has already been done. Yet, a few creative minds achieve the feat as exemplified by the coupe unveiled in this article. From the rims and throttle bodies, to the engine control management system and digital dash, this car certainly made us take notice.

The backdated, sunroof-equipped 1975 911S is the work of Andrew Darud, the President of Rasant Products ('*rasant*' means





'swift' in German – you can see their whole line at rasantproducts.com). Originally from Minneapolis, Andrew attended Michigan Technology University and graduated with a degree in Mechanical Engineering. 'I actively participated in the school's Formula racing team', he remembers. 'This gave me the unparalleled opportunity to design, build, and test race cars.' He first accepted a job offer to work at Honda R&D as a Powertrain Design Engineer after graduation; then a few years later, he decided to take his career to the other side of the country, packing up and moving to Los Angeles to join the thriving southern California car culture.

He soon went on a hunt for an early 911, having been a long-time fan of the marque. 'I believe 911s offer one of the most thrilling and driver-centric automotive experiences', he

says. Always the tinkerer, he designed and built an engine control management system for the car, which saw inspiring results on the first dyno run. So, why not market it? And so Rasant Products was born with the goal of making Porsches go faster, handle better, and perform with greater reliability. Incidentally, his latest endeavours are a GT3 plenum topping an ITB (Individual Throttle Body) system, complete vehicle wiring harness, and an amazing LCD dash display.

We met Andrew at his shop in Huntington Beach, south of LA that is home to a handful of interesting 911-based project cars, such as his red coupé found in San Francisco, as he explains: 'I had been on a week-long business trip in Florida, which included many nights spent scouring car listings to find an early 911. I flew back into Los Angeles early Saturday morning and,

Above: Andrew Darud runs Rasant Products and clearly enjoys driving his one-off hot-rod, which showcases a number of his company's high-tech products

Below left: Wheels are Fifteen52s, shod with Avon CR6ZZ rubber

Below right: Engine lid grille is a Rasant Products design



Above, left and right: The dash display can be switched between differing formats, from modern digital layout (left) to retro-style 'analogue' display. How cool is that?

Below: Collins Auto Trim covered the Cobra seats with leather and tartan material. Schroth full harnesses and OMP wheel are also featured



unbeknownst to my then girlfriend (and now wife), I had arranged to see a car that night...in San Francisco. She was game, so we packed an overnight bag and hit the 5 Freeway (which runs from Canada to Mexico – SS) to see if this was the one.

'The car was housed in a kooky part of downtown, where sketchy homeless people hung around outside a high-end supermarket. We ate at a small Korean restaurant and waited for my contact to come and meet us. As it approached 10 o'clock and he wasn't there, I didn't want to show signs of concern to my girlfriend that we had possibly driven five hours for mediocre Korean food.'

By 11pm the gentleman finally arrived and the adventure really began. He showed us the 911, housed in a stable of pedigreed Porsches and Mercedes. The red-faded vehicle had been his neglected project and needed some TLC, with mechanical and cosmetic issues abounding. Andrew drove it around on that late night through the hilly streets of San Francisco, but wasn't initially sold on it. He told the seller he would think about it and retired to his hotel for a solid seven hours of sleep to prepare for his journey back home.

'I was feeling uncertain about the whole thing, whether my girlfriend would kill me for not buying this car after all the effort, if the car was worth what he was asking, and whether I was making a mistake walking away', he ponders. 'Lucky for me, the guy and I had bonded over our mutual love of old Porsches. He had to sell his beloved '75 to finance a home

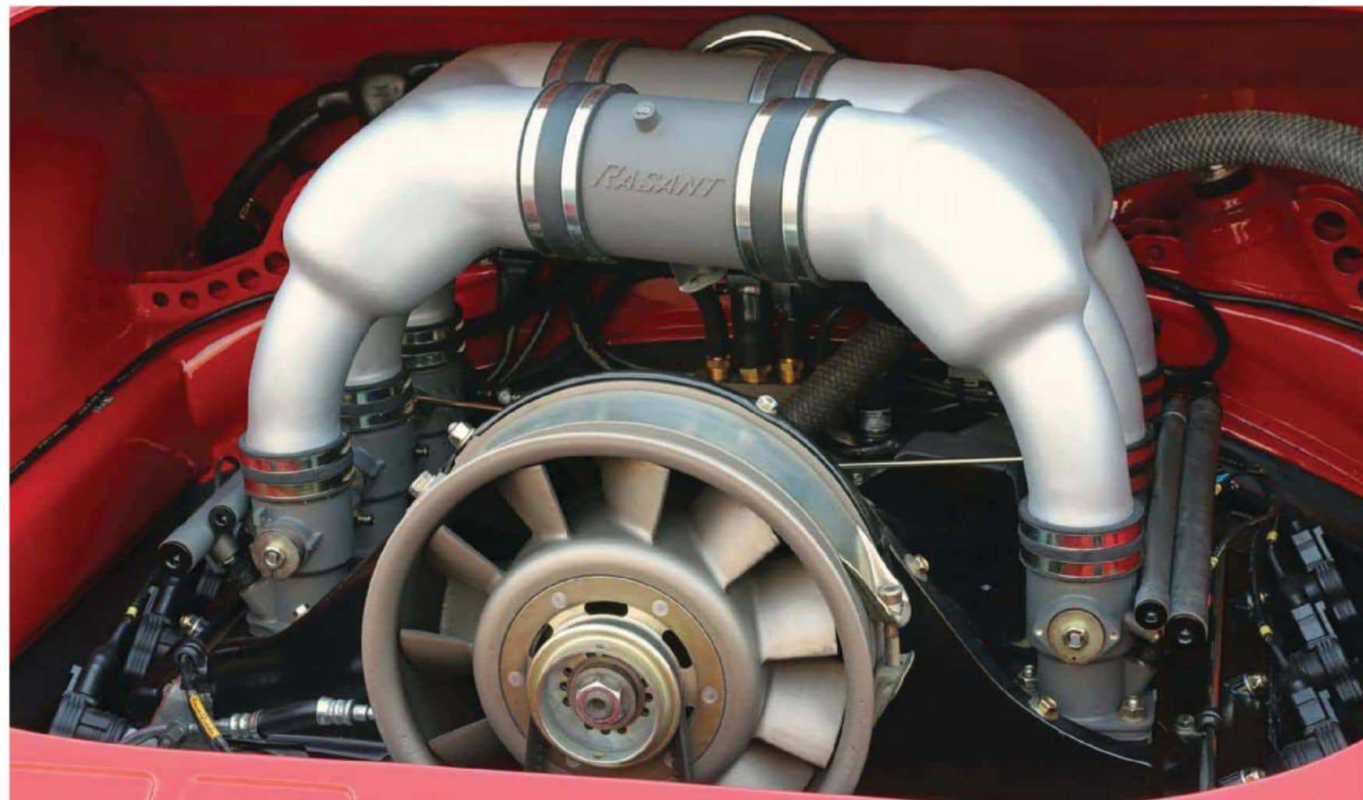
remodel project and seemed genuinely sad to be selling it. Wanting it to go to a worthy home, someone who would restore it to its glory, he called me as we drove back down the 5 and offered it to me at a price I couldn't refuse.'

The following weekend, Andrew and his girlfriend booked a one-way flight to San Francisco to pick up the car, driving it home on a memorable trip down Highway 1. He then dived into the construction. Being a 1975 model, the coupé had impact bumpers, which wasn't his favourite feature as he prefers earlier models.

This led to the purchase of various bonnet and early 911 bumpers. He preferred the latter over the bulkier 911S or RSR bumpers, for instance, especially since he envisioned his car having a simple appearance. In the rear, the early 911 engine lid is equipped with a Rasant-designed grille and 911R-style hinges. Note the use of rubber hood straps front and back, in the spirit of period competition Porsches.

While the front fenders remain stock, the back received RS flares to cover the fat 225/60R15 rubber. Andrew installed Avon CR6ZZ tyres at both ends, with the fronts measuring 215/60R15. For a while, the vehicle rolled on Porsche alloys, though they have recently been replaced with new 7Jx15 and 8Jx15 Fifteen52 rims. Their appearance mixes traits somewhat reminiscent of 1960s–'70s racing Porsches (think 908) and '70s aftermarket wheels (ATS from Germany for instance). A smart choice! To cover the shell, Andrew elected a colour that stands out, specifically a special mix close to





Guards Red as found on many Porsches since 1974.

Open the decklid and you will be impressed by the immaculate appearance of the engine compartment. Getting the panels smooth and devoid of welds and unnecessary

holes took days, but the result speaks for itself. It even highlights the neat one-off bespoke braces along the shock towers, drilled for lightness. The same attention to detail applies to the smoothed out front boot, with drilled mounts supporting the strut brace, plus several Rasant custom components, all clear hard anodised, including battery box, plus hose and 'smugglers' covers. With wiring being one of the company's specialties, Andrew made a custom wiring harness, featuring large quick-disconnect sockets in the body panels where dozens of wires pass through. This Mil-spec system makes dropping the engine a lot easier, with no risk of forgetting to unplug a wire.

From looking at the pictures, you probably gathered that the car has lost a few pounds; so, imagine how much fun it is

“IMAGINE HOW MUCH FUN IT IS TO DRIVE WITH 320BHP...”

to drive with 320bhp under the right foot. Andrew selected a 3.0-litre SC motor, which gained another 500ccs courtesy of a 3.2-litre 911 crank and Mahle 100mm machined-in cylinders – CP supplied the rings and pistons set for a

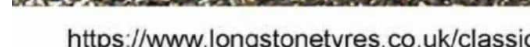
compression ratio of 11.5-to-1. He additionally used 3.2-litre rods, a custom camshaft ground to Rasant specs, accompanied by SC 'big port' heads with AASCO springs and retainers.

The beautifully crafted Rasant EFI system remains one of the greatest pieces of conversation. This kit utilises a Motec M84 ECU featuring dual Lambda sensors to monitor air/fuel on both banks.

Other notable components include Bosch 'coil-on' plugs topping each valve cover, Bosch fuel injectors, fuel lines, fuel regulator, a complete engine wiring harness, and a lot more. A modified GT3 plenum covers Rasant ITBs with 48mm throttle diameter. Burnt fumes make their way out via European Racing headers and a M&K 2-in-2 muffler. Looking

Above: GT3 plenum sits atop the Rasant Products throttle bodies used with a Motec M84 ECU. 3.5-litre engine kicks out around 320bhp

Below left: Detailing abounds – check the drilled shock mount braces in the engine bay and the military-spec wiring harness



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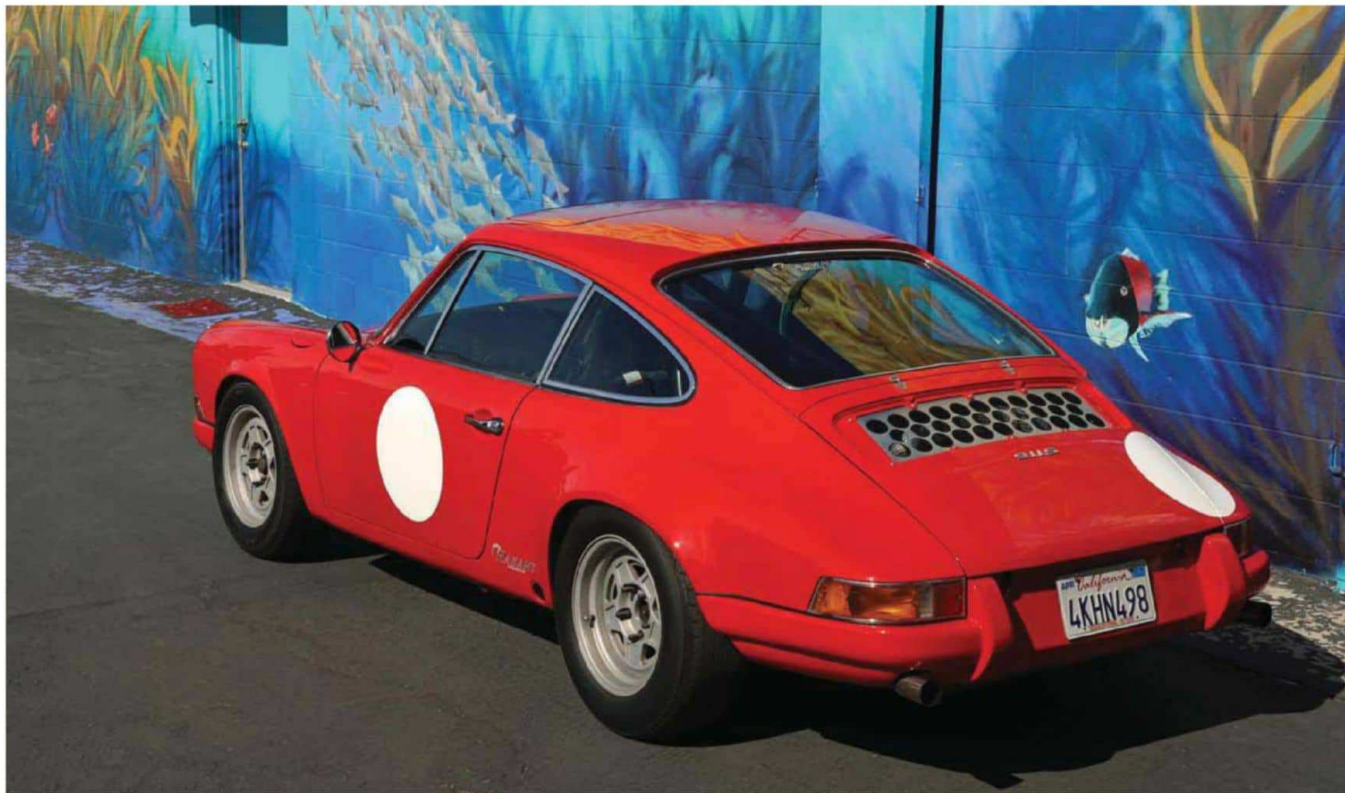
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at the outside of the coupé, you might also notice the neatly polished oil lines connected to a fender-mounted cooler.

