

# Classic **PORSCHE**

## **CARRERA** v **CARRERA**

THE CHANGING OF THE GUARD: '73 RS MEETS 964 RS



THE ULTIMATE DRIVE: HITTING THE TRACK IN A 917!  
KREMER AT THE 'RING ● FITZPATRICK'S 911E





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



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

Simply visit us at **[www.fvd.net](http://www.fvd.net)** and discover why more enthusiasts choose to put our passion into their Porsche.

**fvd** Germany

tel: +49-7665-98990

fax: +49-7665-989920

email: [info@fvd.net](mailto:info@fvd.net)

**fvd** North America

tel: +1-954-571-2050

fax: +1-954-571-2060

email: [sales@fvd.net](mailto:sales@fvd.net)





# Classic PORSCHE

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

**Contributors:** Robert Barrie, Kieron Fennelly,  
Antony Fraser, Tom Gidden, Alex Grant, Karl  
Ludvigsen, Delwyn Mallett, Robb Pritchard,  
Stephan Szantai, Johnny Tipler, Andy Tipping

**Studio Manager** Peter Simpson

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

**Production**  
Liz Smith Tel: 01883 731158  
ads@chpltd.com

**Accounts:** Bev Brown  
**Administration:** Sandra Househam

**Managing Director:** Clive Househam

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

**Printed in England**  
Walstead Roche Ltd

**Worldwide stockists**  
To find your nearest stockist:

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

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

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

**chp** **pocketmags**

**f** Find us on  
Facebook

**iTunes**

**twitter**

**#ClassicPorsche1**

*Classic Porsche*® is published by  
CHPublications Ltd  
PO Box 75  
Tadworth  
Surrey  
KT20 7XF

Tel: 01883 731150 E-mail: chp@chpltd.com

ISSN: 2042-107

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

© CHPublications Ltd, 2019



I've lost count of the photoshoots I've overseen throughout the years. I first became a full-time motoring journalist back in 1977, and must have attended literally hundreds of shoots in the past 42 years. Some were memorable for all the wrong reasons (cars breaking down, torrential rain, bitterly cold winds, etc) but for the most part they have been fun occasions, chatting to owners or driving cars while the photographers did their stuff.

However, few photoshoots have ever attracted such comment from interested members of the public as the one we

## “FEW PHOTOSHOOTS HAVE ATTRACTED SUCH COMMENT...”

organised recently for the cover feature in this issue. To most onlookers, the cars were just Porsches, pure and simple – except for their colours.

‘You don’t see cars painted like that any more,’ lamented one lady, ‘Wow, they’re bright! They look fabulous!’ said another, as Nigel Mitchell’s ’73 Carrera RS (in Chartreuse) and Christian Ayres’ 964RS (in Rubystone Red) posed outside the Manor House Hotel at Castle Combe in Wiltshire (above).

And they’re right: we don’t see modern cars looking this exciting. They’re all silver or black – or several shades of grey. How much brighter our world would be if manufacturers dipped into the colour pallet of the 1970s and ’80s...

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

[www.classicporschemag.com](http://www.classicporschemag.com)

# CONTENTS

## FEATURES

- BY THE SEAT OF YOUR PANTS** **08**  
Johnny Tipler wins the golden ticket and get the drive of his life in a 917!
- CHANGING OF THE GUARD** **28**  
The iconic 1973 Carrera RS meets its spiritual successor, the 964RS
- MAKING HISTORY** **38**  
The first owner of this Conda Green 911E was none other than John Fitzpatrick
- BRING 'EM AND 'RING 'EM** **46**  
We join the Kremer crew at the Nürburgring Classic
- THE SHIPPING NEWS** **54**  
We show you what's involved with importing a car from the USA
- NOT SO MELLOW YELLOW** **60**  
Stuttgart Classica's hot rod 911 is a blend of old and new
- FERDINAND PIËCH** **70**  
Saying farewell to the man behind the 917, and so much more...
- GETTING SERIOUS** **74**  
Karl Ludvigsen looks at the Porsche-designed sports car that never was
- THE COMPTROLLER** **82**  
In conversation with Alan Smith, former financial director at AFN
- THE NEXT LEVEL** **90**  
*Classic Porsche* visits the new Emory Motorsports facility in LA



## SUBSCRIBE TO *Classic* PORSCHE

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

**Just turn to page 89**



**28**



**38**



# 08



46



60



## REGULARS

### NEWS & PRODUCTS

News & reviews from the Porsche world

### DELWYN MALLETT

Mallett's mental meanderings

### ROBERT BARRIE

More from our resident racer

### CLASSIFIEDS

Find the classic Porsche of your dreams

18

24

26

95



54



74



90





New from KK exclusives!  
Our own early 911 / 912  
Puck style horn push.  
Perfect fit. £225 + vat.

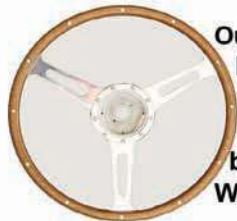
65-73 911 Tool kits & Jacks.  
Tool Kits from £450+ Vat.  
Jacks from £200+ Vat.  
All 356 models available.



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



Exclusive to KK.  
Stainless steel  
Sebring Exhaust.  
Fits 356 & 912.  
Standard £695+ Vat



Our exact reproduction of the Derrington Wood Rim wheel, Will fit 356 and 356A models, includes boss, uses A horn button (not included). 405mm WAS £595+, NOW £450+ vat!

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



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



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



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



Fresh stock of 356 parts!!  
We have just taken delivery of a 40ft container full of new & used original spares! Call us now with your requirements.

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

**TANDLER**  
GEARED TO WINNING

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

**Tandler Precision Limited**  
29 Ross Road Business Centre  
Northampton NN5 5AX  
Tel: 01604 588 056 Fax: 01604 588 064  
Email: sales@tandler.co.uk  
**www.tandler.co.uk**



# AUTOMOTION

New parts for your Porsche

THE  
BIG  
COME  
BACK



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

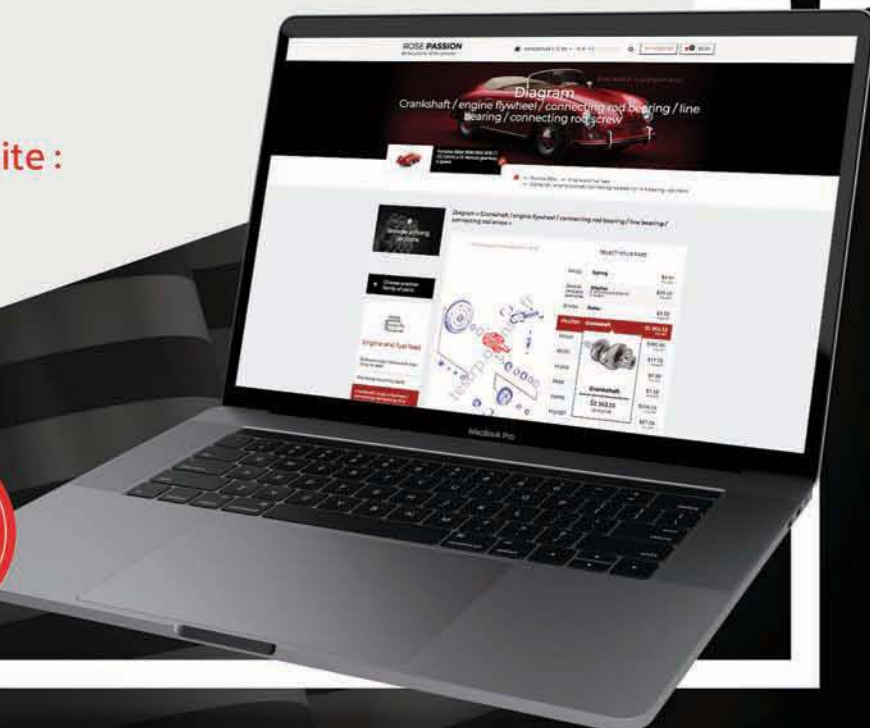
356, 911, 912, 914 , 924, 928, 930, 944, 964, 965, 968, 986,  
987, 993, 996, 997, boxster, cayenne, panamera...

**FOR AN ORDER,**

Select it directly on our website :

[www.automotion.com](http://www.automotion.com)

WE  
SHIP IN  
ALL THE  
USA



# AUTOMOTION

Website : [www.automotion.com](http://www.automotion.com)  
Mail : [contact@automotion.parts](mailto:contact@automotion.parts)





# BY THE SEAT OF YOUR PANTS





**F**ifty years ago, it was all happening: man lands on the moon, Hendrix wowed Woodstock, The Who released *Tommy*, The Beatles walked Abbey Road, and the Rolling Stones rebel-roused Altamont: *Gimmie Shelter!* Yes, it's 1969, and in mid-June, a Porsche 917 comes within three hours of winning the Le Mans 24-Hours. Close, but no cigar. Now, five decades on, we have the chance to drive that very car at Donington Park Circuit. Let's see how the legend has stood the test of time.

We're at July's ebullient Rennsport Collective meeting, centred on Castle Donington and the adjacent racetrack, an interactive event for those in-the-know, organised by Paul Geudon, and featuring a fabulous array of high-end Porsches of both road and racing persuasions. A number of the usual suspects are on hand, including John Fitzpatrick, Johan Dirickx and Henry Pearman, as well as other illustrious owners.

One such was the keeper of 917 #008, owned by Monegasque company SAM Amstar, fresh from winning the curtain-raiser at the Hungaroring F1 Grand Prix the week before our Donington meet-up. The Masters race changed from dry to wet, and our benefactor retained his lead without so much as a tyre change. That good. Imagine, then, my amazement at being given the keys to run it at Donington.

Here's its history. Although it's presented as a short-tail KH (*Kurzheck*) car in Gulf livery, it is in fact a 1969 model, entered in WEC events that year by Porsche System – so it was originally a works car – and driven at the 1969 Le Mans

## “IMAGINE, THEN, MY AMAZEMENT AT BEING GIVEN THE KEYS...”

by superstars of the day Richard Attwood and Vic Elford. Given that the car's main claim to fame is its one-off participation in the 1969 Le Mans 24 Hours, it's interesting to reflect on how it got on in that particular race.

It all began reasonably auspiciously. Porsche had already won the 1969 World Sportscar Championship – the International Championship for Makes – with outright victories in the 1000km races at Brands Hatch, Monza, Spa and the Nürburgring, as well as the Targa Florio, and if winning the Championship had been their only interest they could justifiably have stayed away from Le Mans.

But having yet to take the overall win at La Sarthe, the Porsche Racing Department were not about to miss out. They'd entered three long-tailed 908 coupés and a long-tail 908 Spyder, all powered by 3.0-litre flat-eights, and three new 917 coupés with 4.5-litre flat-12 engines. One was the first customer car, #005, for the ill-fated Woolfe Racing Team.

It was also the last year of the traditional Le Mans start where drivers sprinted across the track to jump into their cars – with the exception of Jacky Ickx, who insouciantly sauntered over to his GT40, thereby cocking a snook at the AC de L'Ouest.