Power travels through the 1975 915-series gearbox with factory gear ratios, fitted with a Wavetrac limited-slip differential. Andrew paid attention to the chassis, too, with the goal of getting the 300-plus bhp to the asphalt. Besides the aforementioned strut tower reinforcement, he also installed four Bilstein shocks, beefed-up torsion bars, complemented with Stop-Tech disc brakes front and back.

Moving inside the car, one of the most interesting aspects is the dash featuring a Motec C1212 display reconfigured by Rasant. Andrew can quickly change the layout of his custom screen thanks to a laptop, giving him the choice between a modern display or one that shows a digital version of the old Porsche 911 dash – cool stuff!

'Being able to customise our display, including any related calibration details, has been extremely beneficial in promoting our next generation of products', comments Andrew. Additionally, Rasant made the aluminium panel surrounding the screen, covered with Ultra Suede to match the door panels and OMP Superleggero steering wheel.

Among the trick components, we should also mention the Motec PDM15 Power Distribution Module; it provides power to the various electrical systems in the vehicle (motors, lights, solenoids, ECUs...). It basically replaces conventional relays and fuses, while simplifying wiring and reducing weight.

Collins Auto Trim covered the Cobra seats with leather and tartan material, accompanied by a handful of racing goodies, in the shape of a DAS bolt-in roll bar and Schroth six-point harnesses. Finally, German square-weave carpet adds a sense of luxury to this otherwise simple cockpit.

Andrew concludes: 'I love my 911 because everything with it has been – and continues to be – an adventure. Buying and restoring it were epic experiences, but mostly I just love that sense of adventure every time I take it out on the canyon roads.'

'I've spent the last five years restoring and modifying it, mechanically and cosmetically, to give it that old-school Porsche race car look with a special Rasant touch. This 911 continues to be a fantastic test bed for new product development at Rasant.' Looks like Andrew has found the perfect 'company car'! **CP**

Above: Carrera-style flares cover the rear wheels, while front wings remain stock width. That signature engine grille certainly gives the car a unique look



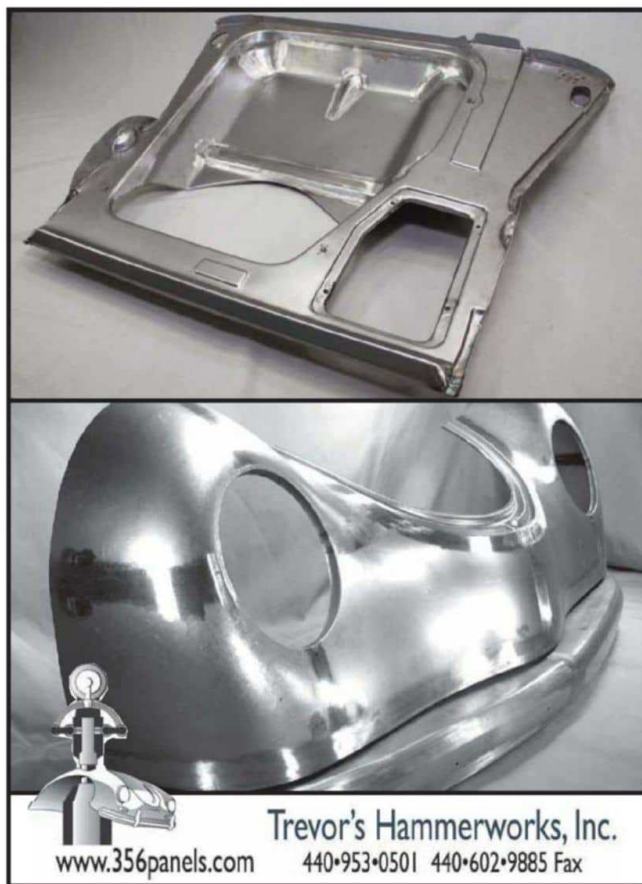
Below, left and right: Underbonnet detailing is as impressive as that displayed on the rest of the car



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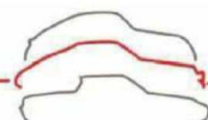
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ART SCHOOL

Inspired by his favourite former Porsches and influenced by a life lived amid California's hot rod scene, Craig McCallum's perfect outlaw-styled 356A can stir the soul even when it's stood still

Words: Alex Grant Photos: Andy Tipping



September 2018. Within spotlight glass enclosures in the heart of a city known for its fine art museums, the inaugural Grand Basel exhibition showcased 113 of the world's most exclusive automobiles to an audience of 12,000 collectors and enthusiasts. The four-day exhibition was aimed not only to explore the relationship between motoring culture and the wider world, but to pose an often-debated question – can a car truly be considered a work of art?

For a lot of us, there's no question. From the hand-drawn sketches that laid out the groundwork of the best-known bodylines on the planet, to the fabricated mechanical ingredients that make the production reality stop and go, there are a myriad of under-appreciated masterpieces behind even the least inspiring machine. The car might have been conceived as a functional, but the surrounding culture is as much about the aesthetics and experience as it is getting from A to B.

Some 6000 miles away from the Basel Messeplatz, it's pretty



clear which side of the debate Californian enthusiast Craig McCallum falls into. And it's an enjoyment that goes far beyond the driving experience. 'To me, a 356 is a car you look at, and you always like,' he tells us. 'I can put this car in the garage, sit in a chair and just look at it – it's a piece of sculpture. After all, if a guy can spend \$17 million on a painting, then why can't I spend a fraction of that on a Porsche and simply enjoy looking at it?'

Perhaps unsurprisingly, that love of automotive form is no recent affliction for Craig. At 73, he's spent most of his adult life buying and building hot rods, starting with Fords before eventually taking those influences into classic Porsche ownership 40 or so years ago. The automotive sculpture slot in his garage has housed somewhere in the region of 20 different air-cooled Porsches since, notably including a '57

"I HAVE ALWAYS APPRECIATED THE LOOK OF 356 OUTLAWS..."

Speedster and '65 356 Cabriolet. It's also given him an appreciation of his home state's thriving obsession with putting a local spin on Stuttgart's engineering. So it would only be a matter of time before those two worlds met.

That meeting happened around two years ago: 'I have always appreciated the look and attitude of 356 outlaws, especially the work of Rod Emory here in California,' he says. 'This led me to 356 specialist Liberty Motorsports in Costa Mesa, which has an excellent reputation. A guy in the shop was building this 1958 coupé but, like most mechanics, his own project wasn't getting done as quickly as customer cars. It just wasn't progressing as he'd wanted, so I bought it from him and had him finish it with my input.'

The donor 356A shell had been interesting in itself. Built in August 1957, it was one of the last of the early-spec T1

Above: Shine-up numberplate light and teardrop lights were factory-fitted to the 356A T1 'shell during a period of transition between T1 and T2 styles

Below left and right: 1720cc engine was built by John Benton and features dual Weber carburetors. Owner Craig McCallum loves his piece of automotive art...





bodies off the line before production switched to the mildly-updated T2. In that crossover year, T2 components steadily trickled onto late-model T1s, and so this got a mix of characteristics from both. The five-bolt lock strikers in the door jams are usually a giveaway that it's an early model — but this one hasn't been facelifted to get the shine-up number plate light or teardrop rear lamps, for they were fitted at the factory, and it's registered as a '58.

For Craig, it was also a perfect starting point. The body was already restored, appealing in his case because it was painted the same correct-for-1957 Aquamarine Blue as his Speedster. But it was also pretty much bare. So while the groundwork had already been carried out, there was still plenty of room for him to put his own identity into the build. Like any outlaw-inspired project, that familiar style is open to interpretation.

'The car needed to be assembled, but it had the basics of an outlaw so it fitted my vision,' he says. 'We wanted a very

simple look, a little lower and preserving the 356A's character and style. I've liked these ever since I was in high school. They're just...well, cool.'

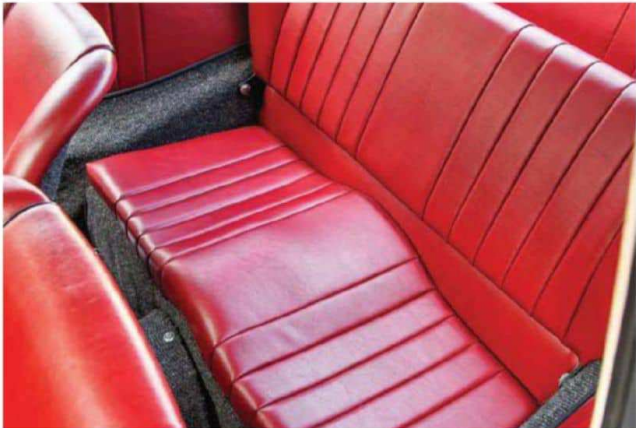
This meant carefully selecting which of the factory parts would be retained, and which would be cleared from the curves of its already-restored bodywork. Craig opted to have the bumpers tucked closer to the wings, deleting the over-riders to go for a more European style. The side trims beneath the doors were left off, and so was any trace of badging aside from the crest on the trunk handle, while the decklid — perhaps unusually for an outlaw — features no

louvers. It's taken the 356A back to its purest form — as deliberate in terms of what's there as what's not.

Having been lured in by a colour shared with his old Speedster, there's a lot of this car's predecessor woven into the trim, including details such as the 'jail bar' headlight covers bolted into its front wings. That crossover is most

Above: Speedster bucket seats are a throw-back to one of Craig's earlier Porsches. Trimmed in red leather, they really make the interior pop

Below: Rather than opting for the popular half roll-cage outlaw look, Craig chose to retain the rear bench seat



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noticeable inside, where a pair of Speedster-style bucket seats with period aftermarket seat belts have been trimmed in the red leather Porsche offered as an option against the Aquamarine paintwork. Craig decided against a roll-over bar, instead retaining the rear bench.

But the SoCal outlaw inspiration is equally easy to spot. Cut into the centre of the hood is a fuel filler cap, feeding a custom-built GT-style tank below, while the capless steel wheels expose the restored brakes behind. It's still running the original suspension setup, but every component under the skin was painstakingly restored before being re-fitted to the body with a nose-down stance. It's a subtly tougher version of the factory style.

This is also true of the mechanical parts. Starting out with a 912 engine, Craig called in the advice of John Benton and the team at Benton Performance in Anaheim to ensure the 356 was running the right parts to go with its sharper handling and new-found attitude. The engine is bored out,

running Weber carburettors and OE-style twin exhausts, and puts power down through the latest-possible transmission that would fit without altering the suspension: a Type 741 from a '65 356C. It's enough for a triple-figure power output, without over-stressing anything under the decklid.

'John looked over the car with his trained eye, so he could assure me it was good to drive it as it is,' says Craig. 'I wanted to use the car as often as possible – it doesn't do lots of miles, it's done about 400 in the last year, but I get it out every week and it's super fun to drive.'

It's also a product of its environment – a carefully chosen mix of Craig's own car history, merged with California's car culture but retaining the character of the 356 shape he'd fallen for as a teenager. Amid a shifting legislative landscape, with discussions around shared ownership, autonomous driving and safety-driven restrictions on design, there's no need for spotlight glass cases to appreciate a bona-fide masterpiece. Can a car be art? You bet. **CP**

Above: Original suspension was completely restored and then adjusted to subtly reduce the ride height without taking it to extremes. Carrera-style deco trim suits the 'no fuss' look well

Below, left to right: GT-style fuel tank features central roll and jack show the car is a driver; 'jail bar' stoneguards protect the headlamps from breakage



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Words: Keith Seume Photos: Porsche Archiv

THE LITTLE CAR THAT COULD

Any celebration of 50 years of the Porsche 914 wouldn't be complete without looking back at the 1970 Le Mans 24 Hours — a race that not only saw Porsche's first outright victory at this legendary race, but also an incredible sixth place overall with a Sonauto-backed 914/6 GT...





The year 1970 will forever be imprinted in the memory of Porsche enthusiasts as marking the occasion when Porsche finally secured overall victory at the prestigious Le Mans 24-hour race in France. Even though the marque had first entered cars as far back as 1951, no Porsche had ever won anything other than its class, or an award for the Index of Performance. But all that changed when Richard Attwood and Hans Herrmann drove car number 23 – the famous Porsche Salzburg-entered 917 – to first place.

The weather at that year's Le Mans was terrible, with rain of biblical proportions leaving the track awash and helping to bring about the downfall of several of the principal contenders. Reviews of the race hinted that Porsche's was a hollow victory as so many of the 917's rivals fell by the wayside early in the race due to accidents, but as the old saying goes, to finish first, first you have to finish...

“PORSCHE WAS STARTING THE EVENT AS FAVOURITES...”

The week leading up to the race had been sweltering, but things began to change early on Saturday afternoon as the rain clouds rolled in. Porsche was starting the event as favourites to win, despite strong opposition from Ferrari, Matra and Alfa Romeo. The previous year, 1969, Porsche had almost grabbed the honours, with Hans Herrmann at the wheel of a 908 crossing the line just one second – yes, one second – behind the Ford GT40 of Jacky Ickx. Losing by that incredibly tight margin after 24 hours of racing must have hurt.

If that had been hard to bear, then the failure of all three 917s to finish the 1969 event on their Le Mans debut was equally as disappointing, the loss of John Woolfe's life in car #10 in a first lap crash nothing short of a tragedy. There was some serious thinking to do...

Some 16 Porsches had started the 1969 race, but that number grew to 24 for 1970, comprising no fewer than seven

Above: It may be hard to believe but the 914/6 GT ran the event without a full roll-cage, the stock Targa roof bar being deemed an adequate substitute

Below: The 914/6 GT finished the event in seventh place overall, but was promoted to sixth when the organisers bumped out a Corvette rival for not completing sufficient laps!



Above left: Guy Chasseuil drove in 12 Le Mans 24-hour events, finishing second overall in a Ligier in 1975

Above right: By Saturday evening, the weather had closed in, with lightning flashes lighting up the sky



917s, two 908s, two 901s, a 907, eleven 911s...and one 914/6 GT. The latter had been entered by Sonauto, the Paris-based Porsche importer and bore the chassis number 9140431020. To be driven by Guy Chasseuil and Claude Ballot-Lena, the little mid-engined roadster wasn't expected to be among the front runners, but was a contender for awards in the Indexes of Performance and Thermal Efficiency. It was powered by a 1991cc flat-six derived from the 906 engine, developing in the region of 220bhp.

The Index of Performance was a measure of the distance actually covered during the race divided by a target distance set by the organisers based on engine capacity. The Index of Thermal Efficiency was altogether more complicated but can be roughly translated as a measure of the car's fuel efficiency compared to its average speed and weight.

In qualifying, the little 914/6 GT recorded a best lap time of 4m 30s, enough to secure 45th spot on the grid out of a field of 51 cars. All six entries below the Sonauto entry were 911s, but ahead lay the cream of the endurance racing crop, including 10 Ferrari 512Ss and the Porsche 917s. In the GT classes, 15 entries included the Sonauto-backed Porsche along with the 911s and a pair of Corvettes. The latter were favourites to win their Index of Performance due to their high top speed.

1970 marked the first year not to feature the traditional Le Mans start, which had seen drivers running across the track to jump into their cars. That fell out of favour following John

Woolfe's accident the previous year when it was discovered that he hadn't fastened his safety harness before starting off down the track. In truth, many drivers would fumble with the safety belts on the first lap, but Woolfe's fatal accident was the nail in the coffin for this Le Mans tradition.

The new starting procedure saw the cars lined up along the side of the pit straight in echelon, the drivers sitting behind the wheel with the engine switched off. Only when the flag fell at the stroke of four o'clock was the air filled with the sound of several thousand horsepower and a trail of blue smoke. Vic Elford and Jo Siffert took the lead in their respective 917s, joined soon after by Pedro Rodriguez in his JW Automotive 917.

Within three laps, the leading Porsches had begun to catch the tail-end 911s, and the Ferrari opposition began to suffer reliability problems. After less than half an hour, the first works 512S retired, followed two hours later by three more, all caught up in a single accident.

The rain began in earnest, starting in the early evening and becoming increasingly worse throughout the night. By 4.00am, the track was awash, lightning flashing across the night sky. During the night, with Jacky Ickx having moved his Ferrari into second place behind the 917 of Siffert and Redman, fate stepped in once again, Ickx's 512S crashing out as a result of driver fatigue (a trackside marshall was fatally injured in the accident) and the leading 917 retiring with incurable oil leaks. But the little Sonauto 914/6GT kept

Below: Aside from the sponsor decals, the Sonauto-entered car looked remarkably, well, unremarkable. But it was reliable enough to outlast some formidable opposition





plugging away at the tail-end of a rapidly diminishing field.

By 8.00am Sunday morning, the red and white 917 of Attwood and Herrmann was hanging on to its three-lap lead over the 917 of Elford and Ahrens. Porsches held the first four positions, followed by an Alfa Romeo 33 and a Ferrari 512S. Two hours later, the second-placed 917 broke a valve and was forced to retire. And then electrical problems began to afflict the Ferrari 512Ss lying in fourth and fifth positions.

By this stage in the race, the Sonauto 914/6 GT was lying in 10th position, and leading its GT 2.0 class, ahead of the Ecurie Luxembourg 911S of Koob and Kremer and the Corvette of Greder and Rouget. The Sonauto team effort nearly came to an end with two hours to go when the 914/6 GT hit standing water at the end of the pit straight, veering perilously close to the pit wall before the driver was able to gather it all back up and continue to the finish.

However, with less than an hour to go, the Greder/Rouget Corvette moved ahead of the 914/6 GT, which had previously been promoted to sixth thanks to the retirement of yet more front runners. And that was the way the race finished. Attwood and Herrmann secured Porsche's first outright

victory at Le Mans, with Larrousse and Kauhsen's 917 in second place followed by the 908 of Lins and Marko in third. Two Ferraris finished in fourth and fifth.

That was thought to be that – the 914/6 GT had performed beyond expectations and a seventh overall was an excellent result...but there was more excitement to come. The race organisers decided, in it has to be said typically Gallic style, that the sixth-placed Corvette had not covered sufficient laps to be classified as a finisher, the number of laps required being determined according to the class and vehicle specification. As a result, the Sonauto entry was promoted to sixth overall, winning also the 2.0-litre GT class and the corresponding Indexes of Performance and Thermal Efficiency.

It was a remarkable achievement in a race where just seven cars were classified as finishers out of a field of 51. While today the 1970 Le Mans is best remembered for the race win by Richard Attwood and Hans Herrmann, let's tip our hats to the little car that could: a 2.0-litre mid-engined Porsche that was road-registered and looked little different to a 914 you could buy at any VW-Porsche dealership. Not a bad effort, eh? **CP**

Above: Weather conditions for the 1970 Le Mans went from bad to worse, the track frequently awash with rain. The damp conditions brought about the early retirement of many rival cars

Below left: Powering out of the chicane for the last time, the Sonauto-backed 914/6 GT heads for sixth overall

Below right: Claude Ballot-Lena (left) seen here at a race event in Mugello



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Words: Alex Grant Photos: Andy Tipping

VISION ON

Beneath 935-inspired styling, Vision Motorsports' amazing 650bhp mid-engined racer is a cross-breed of racing 911s built to take down the newest cars in the Zuffenhausen stable

With its outrageous aerodynamic bodywork and ferocious power, Porsche's 935 is rightly remembered as an engineering high point of the air-cooled 911's racing history. But it's also a story of unfinished business for

Porsche. As the factory team moved on to prototypes in the late 1970s, unabated demand for the company's most unhinged production-derived creation meant others – notably including the Kremer brothers – picked up the baton, and that concept continued to evolve.

Almost 40 years from those final builds, evolution is still under way – and still outside of the Porsche factory

stable. The 650bhp bellow and the stretched and flared Jagermeister orange bodywork splitting the air at Willow Springs during pre-race testing are the product of a three-year build at Vision Motorsports in Orange County. A process not of restoring one of the originals, but of meshing four decades of Porsche's road and race engineering into a body which, almost unbelievably, started life as a 912 – indeed, only the A-pillar is left.

From the pits, owner Geoff Steinbach is counting down the days to the 2020 Porsche Owners Club GT1 Championship and a chance to really see what it's made of. 'This year we're out to learn and enjoy, but we'll be back next year to run at full force,' he explains. 'A couple





of customers in the club know this car is coming, so they've upped their game and purchased bigger and better cars in anticipation.'

It's hard to imagine that a project like this could have come from anything other than a life-long obsession with the marque. But, by his own admission, California-based Geoff was a latecomer to Porsche ownership and almost came into it by chance. Back in 1988 he'd found himself in a hospital ward and, unable to leave, he'd wiled away the hours peering out of his high-rise window at the cars below – in particular a yellow 911 which parked up outside each morning. It left quite an impression and, a few years later, he'd satisfied that resulting gap in his life by buying himself a 930 Turbo.

This was no pampered garage ornament. On a road trip

to Monterey, Geoff happened to pass a PoC event at Laguna Seca and instantly bonded with the community. So much so that, within a year, he'd started taking part in club time trials, developing enough of a taste for competition that he signed

up for its first wheel-to-wheel race event in 1994. It turns out he had a talent for it.

'That race was crazy,' he tells us enthusiastically. 'I was so scared at the start when everyone blew past me, and my adrenaline was off the charts, but I loved it and somehow I qualified mid-pack, or better. It was the start of a long racing endeavour.'

The club was also a springboard for bigger things.

It was during those early events that Geoff first met Loren Beggs, founder of specialist workshop 911 Design, and became familiar with his first build. The 'Green Frog' was a '66 912 running a tubular frame and turbocharged 3.2-litre

Above: There's more than a hint of the legendary 'Moby Dick' 935 about the Vision Motorsports' creation...

Below right: Behind the split rim wheels is a full 997 suspension and brake setup, which widens the front and rear track, with JRZ fully-adjustable coilovers and anti-roll bars



Above, left to right: Intercooler is mounted above the transmission; complex fuel system is required to feed the twin-turbocharged beast; complexity extends to the aerodynamics, too

engine beneath 935-style bodywork, and it had already proved itself during several race seasons. So, when Loren decided to part ways with the car, Geoff had no qualms about picking up where he'd left off.

'It was rough but awesome, so I bought it and Loren put fresh bodywork on for me then changed the colour from green to white – I didn't care for the nickname. I campaigned it as it was for two years, then in 2000 I won the first Porsche Owners Club GT1 Championship with the car. It was competitive right out of the box.'

Sadly, that initial run of good fortune was cut short. Geoff slid off a wet turn three at Willow Springs during the 2001 season, almost destroying the car in the process, and it spent three years on a trailer while he built up the funds to bring it back to life. When it returned to Loren in 2004, this turned out to be a good opportunity to update the original concept. Particularly given that a shift in regulations, basing entries on power-to-weight ratio, meant the 935 would be facing some very different competition when it returned to the track.

Below: Fill 'er up! Testing at Willow Springs shows great promise. The 935-inspired racer looks stunning in its Jägermeister livery



'The Club was moving away from air-cooled cars and, one by one, Cup cars were taking over,' Geoff explains.

'Fortunately I didn't get sucked into it. My car was unique, and I thought if I could recreate a K3 with modern technology while maintaining the timeless visual then it would be something I could own and drive forever. No need to buy Cup car after Cup car like some of my competitors do – they can have them.'

So development continued during what became a lengthy race career with its new owner and, by 2015, it was making 550bhp via two turbochargers and still picking up podium finishes during its final season. The three-year hiatus that followed hadn't been down to a fading of its success compared to newer rivals, but because its decade-old safety equipment was showing its age. Which is where Dwain Dement and

Vision Motorsports stepped in. Those plans then snowballed.

The foundations were solid but treated as little more than a starting point for a very different project, adopting technology from later 911s and their motorsport counterparts. Nothing was off the table, including modding to a midship

“IF I COULD RECREATE A 935 WITH MODERN TECHNOLOGY...”





layout as Porsche itself had tried with the 991 RSR and 911 GT1. This was an engineering feat in itself, fitting an upside-down sequential gearbox and rotating the entire drivetrain 180 degrees so the transmission case points towards the back of the car.

The engine, now a 650bhp twin-turbocharged 3.8-litre, is just behind the front seats and positioned for near-perfect 50/50 weight distribution. Vision Motorsports also upgraded to the latest MoTeC electronics, including data-loggers to help dial in further improvements as it puts in more track time. It's technology which wasn't as advanced when the car was built.

'The central balance is as good as it can get, and the handling is totally different now,' says Geoff. 'My driving style, which had used the old rear-end bias to my advantage, has had to change. I'm familiarising myself

with a mid-engine car with much more horsepower, and the learning curve is steep. But it's so balanced that I've felt comfortable straight away.'

While the bodywork is obviously an evolution of the K3's, every inch of it went under the knife, too. Vision Motorsports called in a professional motorsport aerodynamicist to sculpt the shape with the hindsight of another 40 years to put into the mix. The entire body was widened for the new suspension, using lightweight CFRP panels which channel air into the engine bay through vents behind the doors, or through the full under-body panel to the huge diffuser at

the back, helping pin the slicks to the Tarmac.

In doing so, the team uncovered improvements beyond the K3's development programme. The louvres Kremer

Above: Aluminium panelling behind the solo driving seat conceals the mid-mounted 3.8-litre twin-turbo engine, which pumps out 650bhp

Below: Early incarnation of the car underwent a three-year hiatus when safety equipment ran out of date. No such problem now, for the new-look '935' is bang up to date in every respect

"THE BODYWORK IS OBVIOUSLY AN EVOLUTION OF THE K3'S..."



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positioned at either side of the nose, for example, have been moved back to above the wheel arches for better downforce, while the rear wing is a genuine 991 GT3 RSR item, imported from Germany. Why build a replica, when you can build something even better?

The tubular chassis offered complete freedom with the suspension geometry, so none of the original parts remain. Pursuing the best possible handling, the suspension points are camber-adjustable and raised enough to poke out of the four-inch wider decklid at the front. Beneath them is a full 997 suspension and brake setup, which widens the front and rear track, with JRZ fully-adjustable coilovers and anti-roll bars, which can be adjusted from the driver's seat.

Geoff admits these are a few items down the to-do list. Even so, with almost a year before it goes back into competition, early signs are promising. Despite the summer weather hiding some of its potential when it had its first outing last August, the 'Orange Pumpkin' as it's already been nicknamed was beating its best lap times having barely worn

the moulding marks off its tyres.