Driving #007, Rolf Stommelen set a blistering pace in practice, 3min 22.9sec, 238.976kph (148.5mph), achieved through torque-induced acceleration rather than maximum speed, which was around 190mph. Stommelen (with co-driver Kurt Ahrens) was the initial leader, though slowed and finally halted after 15 hours by oil leaks. After four

Yep, it's that kind of car: you get a spare seat-of-the-pants with every tool-roll. We tackle Donington Park's glorious ups, downs and hairpins in 917 #008 and come away with a new take on the legend

Words: Johnny Tipler Photos: Antony Fraser





hours' racing Vic Elford had taken the lead in #008. That's our car! By 2.00am on the Sunday morning, with dense mist patches but dry roads, the lone 917 Porsche was well in the lead and taking things comparatively easy, comfortably four laps ahead of the 908 of Mitter/Schutz in 2nd and five laps ahead of the 908 of Kauhsen/Lins in 3rd. Two JW-Gulf Ford GT40s were 4th and 5th, but Ickx and Oliver were eight laps behind Elford and Attwood, so apparently not a serious challenge at that point.

Fuel consumption was also a factor. Although the 917s were extremely fast they consumed petrol voraciously, needing to pit for refuelling just over every hour, while the GT40s could go an hour-and-a-half between stops. The 908s were somewhere in between in terms of thirst.

But, as Sunday morning wore on, the lead 917 #008 began to trail oil smoke, and it was clear that Elford and Attwood were taking it easy. At 10.00am they still had a six lap lead over the 908 of Kauhsen/Lins and ten laps over the Gulf-Ford GT40 of Ickx/Oliver. But just an hour later, its transmission was finished and its race was run. Despite this, even at the 21st hour, on distance covered it was still well in the lead, four laps ahead of the Ickx/Oliver GT40, and the mechanics were given an ovation by spectators as they pushed it over the line.

Porsche aficionados will recall that the race result went right down to the wire, with Jacky Ickx in the JW-Automotive GT40 outriding Hans Herrmann's brake-deficient 908 to take the victory by a scant 100 yards.

Here's the reality check. At the time, 1969, #008 had long-tailed *Langheck* bodywork, painted white with blue frontal detailing, and although Quick Vic is name-checked, along with Richard Attwood, on the car's current Gulf-liveried manifestation, he never actually drove for John Wyer Automotive. Vic was always a works *Porsche Konstruktionen* driver, while Richard triumphed at Le Mans in 1970 also driving for *Porsche Konstruktionen*, though he was on the JW-Gulf driver roster for '71. As Vic recalled, 'I lobbied hard to drive the first 917 at Le Mans, and although Ferdinand Piëch and Helmuth Bott insisted the car was still very experimental and would only last six hours, we drove it with kid gloves and were leading by more than 50 miles when it broke after 21 hours.'

Before it was acquired by JW Automotive (after the team's switch from Ford and Mirage to Porsche), #008 was used, along with #006, for crucial aerodynamic testing at the Österreichring between October 14th to 17th 1969, under the supervision of Peter Falk and Helmut Flegl, with Brian Redman and Kurt Ahrens on driving duty.

*Above: It's difficult to think of a more dramatic, dare we say more beautiful, profile than that of a short-tailed 917. It is the stuff of legends*

*Below right: New old stock pedals were used during the restoration carried out by Manfred Freisinger Jr. Cable in foreground is to adjust brake bias*











The mission was to establish quite why the 917 was proving so unwieldy at high speed. The clue was in the original low-drag design. The two cars present at the test were clad in 1969's version of the short-tail bodywork with rear spoilers fixed rather than suspension-actuated. JW Automotive's chief engineer John Horsman and team manager David Yorke were also on hand, and it was Horsman's observation that there were no dead insects on the rear spoilers – deducing that that area of the car was not in the air stream – which led to him angling the engine lid of #008 upwards using improvised sections of aluminium bodywork on the decking. The experimental reconfiguration of the rear bodywork was carried out by JW's mechanics Ermanno Cuoghi and Peter Davies, and when Brian Redman drove it for seven laps he pitted and pronounced, 'That's it! Now it's a racing car!'

Thereafter, #008 sported the revised short-tail *Kurzheck* bodywork it's worn ever since. In April 1970, it ran in the Le Mans trials with Mike Hailwood behind the wheel, coinciding, somewhat inconveniently, with the BOAC 1000Kms at Brands Hatch – where I was a sodden spectator, witnessing the fabulous joust between the 917s of Pedro Rodriguez, Vic Elford and Jo Siffert.

Back at 1970's Le Mans Test Week, both long- and short-

tail engine covers were tested, before Weissach agreed to produce a compromise version. As the car's current keeper tells it, 'Steve McQueen was scouting for his movie and he came to Le Mans in April 1970, and #008 was there, and two months later, when he came back to film the actual race for the movie, the car was still white.'

So, not in Gulf livery, then, despite the short tail. The implication is that they were in no hurry to race it again, and JW Automotive retained it as a spare for the next two seasons. Checking race entries for those two seasons, #008 does not show up at any international WSC event, not even as a T-car. It does go down in history, though, as the actual 917 that set the style for the upswept *KH* tail for the rest of the model's competitive life.

When the new CSI (pre-FIA) regulations sidelined the 917 and its arch rival the Ferrari 512 at the end of '71, #008 was sold to Manfred Freisinger Snr and stripped of its engine and gearbox. The car was rebuilt from a rolling chassis at Freisinger's Karlsruhe workshops and bought by Swiss racer Claude Haldi, and then between 1989 and '91 Freisinger rebuilt it yet again for a private collection.

This 917 (#008) was amongst a consignment of racing Porsches dispatched from the Continent by our entrepreneur friend and associate, Kobus Cantraine, having passed into

*Above: It was a tight fit for our man Tipler as he squeezed into the tiny cockpit. Prototipo steering wheel and balsa wood gear knob are 917 trademarks. In common with most race cars of the period, the 917 is RHD*

*Below, left and right: No frills here – just what the driver needs and nothing more. Dynatape labelling highlights the important switchgear. Check the lightweight drilled ignition key...*







**“HE ANNOUNCED  
‘THAT’S IT! NOW  
IT’S A RACING  
CAR!’”**





the hands of current owners SAM Amstar in 2018. The business partners were offered the 917 #008 by its owner, veteran French privateer Gérard Dantan Merlin, alias 'Gedeheh', who raced 911s in the early '70s, partnering Claude Haldi among others.

The Amstar business partners bought the 917, 'because of its iconic status as well as it being a great investment,' and, as Kobus says, 'it's their mascot now, and they are not afraid of using it.' When #008 was acquired in 2018, they had the chassis and componentry crack-tested, and discovered that magnesium does not last indefinitely: indeed, a life expectancy of 30 years seems about right, so yet more extensive renovation was carried out, this time by Manfred Freisinger Jnr.

Items such as the pedals, which were NOS and installed new during the restoration, along with hubs, were not in good shape, despite the car being unused. As Amstar's driver says, 'When people talk about original matching components, they have no idea, because the material is 50 years old and you can't fix it, you have to make it new.' That done, they raced #008 at 2018's Classic Le Mans, Monza and Dijon, plus Spa and the Hungaroring in 2019.

'This 917 is completely different to most racecars,' he says. 'It's a car that you race with your brain; you need to keep control of everything, because it's very easy to let the

car get the better of you. But when you're used to the car then you can enjoy it.'

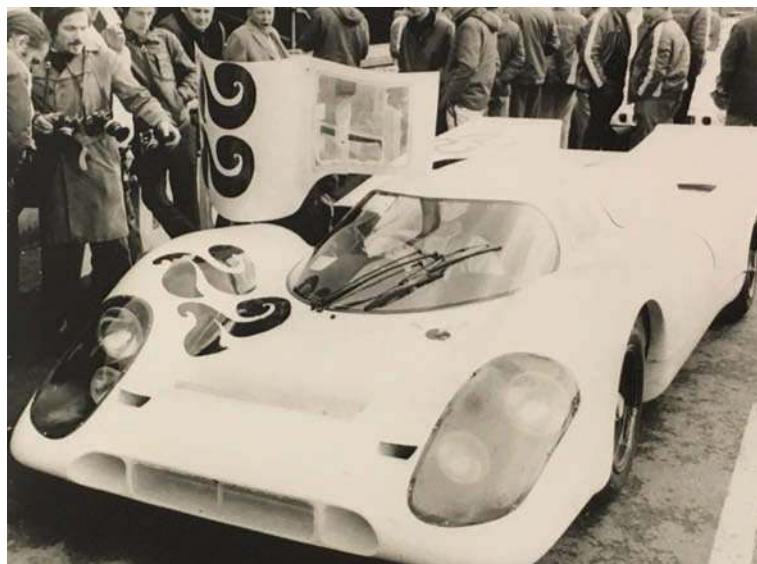
And now, at Donington, he's told me I can drive it too! So, having seen them in action back in the day, as well as Classic Le Mans, is it a seat-of-the-pants kind of car? As we know, it certainly once was; as Vic Elford said of its 1969 incarnation: 'The Mulsanne Straight wasn't wide enough to get the car to run straight!' I've had previous experience driving a 906 and a 910, scaled-down forerunners of the mighty 917, sure, but with 2.0-litre flat-six power, as opposed to 4.5-litres of flat-twelve pounding away behind me. I also drove Dave Eaton and John Hartland's Icon 917 replica earlier this year around the broad swathes of Bentwaters' aerodrome runways; that has 3.6-litre 964 power, but its confined cockpit gave me a heads-up as to what the real thing would be like in the ergonomics department.

In the Donington pitlane, I clamber aboard: one foot on the broad sill, the other on the seat, then slide down under the large, bus-diameter thin-rim steering-wheel. I'm almost recumbent, and yet my helmet is right up against the roof bars. The mechanic fires it up: I blip the throttle to extinguish one of the two alternator lights. Nothing unusual about the race clutch, and the gearshift is regular five-speed pattern, robustly industrial in construction.

It's quick as I accelerate from the pits, sort of 964 quick,

*Above: Sweeping down through Donington's Craner Curves – close your eyes and you can almost hear the bellow from the normally-aspirated 12-cylinder engine*

*Below, left and right: Chassis #008 ran at the 1969 Le Mans test session to try out JWR's new fixed rear spoiler design, resulting in Brian Redman declaring that the 917's handling problems had now been solved*





the pace I'm going, but there again, I'm not pushing it one bit. You build up to these things gradually, corner by corner and lap on lap. It's hot, it's loud, and it's cramped. And it's also extremely powerful. Of course it is, what else did you expect? Well, one thing it's not, surprisingly, is difficult to drive. That writhing, snarling beast I thought I was going to have to wrestle with is...if not exactly a pussy cat, a massively over-engined classic Porsche. An overgrown 914/6, characteristics multiplied tenfold, perhaps.

But what I'd expected would be a fairly daunting dragon-slaying prospect proves to be quite an easy car to drive. It helps to know what corner is coming up next, and Donington has several blind crests to be wary of, though the most amazing section is the Craner Curves, where you can see right the way through the downhill set of bends and then up the other side.

Once up to speed, I'm doing most of it in 4th and 5th, and down to 2nd for tighter corners. With around 500bhp and an all-up weight of just over 2000lb, its performance is

unquestionably phenomenal. The massive torque is instantly apparent, and there's a huge amount of power available. Handling is flat and the ride surprisingly soft, steering compliant, while turn-in is instant and inch-perfect, with almost no effort hauling on the vast wheel rim. Although it is a tad twitchy on Donington's two longish straights, it is perfectly controllable.

Here's what a lap of Donington consists of. No time for nerves; Vic 'n' Richard might be your heroes, but don't try to emulate them. Hubris strikes the unwary. But, we are in a Le Mans car, and these machines do not take being mollicoddled well. Drive it like you mean it, I tell myself, but take your time to build the pace.