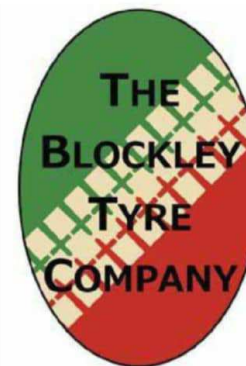
'I believe the car is four seconds a lap quicker around Willow Springs than it was originally, and it wasn't slow by any means. I've yet to realise that time, but at the moment we're more about fine-tuning the hardware than winning a race. Then we'll go out and start changing things to take advantage of the extra power and the new aero.

'Already, though, it drives much easier than I was used to. The dynamics are quick, left and right turns are much faster than before and it will be very competitive with a bit more seat time and a few adjustments. It will be interesting to see how it keeps pace with the latest technology from Zuffenhausen next year.'

Of course, there's a chance that it could come up against an indirect relative. Porsche Motorsport has developed its own small-volume 935 prototype – a hint that perhaps it shares the view that this was unfinished business. With plenty left to prove, it's unlikely that this 45-year-old baton will be put down any time soon. **CP**

Above: Shades of the mighty Kremer K3, but unbelievably this began life as a 912 many years ago...

Below: Early testing suggests the car will be around four-seconds a lap quicker than its earlier incarnation at Willow Springs



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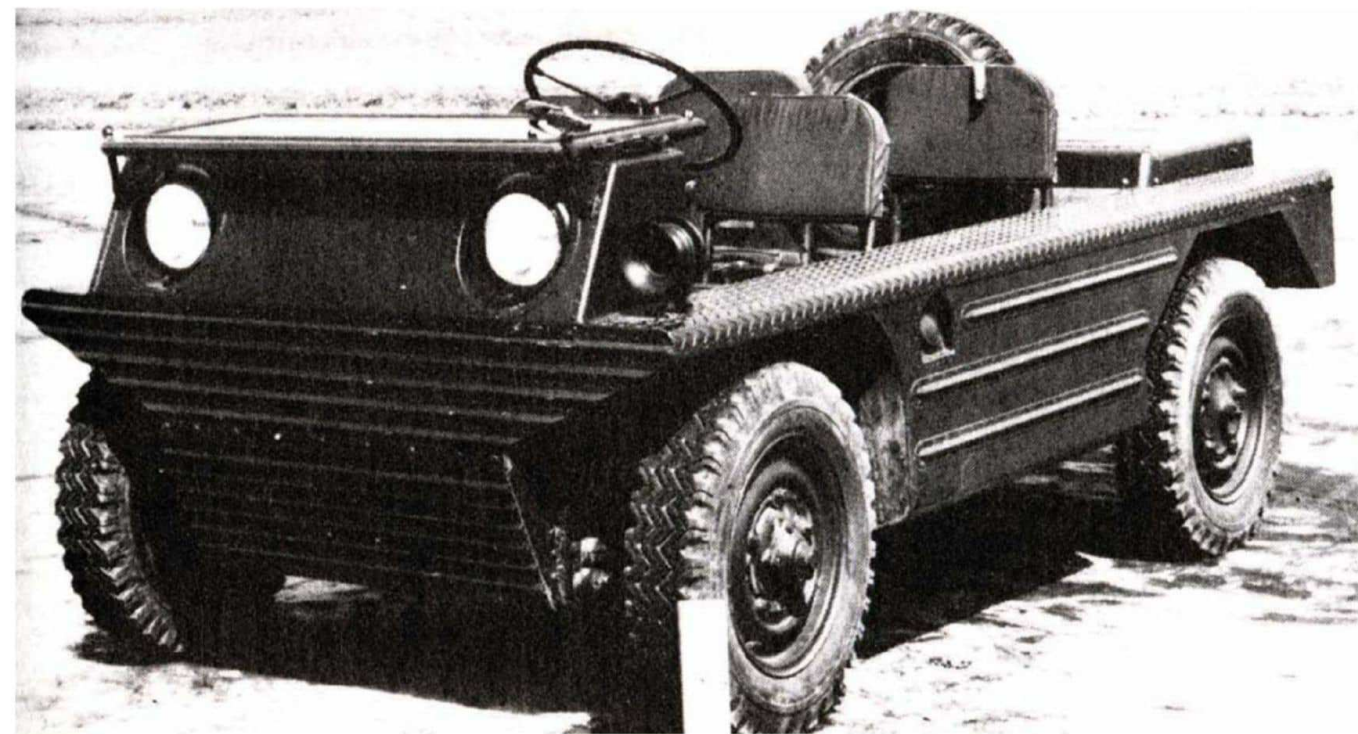
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POST-WAR MILITARY PORSCHES

Porsche's cars were big news after World War II, but so were the military vehicles and engines the company designed and produced, including some used in America. They culminated in the Leopard tank, a NATO favourite, and the Weasel tankette

Words: Karl Ludvigsen
Photos: Ludvigsen Archives



Above: Designed by California's Fletcher Aviation as an amphibious vehicle for the Army, its aluminium-bodied rear-engined Flair 115 made extensive use of Porsche technology

Left: Performance of the first Type 597 prototypes showed that their capabilities were in order with the requirements of the Bundeswehr. But that was only a beginning

C hugging around Porsche's Werk I in the Stuttgart suburb of Zuffenhausen were angular olive-drab vehicles that looked foreign and familiar at the same time. This was 1955, and these were not the Porsche sports cars the world had come to know. They looked strikingly like the Type 82 or *Kübelwagen* of World War II. Porsche was bidding for a way back into the military vehicle business.

Porsche warmed up for this assignment as a result of some initiatives from the New World. When America's Marines wanted a new-fangled Jeep that they could deploy from a helicopter, Kansas City's Mid-American Research Corporation entered the lists. Needing lightness in every part of its design, the company contacted Porsche to discuss use of its sportscar engine. This led to Ferry Porsche's first flight of any kind in the autumn of 1951 aboard Pan Am's Boeing 377, best known as the Stratocruiser, for meetings in New York with both his car importer Max Hoffman and Mid-American Research.

Porsche supplied engines for Mid-American's first prototypes, which were revealed in the spring of 1953. Although officially the MARCO MM-100, the 1500lb Jeeplet became known as the 'Mighty Mite'. Only 104 inches long against the Jeep's 140, it placed the Porsche four in the front of its aluminium structure, which featured all-independent suspension.

Cited as a peculiar drawback of the MM-100's design was that the ducting of its exhaust fumes through the frame to save weight led to premature structural failure as a result of acidic fumes and condensation. Nor was there enthusiasm for a German-made engine so soon after the war. Most significant was that the newly formed American Motors came to the party with a V4 air-cooled engine and ample production capacity. The nod went to AMC with its M422, inheritor of the 'Mighty Mite' sobriquet. Just under 4000 were made through 1962.

In parallel with the Mid-American project Porsche worked with Fletcher Aviation of Pasadena, California, on an amphibious Jeep for the American Army. Porsche first met company chief Wendell Fletcher in 1953 when he was sponsoring Porsche's

racing campaign in Mexico's La Carrera Panamericana.

The basis of the Fletcher relationship with Porsche was their mutual work on an aquatic Jeep. The American company's design made use of Porsche's rear-mounted engine and transaxle in concert with four-wheel drive and a two-speed transfer case. Torsion-bar suspension was of Porsche origin.

Fletcher's use of the reduction-gear hubs originally designed by Porsche for the *Kübelwagen* gave its 'Flair 115' ample ground clearance. A boxy monocoque structure of aluminium provided both cockpit space, with a cab-forward driving position, and capacity to carry 800lb of cargo. Oval apertures in the hatch over the engine vented exhaust gas in concert with a jet-cooling system that Fletcher and Porsche were developing. It was even mooted that the cooling jets would propel the Flair on water, but this flopped. Instead the rotation of all four wheels was enough to achieve a waterborne speed of 2.2mph.

Success for the Flair would be a boon for Porsche, whose designs would be produced in the USA by Fletcher under licence agreements that would yield lucrative royalties. The Flair compared well against competition from Willys and AMC's Muskrat, reaching land speed of 68mph. 'The Army liked everything about it,' said historian Fred W. Crismon. However, he added, 'Although successfully tested, none were purchased.' Neither were any of its rivals added to America's inventory.

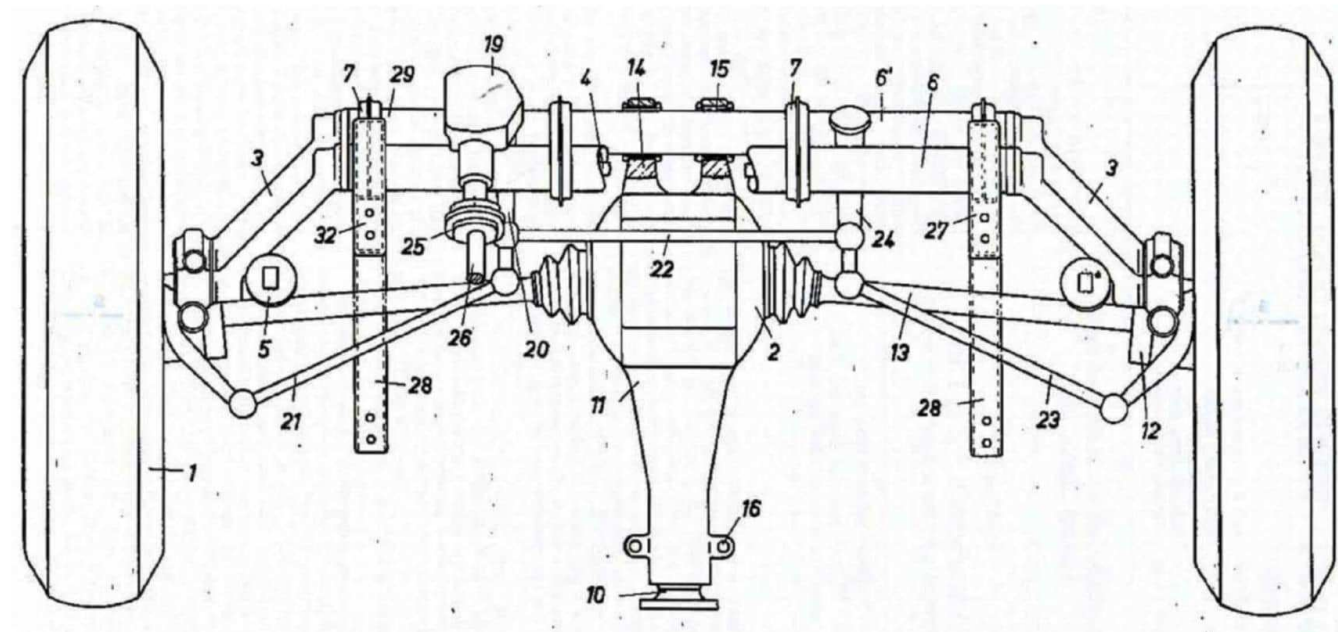
This activity was beneficial to Porsche when the rebuilding

German Army, the *Bundeswehr*, came knocking with its requirement for a light vehicle to transport its military police.

Porsche's competition for the assignment came from Goliath, part of the Borgward group, and Auto Union's DKW. Another obvious potential contractor would be Volkswagen, but that company had declined to participate. For company chief Heinz Nordhoff the overarching priority was to pursue the growing international demand for his profitable Beetles.

To be sure, as journalist Werner Oswald wrote, 'It's difficult for the German citizen to reconcile himself to the thought of the remilitarisation of his country.' Porsche's new quarter-ton Jeep-type vehicles were more pussycat than *Panzer*, but the flickering shadows that the latter cast were still alarming to many. Their creation responded to a 1953 request from Theodor Blank of the

“THE FLAIR COMPARED WELL AGAINST COMPETITION...”



Bundeswehr Office for Defence Technology and Procurement for a 'NATO Class ¼-ton' four-by-four to meet the needs of Germany's military police.

In charge of Porsche's work on this vehicle, its Type 597, was Franz Xaver Reimspieß. A veteran of negotiations between Porsche and the German military authorities, he had been chief designer at the tank-building Nibelung Works during the war. Reimspieß, who was also a talented amateur artist and photographer, officially launched work on the Type 597 on 19 December 1953.

Porsche took on the challenge without the government backing that its rivals were receiving. 'To win the competition,' Ferry Porsche told Günther Molter, 'we naturally counted on the great experience that we had gathered during the last war with the *Kübelwagen* and *Schwimmwagen*. Thus we built a prototype without a contract and at our own cost.'

Ferry and his colleagues hoped that the 597 could lead to in-house production that would supplement the still-uncertain demand for sports cars. Known also as the *Jagdwagen* or Hunter, the four-wheel-drive model was first revealed in the press in December of 1954 and exposed to the general public on Amag's stand at the Geneva Salon in March 1955.

The 597's underpinnings included the VW Kombi's reduction-gear hubs, as first used on the wartime *Kübelwagen*. Special front spindles not only increased ground clearance to 10 inches but also contained live hubs to transmit drive to the wheels. The customary twin transverse torsion-bar housings were present,

with the lower tube carrying the front of the differential through two rubber bushings. The wide-spread rubber-isolated mounting of the whole assembly was a patented creation of Ferry Porsche and his chief designer Wolfgang Eyb.

An extra-low starting gear for the fully synchronised transaxle was not unlike the one used in the works Type 550 Spyders in 1955. Its housing was a new 'tunnel' design, no longer split down the middle. A shaft went forward to a disengageable differential that drove the front wheels, giving the choice of four-wheel drive which the standard *Kübelwagen* had lacked. Ratios ranged from a crawling speed of less than 3mph to a top speed of about 60mph.

Power came from a detuned single-carburettor Porsche engine, initially of 1488 cc. With the modest compression ratio of 7.0:1 to cope with battlefield fuels it produced 50bhp at 4000rpm and delivered 74lb ft of torque at 2300rpm. In the autumn of 1955 engine size was enlarged to 1582 cc. This had the same power output at the higher speed of 4300rpm on a 6.5:1 compression ratio and torque raised to 77lb ft at 2400rpm. Though its power was moderate, with its low gearing the Type 597 was able to climb grades as steep as 60 per cent – a rise of six feet for every ten feet forward. The Hunter carried its 2180lb dry on knobbly 6x16 tires.

The familiar VW/Porsche torsion-bar suspension was kept. Initially this was spaced to give a wheelbase of only 74.8 inches and track of 53.5 inches. With entries from the two rivals somewhat larger, in its final version the Type 597 had a 81.2-

Above: Porsche attached the front of the Type 597's front-drive differential to one of its torsion-bar tubes. A three-part track-rod linkage reduced bump steer

Below left: With seats that resembled the Porsche Speedster's, the Hunter's interior was ultra-simple. With a speedometer reading to 100km/h, twin motors drove its screen wipers

Below right: Under the rear deck of the Porsche Type 597 was a flat-four Porsche air-cooled engine developing 50bhp from 1488cc. Soon this was increased to 1582cc to give the same power with increased torque



Above left: At the 1955 Geneva Salon Porsche introduced a civilian version of its Type 597, called the Hunter. It had high hopes of sales of such vehicles as an added product range

Above right: In extensive trials by the Bundeswehr the Type 597 performed superbly, even being used to pull its rivals out of the rough. But its excellence came with a high price tag

Below: For the 1970s Porsche upgraded the Leopard to the 1A1 version, distinguished from its sister here by its tread-protecting skirts and other upgrades



Karmann of Osnabrück would have continued to figure in the body's construction and indeed, as with some 356s, in the final assembly as well.

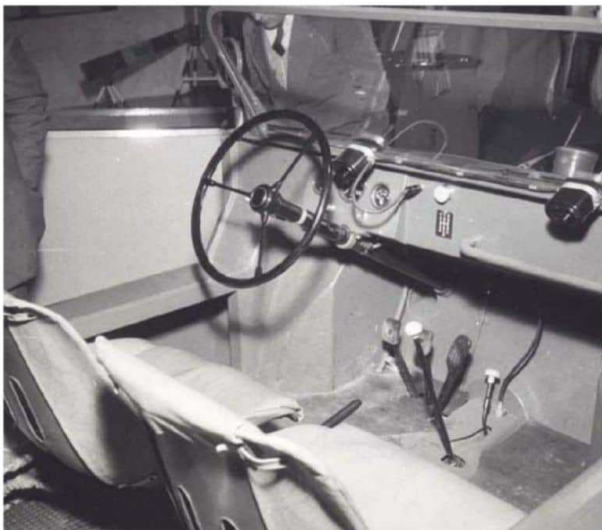
In a 1955 brochure Porsche offered the Hunter to the public as 'a light cross-country car,' pointing out that 'it will carry four passengers over hill and dale to hunting lodges or fishing spots' and noting that it was fully floatable, though of course not powered in the water the way the VW *Schwimmwagen* had been. Proclaimed the brochure, 'Everywhere both military and civilian men have eagerly awaited the announcement that the Hunter is ready!'

At Zuffenhausen Porsche converted the 50 shells built by Karmann into test vehicles for the Army. 'Off-road it was almost impossible to outperform the Porsche Type 597,' wrote Peter Blume. 'Thanks to its all-wheel drive the vehicle even navigated slopes of 65 degrees without problems. With its tub-like body and high sides the vehicle could swim although it could not move through water on its own.' A drawback was that the noise of its air-cooled engine made use of the radio impossible when it was running.

'Well aware of the superior performance of its Type 597 during testing by the *Bundeswehr*, Porsche had every confidence that its entry would be the winner. But after the first meeting of the committee that would decide the winner Ferry heard the following story from a member who arrived late and so was alone with the three contenders in the courtyard:

'Now, which vehicle is the best?' the latecomer asked the Sergeant in charge of the prototypes.

'That one there, the Porsche,' came the reply. 'During the





trials we were always ordered to use the Porsche whenever one of the competitors was stuck in the mud and had to be pulled out. That meant that it was more heavily stressed than the others. Also, whenever we were back at base we were ordered to leave the Porsche's engine running so that its fuel consumption would be high, because they wanted that one,' pointing to the DKW.

At a final review of the rivals all the supplicants were present. To Ferry Porsche's astonishment he was told that his entry had fine attributes, to be sure, but was not production-ready. A shock-absorber mount had broken and a silencer was damaged, he learned.

'Gentlemen,' Porsche responded, 'I don't understand how such minor failures can lead you to such a conclusion, because I'm aware that engines, transmissions and axles of our competitors have been changed a number of times because they weren't working!' Their response was a change of subject.

Later Ferry drew the conclusion that politics guided the decision to award the *Bundeswehr* contract to DKW's Munga in spite of its smoky and noisy two-stroke engine. One of the company's main shareholders appealed on its behalf to Bonn, saying that the factory in Ingolstadt desperately needed the contract, without which it would have to make substantial cuts in its workforce. Such arguments are often compelling to politicians. More convincing to the Army's procurement officers, however, must have been the DKW Munga's proffered price of DM8600 per copy against Porsche's quote of some DM16,000.

From start-up in October 1956 to its final production of December 1968 DKW produced 46,750 Mungas. That was an average of 3900 per year, with which Porsche could easily have coped, indeed with extra volume available for the civilian market. However no military contract meant that there was no civilian production either for the go-anywhere Type 597 Hunter. Porsche's hopes of having a second string to its production bow at Zuffenhausen were dashed.

The Porsche magic that had won so many assignments from the Third Reich failed to conjure a contract success in peacetime. Of the first version and a post-1957 revised model, Porsche made 71 Hunters in all through 1958, 19 of which were

pre-production prototypes. A few with the refinement of doors, 49 were sold into the civilian market. Some final work continued to the autumn of 1959, when a longer wheelbase and alternate body styles were considered, but without issue.

Nor was Ferry's finance chief Hans Kern fully successful when he went to Bonn to gain compensation for the prototypes that they had delivered. 'We asked for DM1.8 million,' said Ferry, 'the effective cost, whereupon my man heard, "We're offering you 1.2 million. If you don't accept that, you'll get nothing at all!"

'From this time on,' Ferry Porsche continued, 'I decided not to lift a pencil in this sector until presented with a firm contract. I kept to this subsequently.' Where a firm contract did materialise, as for work on a new tank for the *Bundeswehr*, young Porsche turned his team loose. They had been recommended for the

Above: Prototypes of the DKW Munga awaited inspection during Bundeswehr assessments in 1954. They used three-cylinder two-stroke engines

Its driver checking for leaks, the Type 597 demonstrated its floatability. Like the Fletcher Flair it also achieved forward motion with its four driven wheels



Above left: The four-wheel-drive Fletcher Flair relied on wheel rotation for forward motion in water. To Porsche's regret neither the Flair nor its rivals were procured by the Army

Above right: Made of aluminium to suit it to parachute deployment, the MARCO MM-100 was better known as the 'Mighty Mite'. Its successful rival was an American Motors design



tank-design project by Daimler-Benz, which in 1951 had cooperated with Zuffenhausen on the creation of a 32-ton tank design for India's Tata Engineering.

After the initial *Bundeswehr* requirements were released in November of 1956 the Porsche men began their preliminary designs on 15 January 1957 as their Type 714. They were one of three rival teams. Porsche was part of Team A, Rheinmetall leading Team B and Borgward constituting Team C. Except for the last, which quickly fell out, each of the teams was to build two prototypes of its design.

After several phases of prototype build, during which the French withdrew as possible customers, Porsche's design was chosen to be manufactured by Munich's Krauss-Maffei. Dubbed the 'Leopard', it had in common with Porsche's 1939-40 design of the same name a V10 powerplant, this one made by MTU. A multi-fuel engine, it produced 830bhp and drove through a conventional transmission. Lightly armoured for agility and capable of 40mph, the Leopard was respected for its deadly British-built 105mm cannon.

First deliveries of Leopards began in late 1965. Other NATO members and allies soon joined the queue, operators eventually including Belgium, Brazil, the Netherlands, Norway, Denmark, Australia, Canada, Turkey and Greece. Italy bought some and negotiated home production of more. An upgraded version was the Leopard 1A1 with skirting protecting its treads and suspension. Through 1979 6485 in all were produced, 4744 being battle tanks and the rest of lesser configurations.

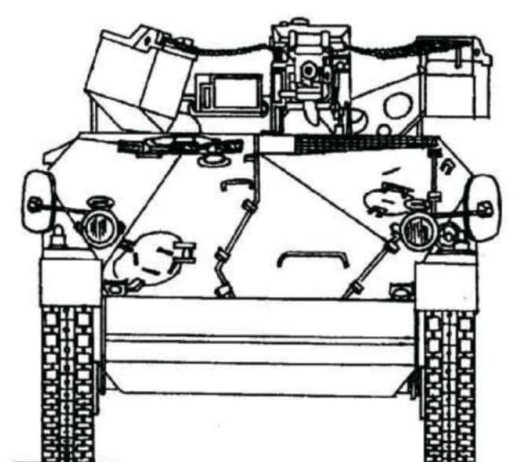
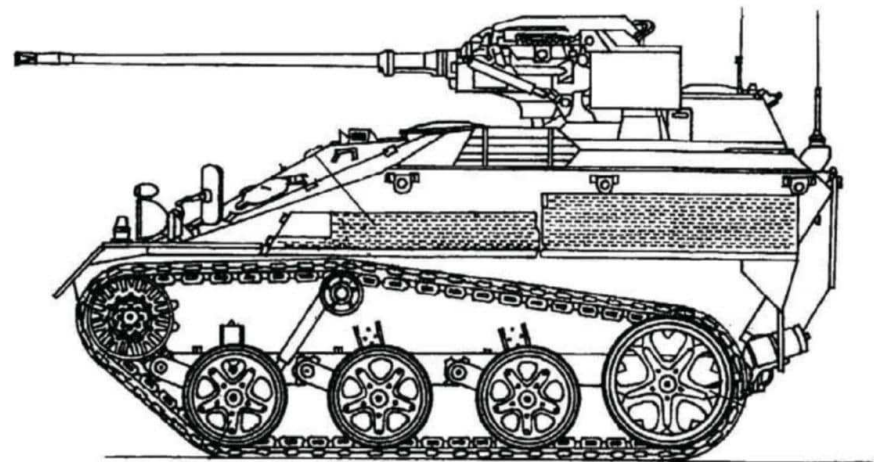
At the other end of the armour scale, in the 'Tankette' category, was the 'Wiesel' or 'Weasel' developed by Porsche and produced by Rheinmetall. With the aim of creating a light

armoured vehicle capable of supporting airborne troops, in the mid-1970s the *Bundeswehr* asked Porsche to apply its skills to designing a mini-tank that could combat either infantry or other vehicles. Its small size would make it hard to detect and target.

Although lack of funds led to the *Bundeswehr's* cancellation of the project in 1978, Porsche had enough encouragement from other countries to justify carrying on. Porsche's engineers envisioned a tracked vehicle with power from a four-cylinder Audi petrol engine driving through a hydraulic torque converter to a five-speed transmission based on the one in its 928 sports car. Hydraulic braking provided steering while power was delivered through its front sprockets. The tracks rode on four wheels suspended by arms operating torsion bars.

In 1985 the *Bundeswehr* came back to the party, placing an order for 343 Weasels. Delivered later in that decade, they found many applications including an important role in 1993 in support of the UN's intervention in the Somali civil war. Weasels were easily deployed by helicopters. Hopes that they might be air-dropped by parachute were dashed by four unsuccessful trials. An order for 178 units led to production of an improved and larger Weasel 2 with five-wheel track support, more power from a diesel engine, a ZF automatic transmission and—much appreciated by the crew—air conditioning.