The 400-yards long Wheatcroft start-finish straight pitches the car into Redgate, an awkward right-hander with immediate apex, easing out left towards the Craner entry, a shallow right before plunging down to a tricky right left including the Old Hairpin alongside the viaduct ruin to the left; then power on to surge uphill on Starkey's Bridge to a tight-ish right, faced with a blind crest concealing McLean's, a sharp right which leads onto Coppice, a fast right, and the long 300-yard Starkey's Straight to the chicane-style Esses, running over the kerbs at each one.

Then there's a medium long straight and I drop down to 2nd for the tricky Melbourne hairpin. Full on the throttle, and the back-end squats for the dash behind the paddock to another hairpin, Goddard's, and it's power down in 2nd on the exit to go barrelling down the pits straight. Despite the weirdness of the recumbent driving position and constant contact of helmet against roof bars, I settle in reasonably quickly and go faster and faster.

Seat-of-the-pants? There is a certain amount of that quality to the 917; with all that power available in such a lightweight chassis there has to be. But it is not, in my brief experience, the wayward warrior I was anticipating.

It's one of life's milestones and, indeed, it's been a thrill and a privilege to have a go in this 917 for a dozen laps or so (I wasn't counting), not only having glimpsed what a practiced driver can do with it, but also operating a car that Quick Vic Elford and Richard Attwood – not to mention Brian Redman and Mike Hailwood – once drove, and now, at least, I have that seat-of-the-pants experience in common with those gods of yesteryear. **CP**

## “AND THERE’S A HUGE AMOUNT OF POWER AVAILABLE...”

### Contact:

Kobus Cantraine  
Email: kobusc@gmail.com  
Tel: +32 487 418 262

*Below: Johnny Tipler gets some last minute advice before heading out onto the Donington Park circuit...*





**REAL AIR FILTER SOLEX 40 PII AIR CLEANER**



**356,912 SEBRING STYLE EXHAUST SYSTEMS**



**MERGE COMP 904 EXHAUST SYSTEM FOR EARLY 911**



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



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



**VINTAGE SPEED**  
ACE OF AIRCOOLED

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


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

**PATRICK MOTORSPORTS**  
PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989


**EXCLUSIVE FLYWHEEL & CLUTCH PACKAGES**

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


**CENTERFORCE**  
**SACHS**




**911/914-6 901 Lightweight**




**911 RS/RSR 225mm 6-Bolt**




**911 RS/RSR 225mm/240mm LW**




**3.2L DME 915 Lightweight**



**3.6L Conv. 915 225mm**



**3.6L Conv. 240mm Sport LW**



**Many more applications available! Call today!**

**602-244-0911 Phoenix, AZ USA**  
**Worldwide Shipping Daily**

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

**MITTELMOTOR™ EVERYDAY RACING**

**PORSCHE PARTS SERVICE MOTORSPORT**

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



**SERVICE AND REPAIR OF ALL PORSCHE MODELS**



**DAILY WORLDWIDE SHIPPING OF ORIGINAL, AFTERMARKET AND RACE PARTS**



**ORIGINAL AND RACE ENGINE BUILDING**

**MITTEL MOTOR .COM**

**Maestro MasterCard PayPal AMERICAN EXPRESS VISA**



# AUTOMOBILIA LADENBURG

reports the  
next auction:  
08./09.Nov. 2019

## Porsche Poster Collection

about 500 posters include the first ever printed version

## The collection

of the late Eugen Böhringer

## A collection

of more than 500 car mascots

## More than 1500

race and sports car brochures



## A hardcover catalogue can be ordered from:

Automobilia-Ladenburg - Lustgartenstrasse 6, D-68526 Ladenburg

[www.automobilia-ladenburg.de](http://www.automobilia-ladenburg.de), [info@automobilia-ladenburg.de](mailto:info@automobilia-ladenburg.de)

Tel.: 0049 (0) 6203957777



# NEWS & PRODUCTS

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

Got something new? Send details to [classicporsche@chpltd.com](mailto:classicporsche@chpltd.com)

## THE REAL DEAL...

German Porsche specialists Sportwagen-Eckert have been in touch, full of excitement, to tell us that the legendary Fuchs wheel is back – the perfect choice for your classic Porsche, they say, and who are we to argue?

They are made just as they always were, forged not cast, so are lighter than cheaper rival offerings and far stronger. They have the same classic semi-matt anodised finish to the rim and a hand-painted matt black centre – again, just like the later originals. This new production run comes with a weight reduction of between 700 and 900g depending on rim width. As for size, they are available in 16in diameter, and in seven-, eight- and nine-inch widths – a six-inch version will be coming soon. The 16in diameter is popular these days as there is a wider selection of tyres available at a more reasonable price than many period 15in tyres.

The wheels cost €470 + VAT each.

More from [www.sportwagen-eckert.com](http://www.sportwagen-eckert.com)

## 1/18TH 911S TARGA – AND WIRELESS RACING!

OK, so the 1/18th-scale diecast 2.4 911S Targa from Schuco may not be quite as fast as the real thing – or quite as big. But it won't rust, you can keep it in the house without upsetting your partner and save a vast sum of money into the bargain.

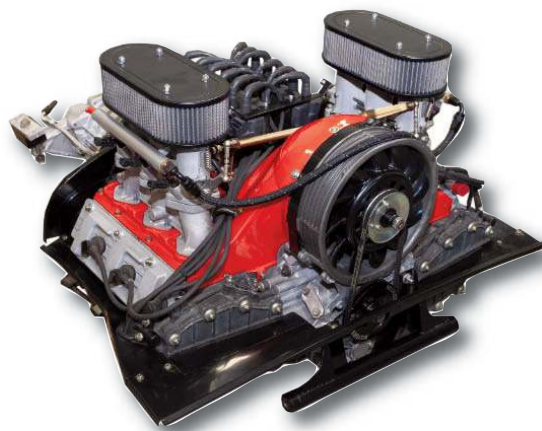
The model – available through our friends at Selection RS – is rare, too, with just 911 examples made and is priced at £125 inc tax, but plus shipping. Oh, and if you don't fancy a Targa, they offer a black coupé at the same price!

Wanna race a Porsche, or two? Then the latest package from Carrera is for you! Big 1/24th-scale RSR models honouring Porsche's double victory at Le Mans in 2018 race round a complex 9.3m-long track – the controllers are wireless, so you won't get in a tangle. Perfect for the adult-sized schoolboy at just £447 the set.

Order yours from [www.selectionrs.com](http://www.selectionrs.com) – after all, *Christmas is coming...*



## ULTIMATE 914 SWAP

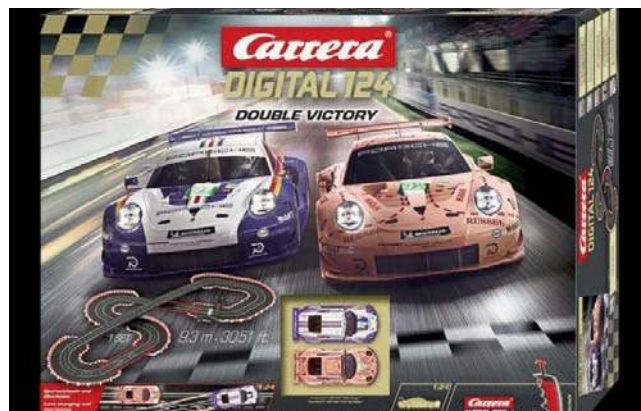


This turnkey engine and transmission is ready to be professionally installed in a 914, says Patrick Motorsports, and if we had enough in our Christmas fund, we'd be on it like a shot! It's a MoTeC-driven 964 3.8-litre motor making 325bhp at 6500rpm, fed through a close ratio 915 five-speed transmission with LSD. The supplied Wevo sideshift kit allows the engine to be mid-mounted.

The package comprises:

- MoTeC M84 with Mil-Spec Harness
- Mahle Motorsports 3.8-litre slip-in piston & cylinders
- Pauter rods
- PMO EFI throttle bodies
- Denso 580 coil system
- RSR rocker arms
- RSR camshafts
- GT2 oil pump
- Engine tin for 3.6 DME in 914
- 3.6 DME to 915 clutch and flywheel
- Adjustable throttle pedal and cable
- Handmade stainless steel headers with Magnaflow mufflers
- Close ratio gears
- Wevo sideshift kit and linkage
- LSD
- Clutch cable
- 915 shifter
- Transmission cooler and a whole lot more...

More information: [www.patrickmotorsports.com](http://www.patrickmotorsports.com)





## 911/914 CONTROL ARM KITS



If your 911 is experiencing clunking noises, shaking steering wheel, wandering suspension or just general poor road feel it may be time to replace your front control arm bushings or ball joints. These components are wear items and offer some of the most significant improvements in driving experience when you replace your worn bushings/ball joints with fresh ones. But the job can be quite difficult if you don't have the right tools.

Rennline is now offering to do the hard part by offering new control arms with your choice of bushing and ball-joint type. Along with the installed bushings and ball joints, you will also have a fresh set of control arms, powder-coated black just like your factory ones used to be.

Rennline offers two types of control arm bushings in these kits. You can opt for the stock style which will restore your car to the original feel that it had when it came out of the factory. Alternatively, you can go with the HD bushings which are a bit firmer and less compliant. If you are looking for optimal performance without the sacrifices of Polybronze bushings, then these are the way to go.

If you track your car or have lowered it below Euro height, you might want to consider de-cambered ball-joints – these are a track ready solution for 911/912/914 owners looking to perfect their suspension setup. These decambered ball-joints rectify the problem of limited camber adjustment on the top of the strut by moving the bottom of the strut further from the body. With the same upper strut mount location these ball joints alone can gain up to  $-0.75^\circ$  of camber and gain 0.5in of track width, improving the stance and stability of the front end all at once. These are a perfect complement for any street or track suspension, and are a must-have for those looking to precisely dial in the ultimate alignment setup.

Once you've selected your options, Rennline will build your control arms for you in 1–3 days, and send them out for a troublefree installation. There's no core charge. Note: These utilise the early-style sway-bar bracket, which is perfect for any through-body sway-bars, including early OEM, Tarett, etc. They are not available with the later under body sway bar and are sold as a pair from around \$500.

More info from [www.rennline.com](http://www.rennline.com)

## REFURBED 356 WHEELS

Are your wheels suffering from curb grinds, discolouration, dents or scratches? After refinishing over 500 wheels, the folk at Sierra Madre Collection have the knowledge and experience to get your wheels looking like new again! Their wheel work can be seen on concours show cars around the world.

All work comes with a 100 per cent satisfaction guarantee on every wheel and is covered under warranty for 24 months from the time the wheels are delivered.

Sierra Madre tells us: 'With our refurbishing services you don't even have to worry about the hassle of sending the wheels in – we will arrange to have the wheels picked up from you, or you can ship/drop off your wheel(s) at either of our Los Angeles locations. If you choose to have the wheel(s) picked up directly from your location, we will send a pre-paid label and even supply the shipping materials. Additional fees apply for pickup services.