Porsche designed and built its Leopard and Weasel prototypes at the remote southern end of its engineering centre and proving ground at Weissach, south-west of Stuttgart. When in 1981 it stood down its military activity the vast sheds and offices were taken over by its motor-sports department to build racing cars. As an example of swords into ploughshares it could hardly be bettered. **CP**



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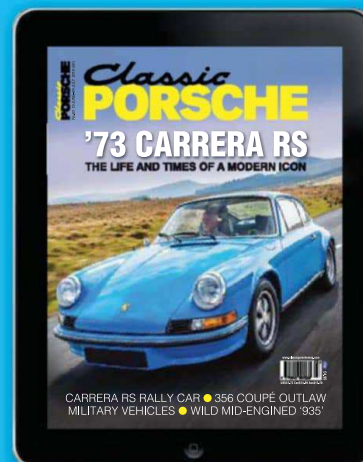
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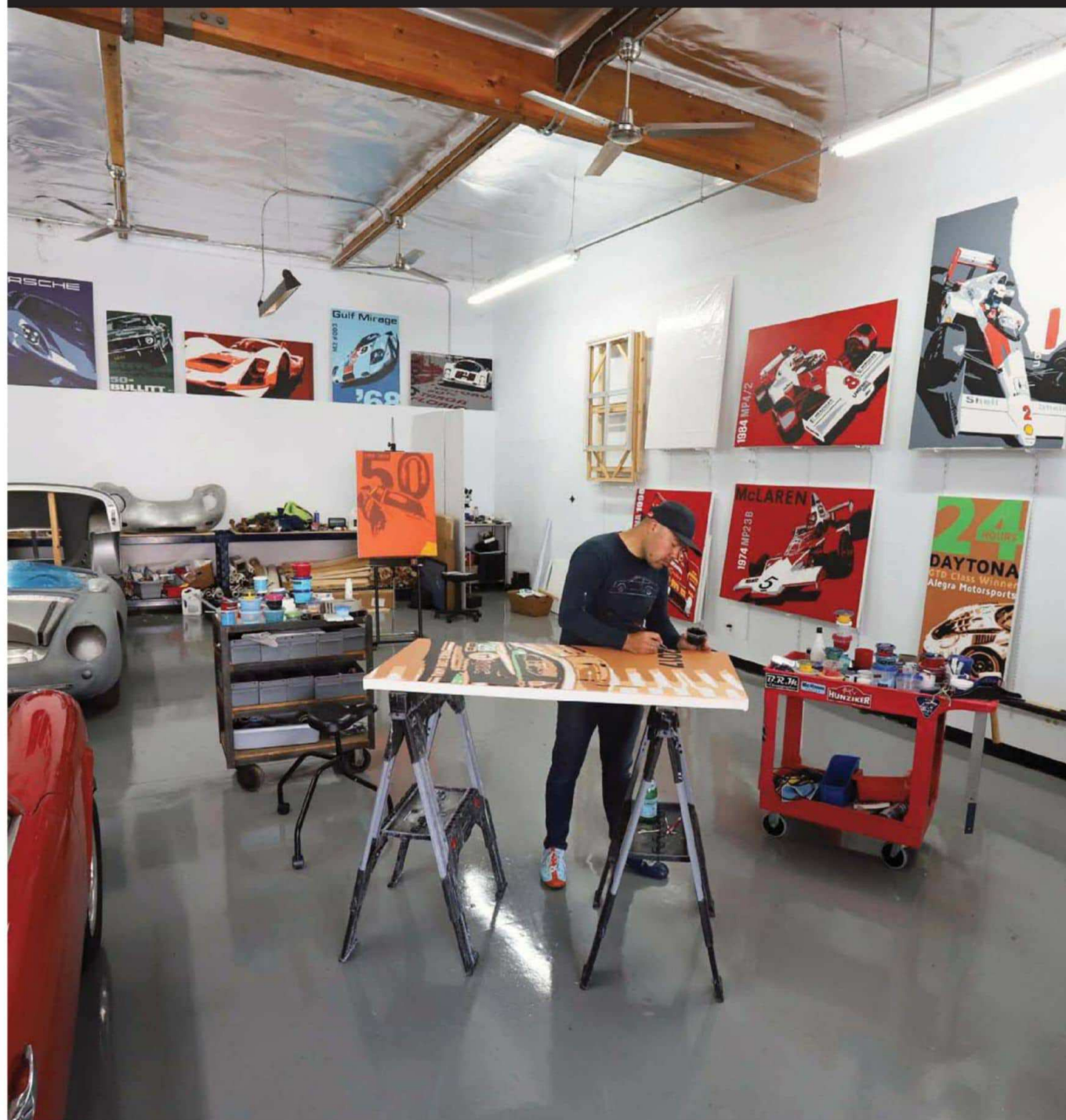


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THE PAINTER

Following in the footsteps of three family generations of artists, Swiss-born Nicolas Hunziker embarked on a successful career as a painter, shaped by his strong affection for sports cars and the Porsche brand in particular. We met the Southern California resident to admire his art, as well as his small fleet of cars

Words & photos: Stephan Szantai



Above: Commission from the Porsche 914/6 Club, to celebrate the 50 years of the model; behind is the nose of a real RS60, which Nicolas exchanged for some of his art

Left: The studio; Nicolas also occasionally works on his own cars here

Below: Nicolas's own 911T: 'It's a high-mileage car and I put at least 8000 miles a year on it – I don't know how many times the odometer has gone around...'

One might wonder if passing artistic talents through the same family could be more than a mere coincidence. While the debate is open, few can deny the fact that certain aptitudes occasionally recur from one generation to another.

Nicolas Hunziker's lineage would be an interesting case to study, as his great-grandfather and grandfather became classically trained painters. The latter produced a well-known poster for Bugatti in 1932 in particular, shortly after living in Paris with his brother, another successful artist.

Both Nicolas's parents were professional classical

musicians, though his dad now spends time creating paintings, collages and sculptures – Nicolas therefore represents the fourth generation of painters within the Hunziker clan.

“HIS GRAND UNCLE WAS THE RACING DRIVER PRINCE BIRA OF SIAM...”

Born in Switzerland, his interest in automobiles stems from his dad who always drove interesting models (Alfa Romeos included), thus inspiring him to sketch or draw cars at an early age. The fact his grand uncle was the racing driver Prince Bira of Siam might explain where Nicolas got the 'car gene', too... Porsches in

particular, as he ponders: 'I like all kinds of cars. But to me, Porsche is a metaphor for life. In life, you can't choose your





parents; you can't choose your DNA. Porsches started the same way, as they inherited these VW parts and the engine in the wrong place. If you create a car from scratch, you probably wouldn't design it with the engine in the back and funny headlights in the front. Doctor Porsche did his best with what he had and that's what gives the car character and what led to the 911's iconic shape.'

Nicolas clearly remembers visiting his grandfather's studio and having fun with paint during his childhood. Later, he was recruited to play college tennis, thanks to a scholarship at the university of Portland, Oregon; but a sports injury led him to reconsider his options, so he entered the renowned Art Center College of Design in Pasadena, California. After studying Advertising Art and Transportation

Design, he graduated with honours and joined Saatchi & Saatchi, the Los Angeles-based advertising agency for six years. This allowed him to work with clients such as Toyota and Toyota Motorsports.

Yet, getting in the business of selling his own art happened somewhat by accident in 2006. 'I wanted some artwork for our house. I like the Art Deco-inspired style of my grandfather, but couldn't find any Porsche paintings in that style.'

A lot of paintings are very realistic, but I wanted something bolder, so I decided to paint it myself – a piece displaying a 1953 Spyder at Le Mans. Then, I showed it to a friend in

Switzerland and he wanted to buy it. After selling it, I didn't have anything for myself, so I started doing more paintings. From there, word of mouth helped me build a following and business kept growing.'

Above: Hunziker Apparel is officially licensed with McQueen Racing, Steve McQueen, McLaren, Porsche Club of America, Gulf Oil, Fiat Abarth and more

Below left: Interior features 911ST driver's seat, with GTS passenger seat. Door card carries signatures from famous 911 racers. Steering wheel is an Abarth Momo

Below right: Engine is a 2.0-litre built to 'S' spec





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He thereby decided to settle in the South Bay, a pleasant region near Los Angeles, for his new endeavour. His shop is located in Torrance, a city rich with Porsche activity, including Klasse 356 (a restoration shop located in the same building as Hunziker) and Callas Rennsport (see *Classic Porsche* #44).

Two units within this commercial complex cater to Nicolas's two separate business entities. The first is home to Hunziker Design, which mainly specialises in clothing, though it also serves as a gift shop. Founded with his partner Heather Norwood, its goal was 'to create wearable art' featuring some of his paintings, starting with T-shirts of course, but other goodies, too (prints, posters, caps, bags, phone cases, cups, etc). Nicolas managed to secure licensing contracts with several parties, such as

Porsche, Gulf, Steve McQueen and McQueen Racing, which allows him to create merchandise using these names. Other interesting motorsport-related products include BRM watches, some with a Brumos Racing theme. At one point, he also had a sister company in Europe called Hunziker Apparel that supplied Porsche Design, James Hunt and McLaren for instance; but it proved too time consuming to handle from the other side of the world.

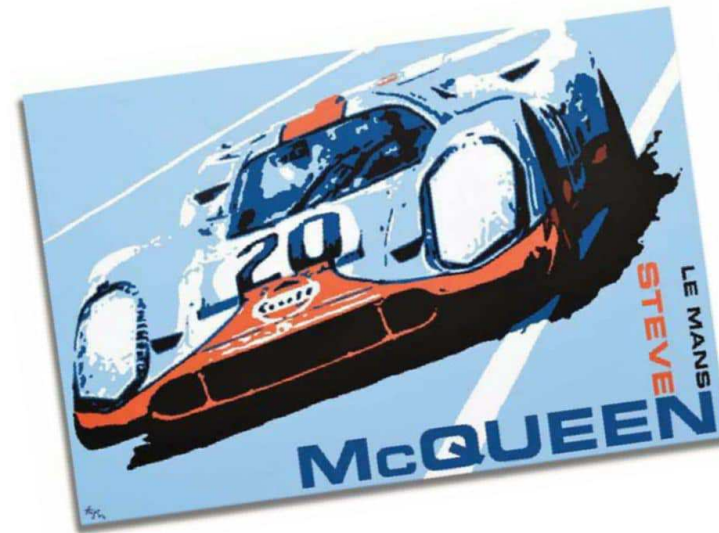
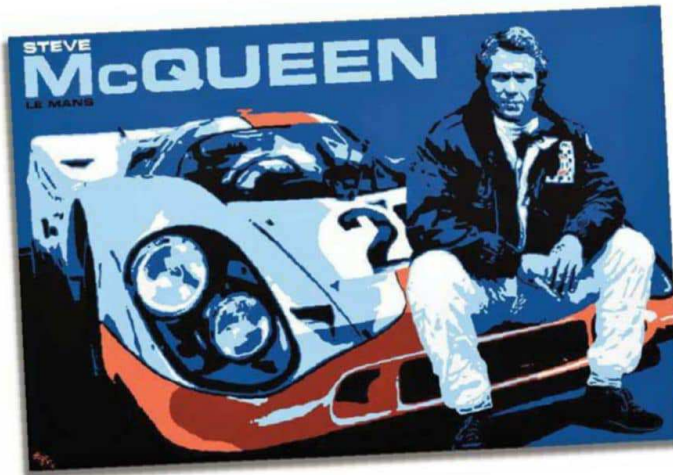
Hunziker's second entity is run via another unit in the same business complex, which he opened a few months ago. Think of it as his 'artist studio'. It houses some paintings, along with his equipment, from easels and brushes, to canvasses and cans of paint. Commissions from corporate or private parties represent almost the entirety of his work nowadays. Clients can be very specific in their requests, revolving around a certain car, event or message; others are loose, with a

Above: Hunziker's extensive range of merchandising includes shirts, caps, shoes and artwork

Below left: 'Between scenes' was commissioned by Steve McQueen's son Chad and the Terry McQueen Testamentary Trust...

Below right: ...as was the piece 'Just like Jo'. This is the second in a trilogy

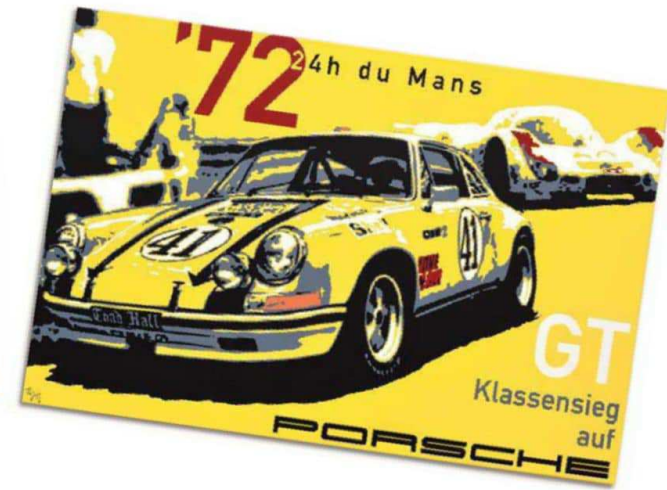
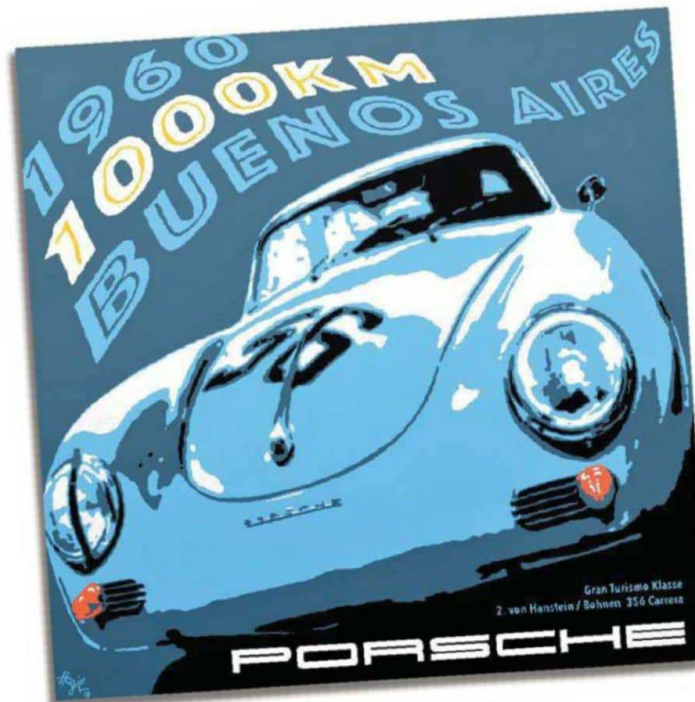
“CLIENTS CAN BE VERY SPECIFIC IN THEIR REQUESTS...”