'Please call us at (001) 323 593-4300 to speak to one of our sales representatives or, if you have any questions, or to receive a quote, e-mail us at:

wheels@sierramadrecollection.com'

Find out more from [www.sierramadrecollection.com](http://www.sierramadrecollection.com)



Classic  
**PORSCHE**

**CARRERA PANAMERICANA COUPÉ**

**10<sup>th</sup>**  
ANNIVERSARY  
ISSUE!



Contents subject to change

**ISSUE #67 – ON SALE 13<sup>TH</sup> NOVEMBER 2019**

Overseas (approximately): Europe November 20th; N. America December 18th; Australia/NZ January 15th. For your nearest stockist worldwide see page 3



## GOOD TIMES AT GOODWOOD



Porsche Club GB's 'KG' event at Goodwood was blessed with dry weather – and an impressive turnout of over 150 cars, ranging from Pre-As to race-ready 911s.

For many, the star of the show was Delwyn Mallett's long-awaited supercharged 'Streamliner' (see below), which drew plenty of attention, including scrutiny from event guest, 'Mr Outlaw' Rod Emory himself. Also in attendance was Porsche racer and luminary Jürgen Barth, who drove several laps of the Goodwood circuit in a variety of vehicles.

Grid and track parades proved popular and helped bring this low-key event to life. In the absence of a Classics at the Castle this year, 'KG' filled a big gap in the historic Porsche calendar.



## IT'S THE SANTA CRUISE!



It may seem like a long time off, but while you still have your car or bus on the road, pop Sunday 1st December in your diary, and prepare to join the 10th annual Santa Cruise. VW, Porsche, classic and kit cars are all welcome.

Organised by Heritage Parts Centre, this festive fundraiser combines fancy dress and Christmas cheer, with a 40 mile convoy from their warehouse in Shoreham to The Children's Trust at Tadworth Court, near Epsom.

Responsible for raising thousands for this great cause over the years, all car enthusiasts are invited to take part and make this another memorable day for those who really rely on the facilities at Tadworth Court.

The Children's Trust is the UK's leading charity for children with brain injury, offering residential and community based care for both children and their families.

The cost for taking part is £20 per vehicle, which includes two Santa outfits and a commemorative sticker. All operational costs are covered by Heritage Parts Centre, meaning every pound you pay goes straight to The Children's Trust.

Drivers will need to meet at Heritage Parts Centre at 12 midday, to leave at 1pm sharp.

Presents may be brought along to give to the children if you wish, but it is requested that these are in gift bags and not wrapped so the care staff can identify suitable gifts for each child.

**More details on Heritage Parts Centre Facebook page, or e-mail [sales@heritagepartscentre.com](mailto:sales@heritagepartscentre.com)**

## CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 66 issues old you'll be needing a suitable means of storing all those back copies. The binders are finished in dark blue with the *Classic Porsche* logo foil-blocked in silver on the spine. Each holds up to 12 magazines and is shipped in a robust carton.

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

Prices are as follows (subscriber prices in brackets): UK – £10 (£8.50); Europe – £13 (£11.05); Rest of World – £13 (£12.75). To order call us on +44 (0)1778 392026, or go to: [classicporschemag.com](http://classicporschemag.com)







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

**NEW H1 Headlights** should be here by early October. We made complete new tooling to bring the iconic H1 dual reflector headlight back to the marketplace. Exact same details as the original, our production light is pictured.

We understand they are currently making their way through the Bavarian mountains on horseback wearing lederhosen! Just in time for Oktoberfest!



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



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



**NEW!** 1964 to very early 1966 Window washer fluid bag. Perfectly accurate right down to the internal hose strainer color!

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



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

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



# Auto-Foreign Services

Tel: +1-206-321-2960 E: [autoforeign@gmail.com](mailto:autoforeign@gmail.com)

[www.autoforeignservices.com](http://www.autoforeignservices.com)

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





## Restoration Products & Services For the 356 GT

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

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

GT Products by Urs Gretener



Visit us at [www.GTwerk.com](http://www.GTwerk.com)

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

**Catalog & Order Form Available Online!**

email: [GTwerk@aol.com](mailto:GTwerk@aol.com)

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

## Advanced Ignition Technology

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



631.909.1011  
[www.permatune.com](http://www.permatune.com)  
[lonnie@permatune.com](mailto:lonnie@permatune.com)



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



WE ARE A PREMIER INDEPENDENT DEALER OF CLASSIC  
PORSCHE CARS AND OFFER FULL RESTORATION, SERVICING  
AND STORAGE FACILITIES TO THE HIGHEST STANDARD

web: [www.export56.com](http://www.export56.com) facebook: /Export56Porsche instagram: /Export\_56





**TECH9**  
ENGINEERING EXCELLENCE



FOR SALES & ENQUIRIES

**0151 4255 911**

[sales@tech9.ms](mailto:sales@tech9.ms) [www.tech-9.co.uk](http://www.tech-9.co.uk)

Official UK Distributor – Dansk



**PORSCHE REPLACEMENT PARTS**



Call us or view our website for Classic parts that you may require

**Concours Engine Builds for all model years  
from 356 to Air and Water-Cooled 911 versions**



**For more information see our website [www.tech-9.co.uk](http://www.tech-9.co.uk)**

Tech 9 Motorsport Ltd - Liverpool L24 5RB - UK



# DELWYN MALLETT

MALLETT SEARCHES HIS LOFT IN THE HUNT FOR A MEMENTO TO REMEMBER THE RECENTLY-DEPARTED FERDINAND PIËCH BY, RECALLING THE DAYS WHEN RACE CARS WERE ALSO ROAD CARS

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...



So there I was, browsing through my archive (ok, clambering through the loft) when I unearthed the somewhat battered model of the turbocharged Can-Am 917PA photographed below. I could, of course, have cleaned it up before photographing it but with the current fashion for 'barn finds' I thought that a 35-year coating of grime adds some character to my 'loft find'. The visit was prompted by the recent death of Ferdinand Piëch and to search for my large scale Tamiya model of the Porsche 910 that I bought way back when.

It was intended to be a nostalgic trip down memory lane to the the 1960s, when I followed every move that Porsche made on the world's racing circuits during what for me remains the most exciting period in the marque's illustrious history – a time when Porsche was always punching above their weight, often winning against the big-engined giants of motor sport like Ferrari and Ford. It was also a time when a young man could still dream of perhaps one day using a pensioned-off racer on the road.

I grew up in an era when retired racing cars became fast, if not always practicable road cars. I even had a chum who was mad enough to have a Lotus 11 as his everyday car. Until well into the 1960s competition cars were invariably road registered and driven to the circuits. Jaguar D-Types, registered OKV 1, 2 and 3 were known to every schoolboy, as was Jim Clark's Aston Martin Zagato, 2 VEV. My ambition was to swan around in some exotic old racer and I vividly recall sticking an, 'if you want to sell this car ...' note under the windscreen wiper of a 904 parked on the street in Chelsea. (My phone remained sadly silent.)

Piëch joined Porsche on 1st April 1963, a few months before I started art school in Twickenham, not far from AFN's Isleworth showroom.

Although Porsches on British roads were then still a rare sight, on my daily bus journeys I saw more than the average number of 'jelly-mould' motors to-ing and fro-ing. After the acquisition of a Lambretta I became more mobile and I would often detour to do a little window-shopping and get a close-up view of the odd little German sports cars.

Art students aren't supposed to like cars but I was studying graphic design and I guess if industrial design had been on the curriculum I might well have been studying that instead. The 356, unembellished by extraneous detail, struck me as a perfect example of form following function. Plus, it was esoteric and different and I wanted to be different, and by 1968 I managed to scrape together enough funds to buy a ten-year-old 'A' coupé.

While I was busy with paints and pencils, Piëch had started in Porsche's

engine-testing department where he was involved with Hans Mezger in the development of the six-cylinder replacement for its venerable four-pot.

Many years later in an interview Piëch said that 'It was always my goal to lead a bigger company than my grandfather.' And at Porsche he was clearly a man in a hurry.

By 1966 Piëch was in charge of the experimental department and responsible for Porsche's next generation of competition cars. Ambitious and uncompromising, Piëch usurped the position of Porsche's long-serving and gentlemanly PR man and race manager, Baron Huschke von Hanstein, effectively taking over all racing activity.

His first major project was the 906, or Carrera 6, a replacement for the sublimely beautiful and potent 904, and significantly for me Porsche's last street legal race car. The Porsche armada unleashed by Piëch – 906, 910, 907 and 908 – dominated the smaller racing classes, constantly snapping at the heels of the larger capacity cars.

Le Mans was the race that loomed largest in Porsche's ambition and after a run of class wins the 1969 event looked as if the new 4.5-litre 917 could provide their first outright win. In the event the 917s failed but in the final hour the 3.0-litre 908 of Hans Herrmann engaged in a nail biting duel with the 4.9-litre Ford GT40 of Jacky Ickx, swapping position time after time but finally losing the race by a mere 120 metres – the closest ever unstaged finish.

It was mission accomplished the following year when the 917 won. Porsche had finally graduated from underdog to top dog and although I was still a committed fan the dynamic had changed.

No longer was there tension in the anticipation of 'can they, against the odds, pull off a victory?' The satisfaction derived from watching a David vanquish a

Goliath had gone. In the following years it was a surprise when they didn't win – a bit like the current F1 situation where one team's dominance dilutes the excitement.

Piëch was thwarted in his ambition to run Porsche, his disruptive management style creating the internecine conflict that resulted in Ferry Porsche deciding that in future no family members, Porsche or Piëch, should be involved in running the day to day affairs of the company, and an outside managing director would be appointed.

The 917 was not only Piëch's crowning achievement but also his swan song at Porsche. Sports racing cars had also severed their increasingly tenuous link with road cars. Let's face it, a 917PA Can-Am spyder was never going to replace my Speedster as an everyday runabout. **CP**



Not quite a 'barn find' but more of a 'loft find' – Mallett's discovery triggers some memories...

## "IT WAS NEVER GOING TO REPLACE MY SPEEDSTER..."





## LN ENGINEERING NICKIES CYLINDER SETS MATCHED WITH MAHLE MOTORSPORTS FORGED PISTONS

- Available in 1720 or 1925cc
- And 3 Combustion Chamber Sizes
  - All On The Shelf
  - Ready To Ship!



# Stoddard.

## Your Trusted Parts Source — Since 1957.



### Stoddard Sport Exhaust

For 356 and 912  
All-Stainless, X-Pipe Design  
NLA-111-010-05-SS  
NLA-111-004-00-SS



### Disc Brake Wheels

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



### Pirelli Classic Tires

Porsche N-Spec  
CN36, P6000 or P7  
In Stock



### Complete Floor Pan Kits

For 356 and Early 911  
All Original Stamping Impressions  
Galvanized for Corrosion Protection

**SAVE ON FULL KIT!**  
Early 911 shown  
SIC-501-901-00



### Stoddard Catalogs

Latest Restoration Parts  
356, 911, 912 and 914



### Upper and Lower Seat Rail Sets

356 & Early 911, 912  
644-521-301-06-SET



### Gas Tanks

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



### IMS Solution Kits

For Late Model Cars  
All In Stock, Including Tools



### Seat Recliner Covers Exclusive Production

Correct Molding and Colors  
644-521-915-00-SET  
901-521-915-01-SET shown

**Stoddard.com**

**NLAParts.com**

Highland Heights, Ohio 44143 USA 800 342 1414

Reno, Nevada 89431 USA 800 438 8119

Stoddard Proudly Distributes These Great Products





# ROBERT BARRIE

TRACK LIMITS AND EXCEEDING THEM - OR NOT EXCEEDING THEM. OR WHEN YOU CAN EXCEED THEM, AND WHEN YOU CAN'T. IT'S ALL BECOMING VERY CONFUSING...