Above left: The third part of the McQueen trilogy is 'No more waiting', capturing the actor's drive in the famous Le Mans movie

Above right: A private commission, this piece is titled 'Mulsanne – 1972 GT Klassensieg 24h Le Mans'

Below, left and right: Two more private commissions include 'Argentina Blue' and 'Turn 9 – IROC at Riverside'



customer simply asking Nicolas for one of his paintings.

The typical process involves a sketch he creates on a regular sheet of paper, which he scans and cleans on his computer, as the latter gives him quicker control of colours and fonts. He then creates a grid method to transfer his sketch to a large canvas, as his grandfather did when he made the Bugatti painting in 1932. The next step calls for painting with his own mix of acrylic paint that he prefers over

oil paint. 'My technique is based on absolute colours and I don't use half tones', he adds. 'I'm looking for maximum opaqueness and acrylic proves perfect for the task. Besides, oil paints are very toxic as they contain solvents.' He often uses photographs as reference material to ensure all details (colours, sponsors...) are period correct.

The amount of work and the price tag depends on the time it takes him to complete a canvas. A small one might

THE WELL-TRAVELLED 'T'

Many players in Southern California's vintage Porsche scene will be familiar with Nicolas's Italian-delivered, sports purpose 1968 911 T, which he regularly drives to local car events. Purchased in South Dakota at a very reasonable price a decade ago, it remains unrestored and simply requires mechanical upkeep. 'I drive it everywhere, but don't really wash it', he concedes. 'It's a high-mileage car and I put a least 8000 miles a year on it – I don't know how many times the speedometer has gone around.'

The vehicle already featured a handful of alterations when Nicolas got it, such as the wheel spacers in the back, rolled rear wings, 1969 Koni shocks, and lightweight 911 R-style glassfibre outside door handles. But he still put his personal touch on it, painting the bumpers red to match the Hunziker logos and adding lights on the bonnet. To keep costs down, he usually exchanges restoration parts (brakes, suspension...) from Stoddard against some of his work, so that the 'T' can be kept reliably on the road.

Nicolas added a passenger seat from GTS Classics, then upholstered it to match the 911 ST driver seat already in the car. Rather than a popular Momo Prototipo steering wheel, he installed a less common Abarth model, an eBay Italy find. Notice the passenger door panel dressed with signatures from past Porsche 911 racers, including Hurley Haywood, Howden Ganley, Jürgen Barth, Vic Elford, Brian Redman, Gijs van Lennep and Tony Adamowicz. Power comes from a 2.0-litre 911 S-spec engine, equipped with 'S' pistons and cams, plus a free-flowing exhaust. Fun to drive, the white 911 T is the perfect So-Cal commuter, which proudly wears its scratches and road rash.





require two or three days, whilst the 22-foot wide piece he created for Porsche's headquarters in Atlanta spread over a month. Incidentally, he also did a painting for the company's Museum in Stuttgart to celebrate the 60-year anniversary of the 911.

Nicolas's love for automobiles additionally translates into a small fleet of vintage cars, starting with those shown here. His shop houses a Spyder replica as well, which he purchased with his friend and UK TV personality Mike Brewer last March, at a very fair price. While the Beck body is glassfibre, the previous owner spent a mind-boggling number of hours perfectly recreating all the Spyder-style aluminium panels, the fuel tank and even the fan shroud. It additionally features genuine Spyder brakes and a few handmade components such as the

e-brake handle. Nicolas is teaming with Mike Brewer to bring the tub to life, along with another project, a red 911T that will become an R Gruppe car.

You might also see Nicolas behind the wheel of a more recent 911 GT3, which he calls his 'Art Car'. The entire build is financed in exchange for artwork, including getting the coupé traded for two paintings. Several companies got involved as well, such as Pirelli and BBS. His list of vehicles continues with a 1969 Lotus 51 single-seater that he has been racing on a variety of racetracks since 2013. It certainly seems that Nicolas has a great life, playing with

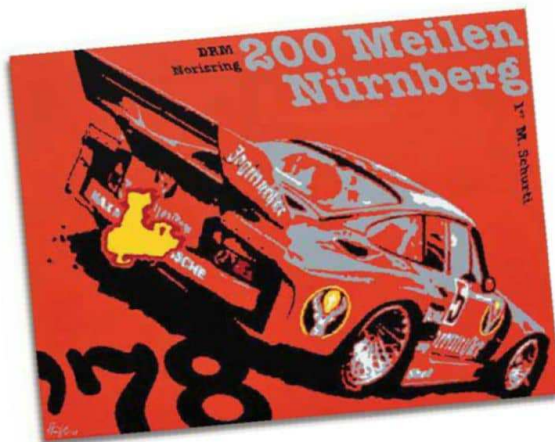
cars and enjoying a successful artist career – his grandfather and great grandfather would have been proud of his accomplishments. **CP**

Above: Hunziker's very accurate replica of a Spyder, based on a Beck frame

Contact:
Hunziker Design llc
4040 Spencer Street, Unit B
Torrance
CA 90503
Tel: 310-371-6870
www.nicolashunziker.com

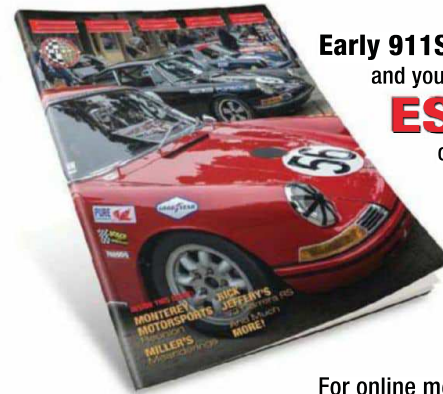
Below, left and right: two further pieces of art include '935 DRM Nürburgring' (left) and '1968 Rally Monte Carlo' (right), the latter painted on the engine lid of a 1968 911T

“IT CERTAINLY SEEMS THAT NICOLAS HAS A GREAT LIFE...”



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Words: Alex Grant Pics: Andy Tipping

SOCIAL NETWORKING

Stuttgart Classica is taking a very modern approach to classic Porsches, and it's forming close relationships with the world's most innovative suppliers, new and old, in the process



Above: Will Chappell (left) and Jason Eaton are the partners behind the Stuttgart Classica enterprise. Dedicated Porsche enthusiasts, they clearly have good taste in reading material...

Left: This 1973 Porsche 911 was built into an RSR-style race car in 2017 by Mike Colucci, the former crew chief and engineer for Brumos Racing. Noted Porsche specialist David Brown built the naturally-aspirated 3.8-litre flat-six, which is based on a 964 RSR case and reportedly produces around 400bhp

Pick any of the world's household names in Porsche restoration and, no matter how their interpretation of these classic cars varies, there's an easy thread to spot. The businesses that form the backbone of the global scene are never founded on an urge to make a quick buck turning over parts and projects for profit. First and foremost, they're run by enthusiasts with a genuine passion for what passes through their doors.

Stuttgart Classica is no different. Based at a rural workshop in a scenic part of the Cotswolds, it's a relatively new business but one that's quickly earning its founders – Will Chappell and Jason Eaton – a global reputation for quality products and workmanship. It's a company with customer service as its bedrock, honed not only from personal experience, but on a personal need for what they now offer.

'These are the cool parts we wanted to put on our own cars,' explains Will. 'The outlay isn't significantly different whether you make one or ten, so we'd make ten, sell eight of them and use the other two ourselves. We had had no

intention of starting a business, but the demand for parts has grown – most of our business is in exports, and we're shipping all over the world.'

The Midlands is the hub of the British automotive and motorsport industries and while Stuttgart Classica wasn't founded in the Cotswolds, the seed of the business was planted not far away. Will and Jase met while studying at the world-renowned Motorsport Engineering degree course at Coventry University, and struck up a lasting friendship after realising they had a lot in common – beyond a basic taste for performance cars.

Notably, both had grown up around Porsches – Jase helping his dad building a 'Bad Boys' replica 964 Turbo, while Will had experienced some of the marque's most iconic machinery through his father's dealership, Chappell Porsche, spending weekends watching him race his own '73 911E. The duo also had a mutual sense for business, offsetting a little of their tuition fees and living expenses with small-scale joint ventures in the spare time between lectures. It was only a matter of time before those interests crossed paths.

By the mid-2010s, both of them had full time jobs in the



automotive industry. Will had his own car sales business operating out of a glass-fronted showroom near Heathrow airport, while Jase was a powertrain engineer at Jaguar Land Rover in Coventry. Coincidentally, they had also bought similarly ambitious classic Porsche projects at around the same time – dismantled impact bumper 911s, bought as resto-mod builds, and requiring bespoke parts. Difficulty getting what they wanted highlighted a gap in the market.

‘The good thing about the 911 is people aren’t scared to modify them, like they are with other classics,’ says Jase. ‘Everything we sell is an upgrade – they’re custom parts, the things you can’t buy from Porsche, and we’re both motorsport engineers so we understand how to get the most out of them. If you want run-of-the-mill then there are plenty of people who can help, but we’re not interested in selling those parts.’

Stuttgart Classica’s portfolio is impressive. A lot of the parts catalogue was developed for Will and Jase’s own project cars, produced via partnerships with manufacturers across the UK and Europe. The line-up includes OE-quality

interior parts to suit restored, backdated or performance-tuned builds – not only period-correct components but retro-modern features such as drilled and polished brackets and hinges, LED headlight conversions, custom glassfibre bumpers and lightweight aluminium brake calipers.

Air-cooled Porsches are the speciality, but water-cooled models are also catered for, and the business is forming widespread relationships to bring innovative new products to market. Will says this has quickly gathered momentum, helped by the international reach of its social media activity: ‘Initially we were knocking on doors asking to sell stuff for people, especially people who didn’t sell in the UK. Lots of businesses are good at making these parts but don’t know how to take it to market or promote it,’ he explains.

‘That was a void we wanted to fill but, as we’ve got bigger, we’re finding people are coming to us asking to sell cars or take over distribution, rather than us going to them. We ship everywhere, and we’re building a reputation off that. The USA is easily our biggest market, with the UK and Germany second and third. We’ve also had people ask if they can

Above: Race-prepped RSR-inspired track car is to be reconfigured for road use – now that should be quite a ride when it’s done!

Below, left and right: Not just any 917-inspired balsa gear knobs, but Stuttgart Classica’s own colourful take. How cool do they look! 911R-style engine lid hinges are always popular



Above, left to right: Titanium wheel studs for the ultimate in losing unsprung weight; lightweight towing points; lightweight hinges – notice the common thread here: losing weight!

distribute our products for us.’ Not surprisingly, the logistics behind this means the business has outgrown its initial footprint, Stuttgart Classica became an entity in its own right three years ago and followed Will’s recently located sales operation to its current home at Northwick Business Park in the heart of the Cotswolds shortly afterwards. With sales continuing to rise, Jase has since left Jaguar Land Rover to work at the business full-time, providing the extra pair of hands needed to help it grow even further. It’s a sign of justified optimism in what’s ahead.

Good local roads aside, particularly compared to the gridlock beneath Heathrow’s flightpath, relocating put all sorts of useful contacts right on the workshop’s doorstep. Porsche Club GB is based a few miles away, in Moreton-in-Marsh, while the business park – which was built as a prisoner of war camp during World War Two – is a hive of

engineering specialists spanning paint and body, powder coating, interior trimming, 3D scanning and machining, and even a British Super Bike team. It’s possible to undertake a ground-up restoration without leaving the site, or at least

without travelling too far out of the main gate. Not that you’d get a full picture of this community without knocking on a few doors to see what’s going on behind.

This is a network that customers are starting to be able to benefit from. Stuttgart Classica offers a suite of in-house services already, from basic maintenance through to bodywork restoration and engine and transmission

rebuids. Using Will and Jase’s own projects as business cards and drumming up awareness at events and on social media, the aim is to provide a one-stop-shop for restorations and custom builds to suit varying budgets. It’s already attracting high-profile projects, including an RSR-inspired 911

“THE AIM IS TO PROVIDE A ONE-STOP-SHOP FOR RESTORATIONS...”

Below: The premises may look modest but are home to some high-quality products and innovative thinking





racer developed with an ex-Brumos engineer, which is being re-tuned for road use.

'A lot of people get in touch saying they know what they want, but they're not sure what they need to do to get there. We can talk them through that process because we understand the cars, so it's more of a personal service. We also have people who have seen Will's backdated yellow SC asking how much it would cost for us to build something similar. It shows what we can offer,' says Jase.

Will agrees: 'We don't do things on a shoestring – we'll always try to help people but we're definitely pitching ourselves at the higher end of the market, and whole projects is the way we want to go. As Singer has proved, if you do it properly and use top-notch components then it doesn't affect the value of the car – the end product can be worth more than a standard 964.'

Crucially, having built their own projects, Stuttgart Classica is founded on an ambition to provide the same level of customer service they would expect themselves. Parts are supplied with user-friendly fitting instructions and, in most

cases, they're components which Will or Jase have hands-on experience installing. Customers are welcome to e-mail or call the workshop for advice and detailed knowledge about what fits and how – with additional images, if necessary. It's all aimed at rectifying a problem both have faced with other suppliers – aftersales is a vital, but often overlooked, component of specialist builds.