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



In racing, preparation is everything. Preparation, preparation, preparation. I prepared for the 2-litre Cup round at Monza by watching the Italian Grand Prix from my sofa. A good race and a popular win for the home team. The so-called Temple of Speed is a distinctive circuit. There are three and a half corners – the Curva Grande, Lesmo one and two and the Parabolica – and three chicanes. It's quick, but it should be relatively easy to learn, right? I'll let you know after we have been there. In the meantime, the F1 weekend was also an opportunity to think again about rules and regs, including those on track limits. If the subject is not of interest, it might be a good time to turn the page!

A race circuit is like a football pitch. There are areas in which the contest is supposed to take place and areas in which it isn't. For the most part, they are separated by a white line. The car or the ball is in or out of play either side of the line.

At least that used to be the case in racing, and it still is in continental Europe. There, track limits are considered exceeded if all four wheels cross the line. Those are the rules that applied, and will apply, in Monza. However, in a precursor to wider political developments, the UK adopted its own slightly different rules a few years ago.

Here, track limits are exceeded if any wheel crosses the white line except at corners, where the kerbs are treated as part of the track despite being wholly over the line themselves. I am not sure of the reasoning but, thankfully, it hasn't made too much difference in practice. You may wonder why we bothered. Indeed.

Kerbs are worth a column in their own right. They protect the track at corner entry, apex and exit and, in some cases, deter running wide and corner-cutting. Some commentators think running over the kerbs is improper. It's not. It's allowed under both sets of rules. Others seem to think using them and/or exceeding track limits is slower than not doing so. It depends. Sometimes it is and sometimes it isn't.

The clue, as always, is to watch what the quickest drivers do. In F1 quali at Monza, some cars ran wide at the final corner – the Parabolica. It slowed their current lap, but lengthened the straight that follows and made their next lap

quicker. That's clever. The authorities were on to it and deleted both lap times. That's clever, too. An aggressive kerb in the run-off area at the corner had to be removed over the F1 weekend after it launched an F3 car into the air. That's not so clever.

Why have track limits become an issue? It's partly the changing nature of circuits – they are much safer than they were – and partly the availability and use of technology. A circuit like Monza is covered in cameras nowadays. If you exceed track limits it's almost certain to be recorded. It was all a bit different when I started racing. A marshal might, or might not, call in a misdemeanour which might, or might not, lead to a finger-wagging in race

control and an assurance from a contrite driver that no advantage had been sought or gained and that it wouldn't happen again.

Nowadays, there is more evidence and less discretion. It is a significant change. It no longer matters so much how or why you exceeded track limits, if there is a picture showing you doing it that's that. Technology has taken over.

What about the relevant penalties? If you exceed track limits in quali you'll lose the relevant lap time. Maybe, as in the F1 example, you'll lose others, too, including your best. Do it repeatedly and you could lose all your lap times.

If you exceed track limits in the race you'll be shown a driving standards flag. It's recently been reintroduced in F1 and was shown to Charles Leclerc after his extremely robust defence against Lewis Hamilton in Monza. Think of it as a yellow card. If you do it again you are likely to receive a penalty.

Exceed track limits for a second time in the 2-Litre Cup and you'll receive a 45 second penalty with the same again if you do it a third time. I'm not sure what

happens after that – presumably a drive-through and then a stop-go. It makes the standard 5 or 10 seconds in F1 seem small beer.

The takeaways are as follows. First, exceeding track limits is more likely to be recorded and penalised than in the past. Second, the relevant penalties in the 2-litre Cup are particularly steep and worth avoiding. Oddly, I am not sure everyone in the series has worked that out yet!

Last, and not least, Monza is a special place and I am very much looking forward to racing there. **CP**



Monza is a very special track as far as Porsche is concerned. But don't exceed its limits...

## “MONZA IS A VERY SPECIAL PLACE...”



**SMC**CLASSIC  
EUROPEAN  
AUTO  
PARTS

# SIERRA MADRE COLLECTION

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

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

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



**Front Disc Brake Conversion Kit,**  
356/356A/356B (50-63)  
SMC.355.011 \$1,395.00



**Nurburgring Vintage Racing  
Enameled Badge**  
SMC.100.002 \$59.45



**Titanium Lug Nut Set,**  
356/911/944/914/964 (50-96)  
SMC.020.112.1 \$170.42



**Hirschmann Rod Aerial  
Antenna, 911/912**  
SMC.645.301.01 \$370.35



**Lightweight High Torque Starter,**  
911/912/914/930/912E (65-89)  
SMC.604.101.01 ~~\$282.50~~ **\$254.25**



**Fuchs Style Wheel, 6" x 15"**  
911/912 (63-77)  
MX160015A \$389.83  
Classic Style Finish



**Cibie Rally "Martini" Driving  
Light Cover, 911/912/930**  
SMC.631.206.56 \$109.41



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



**Complete Taillight Assembly,**  
US, Right, 914 (70-76)  
914.631.404.14 ~~\$541.33~~ **\$406.00**



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



**Speedster Seat, Steel**  
SMC.521.001.00 \$1,428.00



**Sun Visor, Targa/Cabriolet,  
Set (78-95)**  
SMC.964.731 \$341.17



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



**Dashboard,**  
911/912 (69-86)  
SMC.552.031.04 \$1,295.00



**Tool Kit, 356C**  
SMC.721.020.04 \$572.51

## KEY BY CODE PROGRAM

Call or visit us online for pricing and details



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

**Use this Coupon Code and  
Save 10% on your order!**

**CP091910**

**Limit One Use Per Customer.**

Enter coupon code on shopping cart page.

GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1669 Colorado Boulevard • Los Angeles, California 91106 • United States

**NOW OPEN SATURDAYS FROM 9:00AM TO 1:00PM**





# CHANGING OF THE GUARD

Considered by many to be the ultimate road-going 911s, the 1973 Carrera RS and the 1991 964 RS share many characteristics yet are very different animals in so many ways. But is the 964 worthy of carrying the 'Carrera RS' badge, or was it a case of the King is dead, long live the King? We'll let you decide...

Words: Keith Seume Photos: Tom Gidden







**Y**ou can blame it on the 1967 911R, if you must – or thank it. Prior to this short-lived lightweight, built in strictly limited numbers (just 20 in total), there had been no true competition-oriented 911. Agreed, Porsche's *wunderkind* had shown its mettle as a rally car as far back as 1965, when Peter Falk and Herbert Ling finished a creditable fifth in the Monte Carlo Rally, but those early 911s could be regarded as little more than rally-prepped production cars as opposed to all-out, ground-up builds. The 911R, on the other hand, was a purpose-built weapon whose fate was sealed by an uncertain marketing department...

It is said that the impetus for building a new series of FIA homologation 911s came from Swiss-born Rico Steinemann, who had succeeded Huschke von Hanstein as Porsche's racing and PR director. Steinemann had been at loggerheads with the FIA, battling with the governing body's sluggishness at renewing homologation papers for the 911 as a Touring Car. However, in 1972, it was Ernst Fuhrmann in his role as the new head of Porsche who was the real driving force behind what was to become the Carrera RS.

Fuhrmann, like so many within the Porsche fraternity, had long appreciated the worth of racing as a means to promote the marque. But unlike many others, he believed that in the long term there was more to be gained from developing race cars which were based on production models – cars with which the man in the street could more readily identify. After a long run of race-specific machinery, such as the 906, 908, 910 and, of course, the 917, he felt it was better to concentrate on one project that would potentially help prolong the life of the 911.

## **“SINGER KNEW THE SECRET OF SUCCESS LAY WITH LOSING WEIGHT...”**

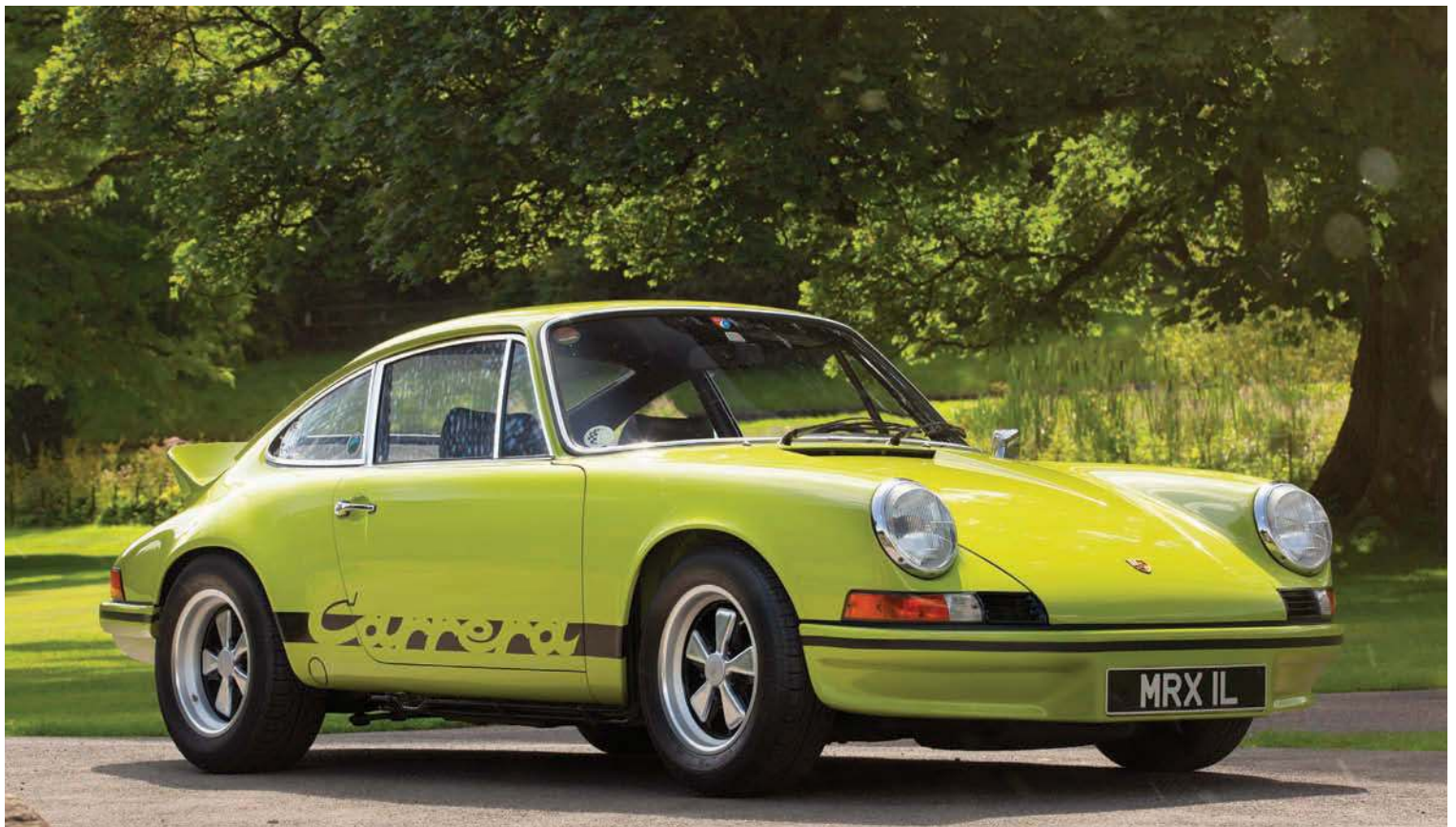
Fuhrmann took control of Porsche in March 1972, and by May he had already directed efforts towards developing a competition-oriented 911 to run in the FIA GT category. A Group 5 911 was built and driven to victory in the 1000km race at the Österreichring by Björn Waldegaard and Günther Steckkönig in June. By the end of the season, Porsche had succeeded in winning the FIA GT Championship, clearly showing the potential of the 911 as a world beater.

Learning from these lessons, Fuhrmann's new baby began to take shape, moulded by the hands of Norbert Singer. Singer knew that the secret of success lay with losing weight, but if the car was to go into production to meet the FIA's homologation requirements (500 examples would need to be built for it to be regarded as a production car) then it couldn't be as extreme as the 911R, with its extensive use of composite materials.

The new model featured body panels stamped out of thin-gauge metal (0.7mm instead of the usual 1.00 or 1.25mm) and lightweight glass, moulded for Porsche by Glaverbel in Belgium. Glassfibre was used for the engine lid, bumpers and rear apron on these first examples (now known almost universally as 'first 500' cars).

But the weight savings didn't stop there, for Singer dispensed with any form of sound deadening, carpets were largely replaced by rubber mats and the rear seats were deleted, as was the passenger sun visor. In addition, the seats were simple buckets trimmed in a kind of brushed nylon material, with thumbscrew adjusters to alter the angle of the backrests. There was no underseal, no glovebox lid and no unnecessary trim to





be seen. The resultant all up weight? A scant 900kg...

To make the most of this diet, the contemporary 2.4-litre 'six' was pumped up to 2.7-litres (well, 2687cc to be precise – Porsche loved rounding up the capacity of their engines...) by the installation of 90mm pistons and cylinders in place of the original 84mm items. Mahle's Nikasil plating process was used to protect the walls of the aluminium cylinders – technology first used on the 917's twelve-cylinder engine. Boasting 210bhp at 6300rpm, the Carrera RS's mechanically-injected engine resulted in impressive performance.

However, there was more to the new car than a bigger engine and a strict diet: its styling. To accommodate the wider 7Jx15in Fuchs wheels used with 215/60x15 Pirelli CN36 tyres on the rear, the rear wheel arches were widened – the front end remained untouched as the 6Jx15 and 185/70 wheel and tyre combination required no modification to the wings.

But if there there was one defining feature that visually set the Carrera RS apart from its siblings, it was the new rear spoiler. No previous road-going 911 had boasted such an aerodynamic aid – the only concession made to airflow over, or rather, under the car was the lip spoiler seen on the 911S, designed to counteract the tendency for the front end to 'float'. But the engineers soon realised that something had to be done to correct the way a 911 felt light in the rear at higher speeds.

The comprehensive history of the Carrera RS by Drs Thomas Gruber and Georg Konradshiem shows how, over the summer months of 1972, numerous different styles of spoiler were tested at the FKFS (*Forschungsinstitut für Kraftfahrwesen und Fahrzeugmotoren Stuttgart* – Stuttgart Research Institute for Automotive Engineering and Vehicle Engines) wind tunnel. The outcome of the extensive research was a very simple engine lid-mounted flick-up spoiler, called the *Bürzel* in German – or 'ducktail' as it's widely known in English.

The burning question was, of course, would Porsche be able to sell the 500 units necessary to appease the FIA? The sales and marketing department expressed its doubts, partly because the car would not be legal for sale in the USA, which remained Porsche's largest export market. Priced at barely five per cent more than a contemporary 911S, the stripped M471-spec RS represented incredible value considering its credentials. For an extra DM2500, the customer could request the M472 'Touring' specification, which added a fully-trimmed interior, along with more durable steel rear bumper and apron – and 175kg weight.

The RS was launched at the 1972 Paris motor show, with just over 50 orders having been taken already – but that still left almost 450 unsold. No problem! By the end of the week following the show, all 500 had been snapped up, with disappointed customers asking when they could expect to place

*Above: Chartreuse (also known as Lime Green) is a rare colour – only 23 1973 RSs were produced in that hue – and is certainly one of the most striking*

*Below left: The 2.7-litre (2687cc, in reality) MFI-equipped engine in the 1973 Carrera RS produced 210bhp at 6300rpm*

*Below right: Strut-brace on Nigel Mitchell's car is an aftermarket addition by previous owner*





an order. Porsche responded by announcing it would build a further run of 500 cars, automatically allowing the RS to compete in the FIA Group 3 GT class.

Production of the Carrera RS in its various forms ended in July 1973, by which time 1580 examples had been built. It was a hit with road testers of the time, and its performance impressed all who drove it – notably in 'lightweight' trim. A sub-six-second 0–60mph time, allied to a 150mph top speed made it a spine-tingling ride, especially in the hands of a driver familiar with the 911's unique handling characteristics.

The 1973 Carrera RS stood as a landmark in 911 history, a perfect all-rounder that could be driven on road or track in equal measure – it could even serve as daily transport on the less crowded roads of three or four decades ago. But 1973 marked a turning point, when US safety regulations dictated cars should be capable of withstanding a 5mph impact without damage, a law that saw Porsche equipping the 911 with what have become known as 'impact bumpers'. Gone were the lithe minimalist lines of the original 911, to make way for heavier federally-approved styling – and extra weight.

The drivetrain of the Carrera RS lived on in the 1974 Carrera 2.7 but that car's increased weight meant that much of the RS's character was lost. While the new model may have had the heart of its predecessor, it lacked its soul – as did the subsequent 911SC and Carrera 3.2 models which followed. Had the era of the factory-built lightweight road-going 911 finally come to an end?

In the autumn of 1986, the major topic of conversation was what did the future hold for the 911? By now Porsche had embraced water-cooling – and front-mounted engines – giving rise to speculation that the 911's days might be numbered. But within the corridors of Porsche the model had some devoted supporters, among them Helmut Bott.

In his seminal work, *Excellence was Expected*, Karl Ludvigsen quotes Bott from an October 1986 article in the

German magazine *Auto Motor und Sport*: 'I believe,' says Bott, 'that the basic concept of the 911 is so interesting that something will always occur to us that will keep it attractive. The best example is the 959, which shows what can be achieved with this concept. Actually in this respect I have no concerns that we will have to replace the 911 with a completely different car one day. Here we can certainly follow the path of evolution. This will not be in the form of a cheaper 959, but rather a better 911...'

However, what came next hinted at major changes around the corner: 'Naturally these cars will be positioned much more closely to the 959 than our current models.' What could he

mean? The 959 had proved that ultimately four-wheel drive was the way ahead, but how would the market react to a 911 that spurned the traditional RWD drivetrain?

Bott and his team were given the go-ahead to pursue the design and build of a 'new' 911 in spring 1984, less than a year since the launch of the G-series Carrera 3.2. The plan was to launch the new model – given the project number Type 964 – for the 1988 model year, with both two- and four-wheel

drive versions being available, along with a turbo, designated Type 965.

The proposed drivetrain presented a number of problems as far as the then current bodyshell was concerned. First there had to be provision made for a propshaft to take drive to the front wheels – that would mean a new floor pressing at the very least. There was talk of running the shaft above the existing floor in a tunnel inside the car, but that idea was dropped in favour of the far more logical layout where the drivetrain could be installed as a unit from below.

But this presented yet another problem as far as the suspension was concerned. Until now, all 911s – in line with their 356 forebears – had featured torsion bar suspension, front and rear. At the back, a large tube housing the torsion bars ran across the car ahead of the transmission. With drive to the 964's

## “THE CARRERA RS STOOD AS A LANDMARK IN 911 HISTORY...”

*Below: Rubystone Red is without doubt one of the most dramatic colours ever used by Porsche. It's considered by many 964 owners to be the 'ultimate', and it's not hard to see why*







front wheels being taken from the nose of the gearbox, this tube was clearly going to be in the way.

The solution was to dispense with Dr Porsche's beloved torsion bars and replace them with coil springs. At the front, the longitudinal torsion bars were dispensed with, too, again giving way to coil springs to accommodate the new halfshafts. This decision required substantial changes to be made to the bodysell and also to the front luggage space and fuel tank.

With the new front differential taking up a lot of room, a swap from steel to plastic allowed the fuel tank to be reshaped to accurately fit round the front differential so that as little luggage space as possible was lost. Two-wheel drive models would share the same bodysell complete with provision for the four-wheel drive drivetrain but were to feature a larger fuel tank.

There was more: the 964 was the first 911 to be equipped with power-assisted steering – a necessary addition, it was felt, to counter the effects of the wider wheels and tyres, especially when parking – and anti-lock brakes. This was, indeed, a major step forward in 911 design.

It was felt important that the overall look of the new model should not be too far removed from those of its predecessors, so Tony Lapine and his team in the styling department left the basic form untouched above the bumper line. There were detailed changes, such as a bonded-in windscreen for ease of assembly on the production line and better aerodynamics, and at the rear the ducktail and whaletails of past models were dropped in favour of an electrically-operated spoiler which rose at speed, or when stationary in stop-go traffic to aid cooling.

The biggest change, though, was the adoption of moulded plastic bumpers, front and rear, along with sill covers to match. To this day these additions to the traditional 911 form provoke more discussion among enthusiasts debating the merits of the 964 versus the G-series 'impact bumper' cars than does the change in suspension design from torsion bars to coil springs. They are a 'Marmite' feature which you either love or hate.

For all the changes to the bumpers and valances, the overall form of the 964 was still recognisably that of the original 911, with its high waistline sweeping in one unbroken line from the top of the headlights back to the rear quarters, the familiar 'boomerang' side glass and the headlights, which still hinted at those fitted to the 356 (and VW Beetle...).

The extra weight piled upon the car by the new drivetrain, bodysell and suspension (it weighed roughly 20 per cent more than the Carrera 3.2) dictated that something had to be done about the engine. Powering the new-look, new-tech 911 was an all-new engine, ultimately given the designation M64/01, which featured new cylinder heads with two spark plugs per cylinder to aid combustion and help the 911 meet the increasingly stringent California emissions laws.