'We're not at the cheap end of the market with the parts we try to sell. We're also a lot more knowledgeable over the phone than a lot of parts people. What stands us apart from others is, because it's just the two of us, we know these parts inside out – and we're really on top of it,' says Will.

That quality speaks volumes. Stuttgart Classica's projects are rightly attracting positive attention on social media – a core part of its marketing strategy – and images with 'hot spots' offer direct links through to specific pages on the web shop. It's a high-quality, specialist operation with an approach to market that's as innovative as the products and services on offer. So it's no surprise to see it's rapidly becoming a household name. **CP**

Above: Will Chappell's 911SC acts as a rolling advert for the company's products and expertise. Watch for full feature soon...

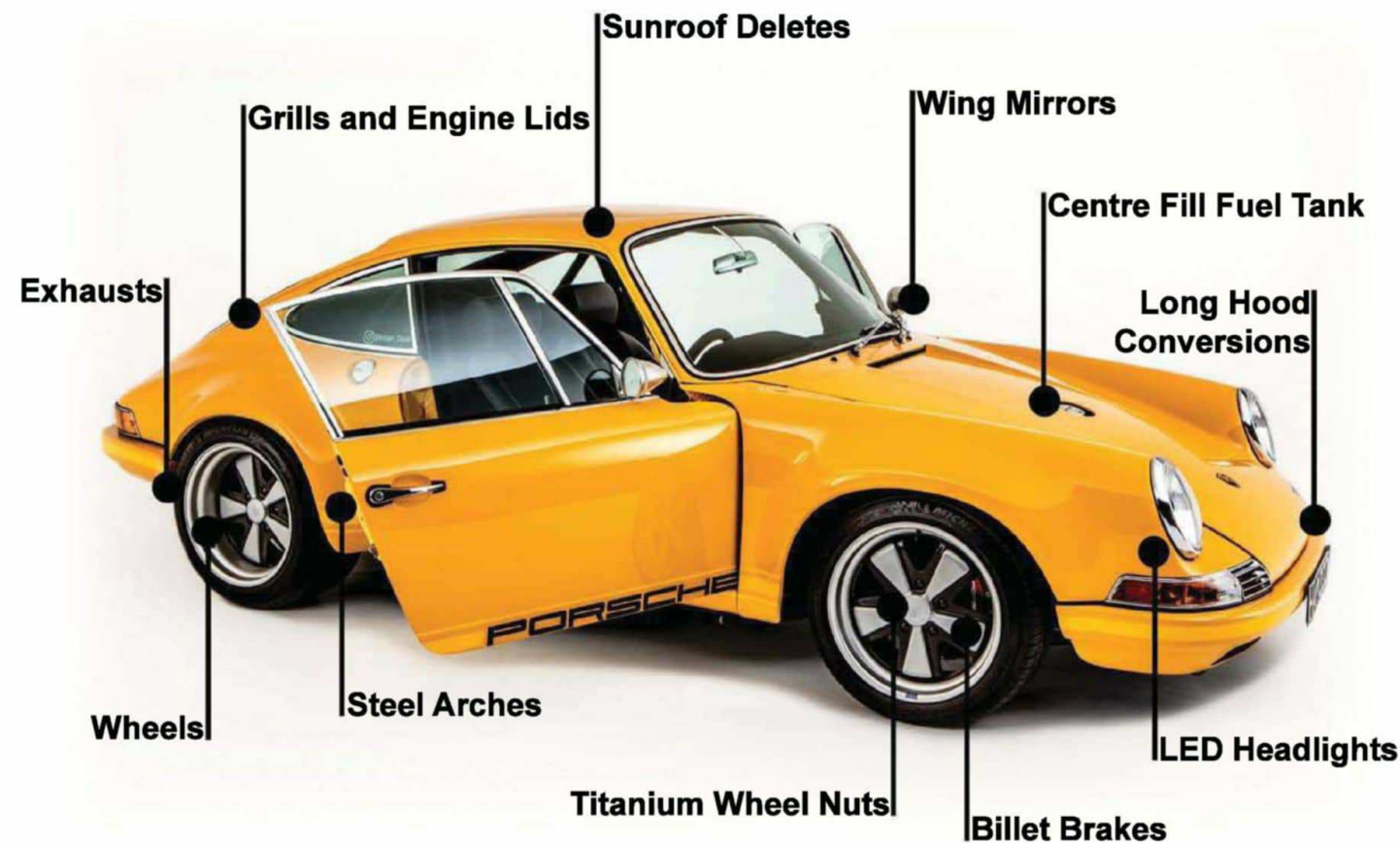
Contact:
Stuttgart Classica
Unit 61
Northwick Business Centre
Moreton-in-Marsh, Glos
Tel: 01386 701953
www.stuttgart-classica.co.uk

Below, left to right: Adjustable cam gear, titanium hub nuts, backdated turn signal housings – just a small part of Stuttgart Classica's impressive range



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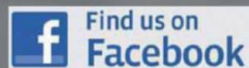
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911



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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, Varioram 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). C63/019



911 Carrera 3.2 Sport convertible, in excellent unrestored condition, for example the headlight bowls are perfect, no issues with the kidney bowls. G50 gearbox, Marine Blue with Linen leather interior, only 45,000 miles from new. Full service history, all MOT certs, Porsche CoA. I have owned the car since 2007, £44,000. Tel: 01245 223262 (Chelmsford). C63/002



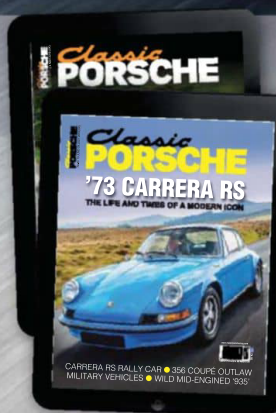
911 3.2 Targa 1987 model, 73,400 miles, G50 gearbox, special order colour Cassis metallic, all old MOTs, 2 owners from new, present owner 16 years, full service history. Tel: 01582 472509, £41,950. Email: fishingsteve@hotmail.co.uk (Bedfordshire). C63/008



911 (993) Turbo, 125K mileage with good service history. In Midnight Blue with Marble Grey ruffled leather interior, it's just had a major service and went through massive maintenance work on 2 February 2019, invoice costing a total of £13,249.20. It comes with every option on the list, full bookpack and toolkit etc, no advisories on last MOT test certificate, MOT till 10/10/2019, £89,995. Tel: 07435 454645. Email: kamgills@hotmail.com (Leeds). C63/003

911SC Targa, LHD, 1980, silver, blue interior, current owner since 1991, 2nd owner. Alarmed, garaged, full history, MOT, 180,000kms, good condition, offers. Tel: 07768 714074. Email: rjrobinclark@hotmail.com (Sussex). C63/018

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912



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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). C63/014

924S, 1986, 95,200 miles, MOT July 2019, serviced July 2018, Terra cleaned, Certificate of Authenticity, registered and valued by PCGB, all MOTs, new tyres 2017, always garaged, Coverdale Platinum Cover included, £7900. Tel: Julian, 07917 682770. Email: joolsr@gmail.com (Derbyshire). C63/013

944



1985 944 2.5, only 31,000 miles. The car has been dry stored for 18 years, re-commissioning by a Porsche specialist, £7495, call for more details. Tel: 07891 826093. Email: scott.owen71@gmail.com (Leeds). C63/025

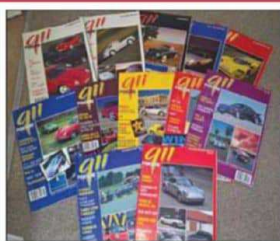
Parts

Rare original steering wheels, wood rim, dished Nardi, 420mm, Porsche mushroom button horn push; black SWB 911 from '66. Also Becker Grand Prix radio 356B/C, contact for details. Email: theporscheanorak@yahoo.co.uk. C63/005

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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. C63/016

'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. C63/026



Porsche medal - 956C, genuine factory issue medal to commemorate the fabulous 956 Group C sports racing car. Struck in heavy metal, weighs 23grms with a diameter of 40mm, with car image and model number on one side, the date 1984 and inscription Zu neuen zielen ('To aim for new') is on the obverse. Add it to your collection for £15, free postage in UK. Contact: Paul Davies at auto.writer@btinternet.com. C63/011

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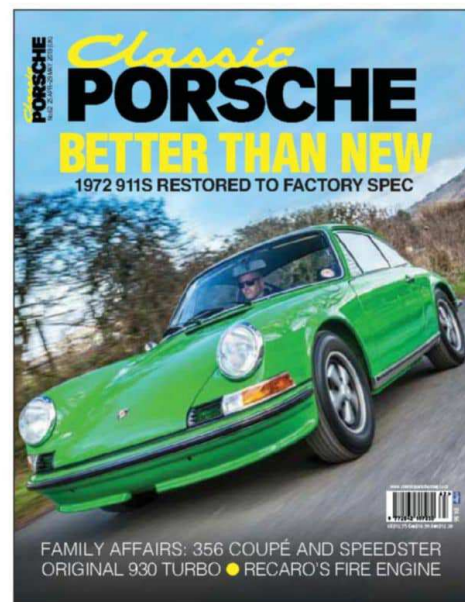
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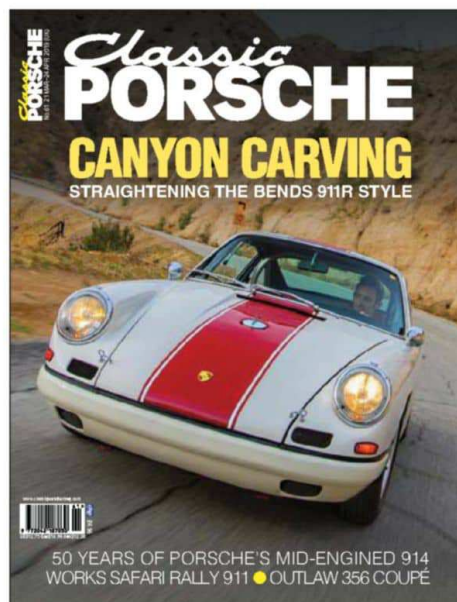
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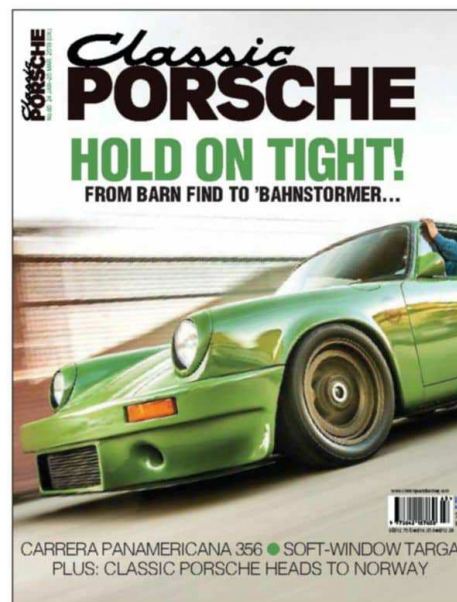
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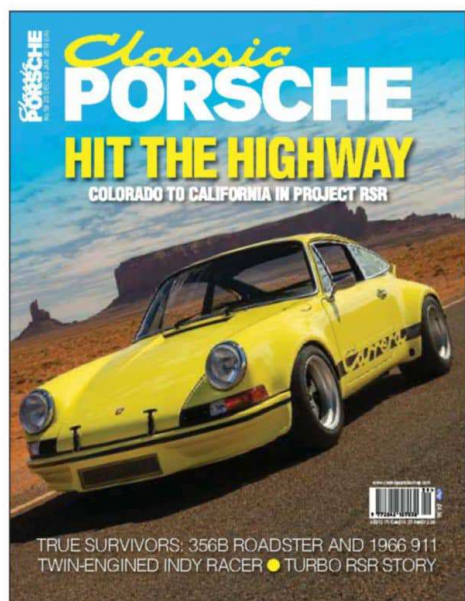
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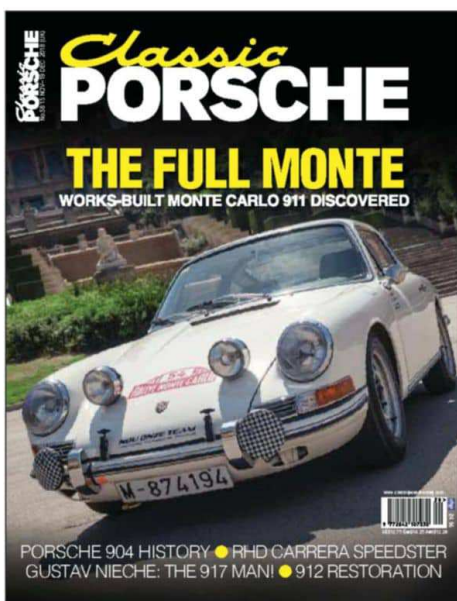
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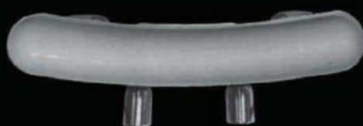


Rear exhaust, 6 cylinder OE sound

162060020C

91.40E

69-73 (2.0)



Rear exhaust, sport, 4 cylinder

1

162060460C

91.40E

69-76 (1.7-1.8)



Racing exhaust, 4 cylinder

162060 10C

92.214

69-73 (2.0)



Heat exchanger right+left, 6 cylinder

1623104 16231043 C

418 +91.417

69-73 (2.0)



4 cylinder

162310551C

SI

69-76 (1.7-1.8)



Heat control box, right+left

162320037

91.402 // 91.401

69-76 (1.7-2.0)



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