Following extensive trials, the final engine configuration resulted in a 3.6-litre unit, with a bore and stroke of 100mm x 76.4mm, the twin-spark plugs of each cylinder fired by an ignition system which featured dual distributors, the second of which being driven by a rubber belt from the first. Bosch provided the Motronic system controlling fuelling and ignition timing. The result was an output of a little over 250bhp at

*Above: Playing catch-up on the Castle Combe circuit – the two cars are surprisingly evenly matched, but the 1973 RS arguably lacks the technical sophistication of the later model. But that sophistication comes at a price: over 200kg more weight than an RS Lightweight*

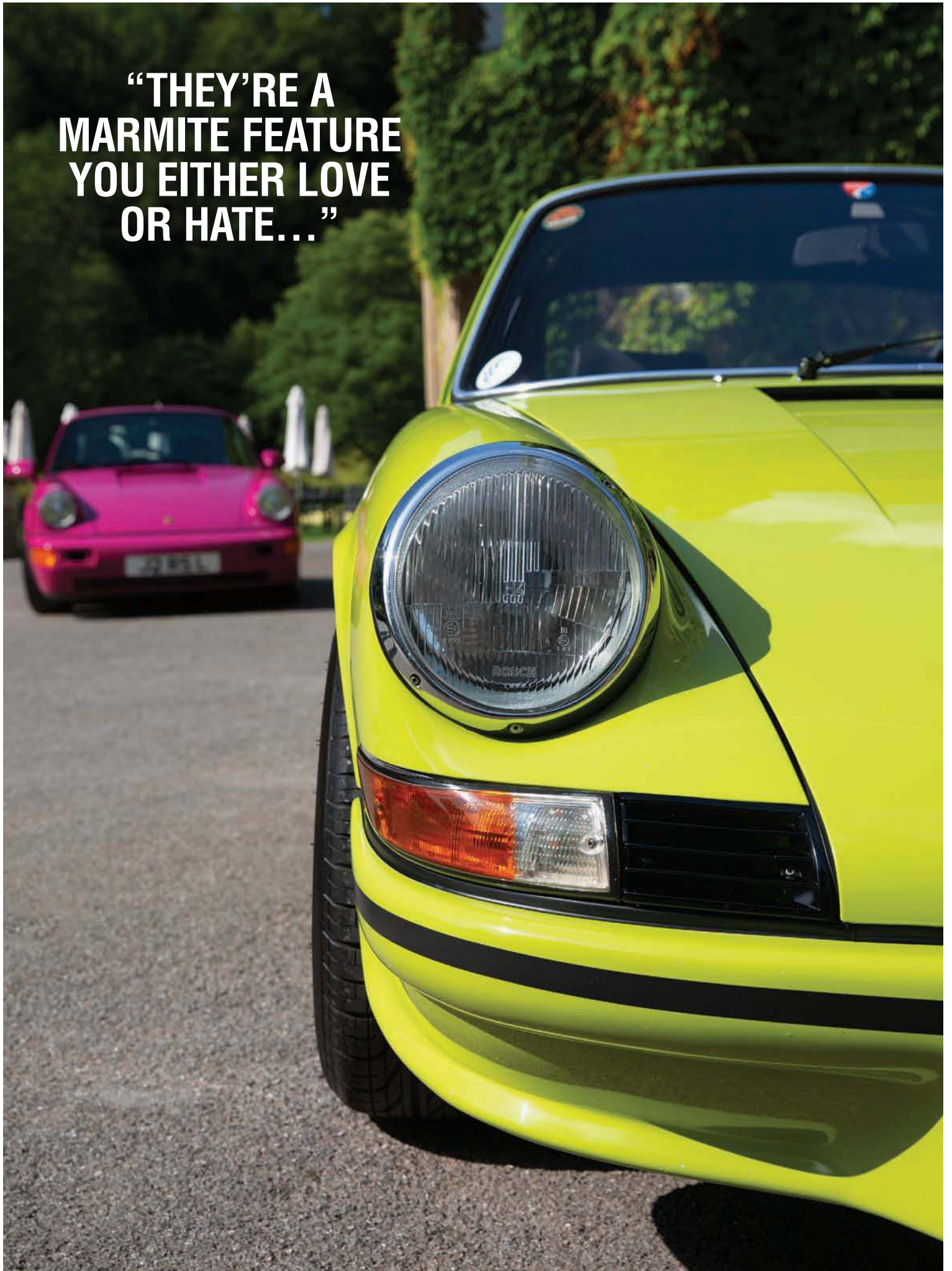
*Below left: Stock wheels were 6J and 7Jx15 Fuchs, but many cars were fitted with 7J and 8Js*

*Below right: Moulded plastic 'Carrera RS' badge was generally only fitted to examples spec'd without the familiar ducktail. All other RSs came with a vinyl decal*





**“THEY’RE A  
MARMITE FEATURE  
YOU EITHER LOVE  
OR HATE...”**







6100rpm, and 310Nm of torque at 4800rpm.

The 964 – or rather, the process by which it was developed – was not universally loved within Porsche. The big problem was cost at a time when many other manufacturers were having to tighten their belts. Although on the surface the 964 looked a lot like a body-kitted G-series car, in reality just 15 per cent of its predecessor's components were shared with the new model, principally interior and certain body parts. Wendelin Wiedeking had been keeping an eye on things and was less than impressed by the way that Helmut Bott had kept control of budgets. Feeling the pressure, Bott resigned before his new baby was launched.

Called the Carrera 4, the new all-wheel drive 911 was eventually launched in the 1989 model year, a year after the hoped-for date set at the start of the project. It was joined in 1990 by the two-wheel drive Carrera 2, which was also available with the new Tiptronic semi-automatic transmission as an option alongside the five-speed G64 manual 'box (a development of the old G50). Press feedback was generally positive with a few pundits joking about how the 911's wayward handling had finally been tamed. Sales were initially strong, with almost 21,000 units being sold in the first year, but the figure dropped to just under 14,000 in 1991. Pressure from Japan was making its mark...

In 1991, what many believe to be the spiritual successor to the original Carrera RS of 1973 was launched in the form of the

260bhp 964 Carrera RS. Developed from the Carrera Cup race cars that were built to run in a one-model series backed by Porsche, like its forebear the 964 RS was a short-lived model. It was available for less than 18 months, having been launched in March 1991 at the Geneva motor show and dropping from the line-up at the end of the 1992 model year.

The Carrera 2-based RS weighed roughly 1230kg in lightweight or 'Sport' specification, having been put on a strict diet by the engineers (a 'Touring' version weighed closer to 1300kg), measures which included an aluminium bonnet. There was no underseal – the body anti-corrosion warranty was reduced from ten years to three as a consequence – while the interior was stripped in the fashion of the original M471 'lightweight' Carrera RS. There were no back seats, the door cards were devoid of handles to open the doors – in their place were simple pull straps and lightweight handles to pull the doors shut. The driver and passenger seats were replaced by lightweight and figure-hugging Recaros, trimmed in leather to complement the exterior colour. The seats could only be adjusted fore and aft, as there was no provision to recline the backrests.

The ride height was reduced by 40mm and the suspension stiffened by the use of a 24mm front anti-roll bar, used in conjunction with an adjustable 18mm bar at the rear. The rear suspension geometry was changed, and stiffer springs and

*Above: For some, the changes to the body styling made the 964 a step too far, for others, they breathed new life into the 911. It's a 'Marmite' thing, dividing opinion like no other update*

*Below left: Underbonnet view in the 964 RS is quite different to the earlier models, with moulded plastic fuel tank. RS featured 'monoball' top strut mounts*

*Below right: 3.6-litre 964 RS engine produced 260bhp, some 50bhp more than that of the '73 RS*





firmer dampers made sure the occupants were made aware they were riding in something with track credentials.

Wheels on the RS were lightweight magnesium forgings, measuring 7.5Jx17 at the front and 9Jx17 at the rear (forged aluminium rims were an option) shod with 205/50 and 255/40 tyres respectively. Bigger brakes derived from the 964 Turbo and Carrera Cup cars were further proof this was more than a simple no-frills marketing exercise.

The extra horsepower developed by the 3.6-litre 'six' over and above that of the regular Carrera 2 was thanks to the use of new cylinders and pistons, and remapping the fuelling system.

As a consequence, the RS could hit 62mph in 5.4 seconds from rest, before heading on to a top speed of 162mph. A lightweight flywheel replaced the standard dual-mass unit to give the engine more 'zing', while a limited-slip differential confirmed the RS's track credentials.

Final production figures are hard to pin down, for most sources vary. Karl Ludvigsen suggests that 1053 cars were built in 1991, and a further 1345 in 1992. Other sources suggest a total of 2051. Whichever figures are correct, the fact remains that the 964 RS was, and still is, something of a rarity.

And so here we are at Castle Combe circuit in Wiltshire. Before us sit two of the most striking road-going 911s you could wish to set eyes on. On our left we have a 1973 Carrera RS finished in the rare (one of just 23) Chartreuse. On our right we have the eye-popping sight of a 964 RS in arguably the most desirable shade of all, Rubystone Red. Together they bring traffic to a halt, becoming the subject of a hundred candid photos and smartphone selfies. One onlooker tell us, 'Cars just don't look like this any more. Today's cars are boring in silver and grey!' They're not wrong.

The '73 belongs to Nigel Mitchell from Bath, who has owned it since 2005. It was delivered to a Swiss customer in M472

'Touring' specification (full interior, regular sports seats, etc) but converted – as were many – to M471 'Lightweight' spec by Jack Logan, from whom Nigel acquired the car. 'I'd been looking for an RS for about two years,' he tells us, 'taking advice from Fred Hampton (Porsche Club GB's RS Register secretary). In 2005, he introduced me to Jack in Switzerland, who had owned the car since the 1970s. He'd converted it to M471 spec and used it on events such as the Tour Auto.'

Nigel's passion for Porsches took root when he was a teenager, going to motorsport events with his uncle, who's an engineer and club racer. Ownership began nearly 40 years ago

with a 1976 911 Lux ('a Targa Sportomatic in Sepia Brown – the full house!' he jokes), followed by a selection of 911s and 944s, which were 'all outstanding in their own way, but the 2.7 RS and the 993 RS I have now are two of the most complete road cars of all time.'

What makes the RS so special? 'I like the "less is more" ethos. I'm involved in other things where cutting weight is critical so Porsche's "added lightness" makes a lot of sense to me. The later GT cars are

incredible but the huge power and performance are too much for me to handle, so I find them less appealing.

'Any early Porsche is a joy to drive and the RS just heightens that experience. The analogue feeling of really driving such a responsive car over a Welsh mountain road is the perfect antidote to a modern supercar that might only start to come alive at licence-losing speeds.

'To me the RS possesses the perfect power to weight ratio for a compact road car; it feels light with direct steering and supple handling. Like any early 911, it has lots of glass area and hence excellent all round visibility. The engine and brakes are remarkable; it makes progress like a modern car, only with more fun. And that sound! Weaknesses? Well, it has the same heating and ventilation issues as many 45-year-old cars!'

## "THE RS FEATURES THE PERFECT POWER TO WEIGHT RATIO..."

*Below: The rear arches of the Carrera RS were widened to accommodate the new 7J rear wheels (or optional 8J, as shown here). Front arches remained as for other contemporary models*







The Rubystone Red 964 RS belongs to Christian Ayres from Broadway in Gloucestershire. It's the very definition of a head turner, not only for its striking colour – a hue that's almost impossible to describe, being a blend of magenta, strawberry, fuchsia, you name it – but also the fact that it's simply perfect in every way. It is to all intents and purposes a new car, having covered just 7200 miles in its lifetime. Oh, and it's right hand drive...

Christian filled us in with some of its history: 'The car was ordered from AFN (the original Porsche importers based in Isleworth) and is one of just five such cars delivered to the UK in Rubystone, two of them being used as press cars.'

His love of Porsches also dates back to his teenage years: 'My best friend's father had a 930 Turbo, which inspired me. I loved cars and had a few hatchbacks once I'd turned 18, the best being an Oettinger-tuned 16v Golf. From there it was a natural progression to Porsche ownership.'

'When I was 22, I bought my first Porsche, a 1988 Carrera 3.2 Sport, followed by a variety of 911s, including a 993 Cup car, 993 Clubsport and, more recently, 991 GT3s and 991 RSs. I bought the 964 RS eight years ago from a Bugatti collector who never drove it. I had to pay a premium because of the low mileage, but where else could I find such a perfect example with such low mileage?'

So what is it that makes the car so appealing? 'I just love

the classic shape and proportions of the 964. It has the perfect mix of classic looks with a modern twist – it's become an iconic 911 that has really improved with the years. Compared to its nearest cousin the 993, the 964 for me has slightly better steering feel in that it's not quite as assisted. The same goes for the brakes. Compared to modernday Porsches, the 964 is simply the perfect size for B roads.

'The steering is sublime, when compared to the modern RSs with their electric steering. Driving them back to back makes you realise what we've lost. The weight of the clutch to gear shift is perfectly matched, and while the brakes may not be the best in the Porsche world, they have huge amounts of feel. I can't see that the 964 has any real faults, unless you count the escalating prices and a lack of air-conditioning!'

There were two final questions we were dying to ask the two owners, the first being how in as few words as possible would they sum up their cars and then what would they choose to replace their respective RSs with?

Christian first: 'The 964 RS? Easy – air-cooled excellence! It would be a hard car to replace, but I think the Ruf RCT Evo would get my vote...'

Nigel? 'The Carrera RS in one word? How about "sublime"? As for what I'd replace it with, that's easy – a Rubystone Red 964 RSI!'

Now doesn't that tell you something? **CP**

*Above: So, would you swap a 1973 Carrera RS for a 964 RS? There's no denying the later car looks stunning – especially in Rubystone Red!*

#### Contact:

Our thanks to Nigel Mitchell and Christian Ayres for supplying the cars, and to Castle Combe circuit for the use of the track. For full details of the race calendar, including track days, log on to [castlecombecircuit.co.uk](http://castlecombecircuit.co.uk), or call 01249 782417

*Below, left and right: Lightweight Recaro seating trimmed to match the exterior makes the cockpit of a 964 RS a pretty special place*





# DESIGN911.com

EVERY PART FOR EVERY PORSCHE

- > BODY STYLING & CONVERSIONS
- > ENGINE & GEARBOX REBUILDS
- > SUSPENSION & EXHAUST UPGRADES
- > DAMAGE REPAIR PARTS
- > PERFORMANCE UPGRADES
- > RESTORATION PARTS
- > SERVICE PARTS
- > WHEEL & TYRE

WORLDWIDE DELIVERIES

Parts for: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 onwards, Boxster, Cayman, Cayenne, Panamera & Macan.

We are stockists of major brands including:



5%  
OFF

use online code  
**CLASSICP9**  
at checkout



+44 (0) 20 8500 8811  
sales@design911.com

**DESIGN 911**  
Centre for Porsche



# MAKING HISTORY

Unrestored and charmingly imperfect, this two-owner 911E is a survivor with a notable first owner and some unlikely-sounding motorsport provenance

Words: Alex Grant Photos: Andy Tipping





**F**or all the lure of a bare-metal restoration, it's the imperfections in classic cars that often give mass-produced metal its own identity. Every dent, chip and faded panel hints at a life lived, a place visited or the experiences of a previous owner, and each is unique. In some ways it's as close as a car can come to telling you its history itself, and it's always worth digging at those unusual details. Sometimes they've got the biggest stories behind them.

At a glance, you'd probably overlook this Conda Green 911E amongst the priceless classic Porsches in the Border Reivers showroom near Loch Lomond. Cared for but also unrestored, most of its original paint is still visible, its seats are original down to the crudely-placed tape concealing a tear in the bolster, and the sunroof seal

is escaping around the edges of the panel.

But there's some unlikely-sounding provenance in that misplaced ST front bumper. Not because it's a relic of a Kremer-obsessed previous owner aspiring to the real thing, but because it's a hasty repair following a front-end accident in the hands of its first keeper. That first name on the logbook? Former Kremer team driver, John Fitzpatrick.

'I don't remember exactly how it happened, but I do remember that it happened while I was driving somewhere in Germany,' John tells us. 'I ran into the back of somebody and Kremer fixed it for me, but they put one of their spoilers on it. I was probably at the Nürburgring, because (Kremer) were just up the road in Cologne and I used to spend a lot of time there between races.'

Porsche ownership came John's way during a formative







part of his career. In January 1971 he was working at his father's dealership – Silverdale Motor Bodies in Birmingham – between rounds of the European Touring Car Championship, driving alongside Jochen Mass and François Mazet as part of the Ford Köln team. His only experience of the 911 had been a seat share with Ben Pon at the 6 Hours of Nürburgring in 1967 and, by his own admission, it wasn't on his radar to own one afterwards.

'My father had a couple of Jaguar E-types and he'd passed one on to me, so I had that for a while,' he recalls. 'I didn't know Porsches at the time, and I didn't consider one as a road car until my friend bought a 911S and let me drive it. That car was sensational, it made the E-type look like a double-decker bus. So when my father asked what I'd like as a new car I said I wanted a Porsche.'

This 911E seemed fated to find its way into his hands. Whoever ordered it from the factory had spec'd it as a driver's car, adding a limited-slip differential, sports seats and raised steering wheel hub, according to the factory Certificate of Authenticity.

But John recalls being lured most by its distinctive green

paint when he spotted it in the showroom at UK Porsche importer Archibald Frazer Nash (aka AFN in Isleworth) in January 1971, and he put it to work straight away. Fitted with a new 8-track tape player and Blaupunkt speakers – the same ones still mounted to the parcel shelf today – it rolled in for its first service a week after leaving the showroom, with 1294 miles on the clock. Not in London, but in Bern, Switzerland.

It set the formula for the rest of his ownership: 'I used the car every day and, when I was racing, I would drive to work with it on the weekend,' he says. 'I took it to Europe a lot – in fact, I had a tow bar on it because I was keen on water skiing. I towed a 16-foot Fletcher ski boat all the way to the south of France on the back of the Porsche, doing 100mph down the Autoroute. It was a great

road car,' he remembers with a smile.

Perhaps just as well. If 1971 had been a busy season, then the coupé had its work cut out keeping up with John's diary the following year. In April, he competed for the first time as part of the Porsche-Kremer Racing Team, fielding a 911 in the same Conda Green as his daily driver. In the months that followed, this car would transport him to his first

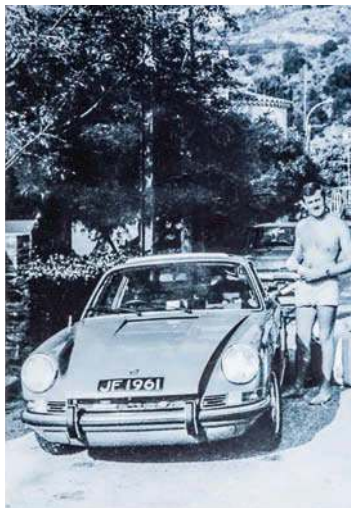
*Above: Apart from evidence of repair work on the rear quarters, the car is totally original, looking just the way it did when John Fitzpatrick became the first owner*

## “WHEN MY FATHER ASKED...I SAID I WANTED A PORSCHE...”

*Below left: Fitz on tour in the 911E – he used it as his regular transport between race events*

*Below centre: Collecting the car from AFN – note the electric aerial mounted on the right-hand front wing*

*Below right: The original maintenance booklet survives, complete with John Fitzpatrick's name...*







**“JOHN REMEMBERS  
BEING LURED MOST  
BY ITS DISTINCTIVE  
GREEN PAINT...”**





ever 24 Hours of Le Mans – an event sticker for which is still in the windscreen – as well as five first-place finishes at the European GT Championship and countless other events with Team Schnitzer Motul, Team Broadspeed and the Cooper Car Company during the 1972 season.

It's a mute witness to an exhilarating era of motorsport, with a spec good enough that it would also get called in for sighting laps between practice sessions. 'I would have taken it around the Nürburgring before races, probably with a friend or another driver with me, so I could show them the way around. I did 41 races at the Nürburgring, and I was there all the time during the 1960s and 1970s. So I knew it like the back of my hand,' he says.

'In fact, if I can't get to sleep now, I just imagine driving the Nürburgring. A pal of mine who is a professional golfer said if he couldn't get to sleep then he'd imagine playing at St Andrews and he'd never get past nine holes. So I got the idea from him, but I don't think I ever got down to Adenau and the bridge over the main road at Breidscheid before going to sleep.'

It was a brief tenure. John would go on to drive for both of the Cologne-based arch-rival Porsche teams, Kremer and Gelo Racing, before moving on to Dick Barbour Racing and forming his own team fielding a 935. The resulting good

deals on new Porsches meant daily drivers didn't stick around for long, and the 911E was traded in at the end of the 1972 season with some 29,000 miles under its belt, making way for the newly-launched 2.7 Carrera RS.

But it had a left a lasting impression, enough to pave the way for a long list of Porsches in the meantime – two 930 Turbos, a 928 and a 924 Turbo that he remembers almost costing him his licence while living in California. 'We were living in San Diego and I drove it up to Sears Point. North of LA the freeway splits, so going north you're low in the valley and going south you were half way up the mountain going the other way. I remember I was doing 100mph and I saw a police car coming down the freeway on the hill on the other side. I didn't think anything about it.

'Then, 10 or 15 miles up the road, there were two trucks overtaking each other, so I had to slow down to 40–50mph. The police car caught me up – he'd turned around, and he pulled me over. His shirt was soaking wet because he'd been driving so hard to catch me up. But it turned out he was a racing enthusiast and, once he saw my licence, he realised who I was, so we had a good laugh about it and he didn't give me a ticket in the end.'

Back in the UK, the 911E was making its mark on an

*Above: The original number plates bearing Fitz's personal registration survive with the car. What stories this 911 could tell...*

## “IT’S A MUTE WITNESS TO AN EXHILARATING ERA...”

*Below centre: Original tool kit and touring pack (spares considered necessary for long-distance travelling) can be found in the front luggage bay, along with the original jack and spare wheel*

*Below: Original engine is charmingly unrestored, but has been scrupulously maintained by past owners*





# Complete Suspension Packages

Build yours at [ElephantRacing.com](http://ElephantRacing.com) 3 clicks... Done!



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



Fast Shipping  
Worldwide

Sales & Support  
+1.408.297.2789

911 ▾

964 ▾

993 ▾

996/997 ▾

991 ▾

Boxster/Cayman ▾

914 ▾

944 ▾

356 ▾

Merchandise ▾

Search ▾

## Suspension Builder

ONLINE TOOLS

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

### 1 Select Year & Model

Year

Model   
  
991  
993  
914  
964  
944

### 2 Select Your Package

### 3 Review & Approve

Add, update, or remove parts  
using the tables below

**Add To Cart**

#### Front



#### Rear



PACKAGE CHARACTERISTICS +	
RIDE COMFORT	41
PERFORMANCE	63

+1 408.297.2789  
[ElephantRacing.com](http://ElephantRacing.com)  
Santa Clara, California, USA  
Fast Worldwide Shipping







equally enthusiastic second owner – a Dr Edwin Roberts of Wrexham, who had traded in a 911S Sportomatic and £1700 to cover the £3500 asking price at Birmingham-based dealer Shovelbottoms. Its new life in North Wales never matched the continent-crossing mileage John had put it through, but it didn't stop it finding its way trackside, albeit as spectator transport. The '74 Brands Hatch sticker on the rear glass is original, preserved by years under cover in the doctor's garage. Every detail tells a story.

Indeed, Dr Roberts was so fond of his car that he kept it long after he'd retired, with his family only parting ways with it in 2017 via an auction at Sotheby's. Briefly, after 45 years, John Fitzpatrick would be reunited with the car that had started his relationship with the Porsche brand, driving it onto the auction stage ahead of bidding. With 64,000 miles on the clock, it had barely doubled its mileage since he'd last got behind the wheel.

Owner number three, Border Reivers CEO Tom Fitzsimmonds, says that unique history made it irresistible. 'So many of these cars were refurbished when you couldn't

get genuine parts, and the genuine parts were thrown away,' he explains. 'I remember after getting it back to the unit, I just sat in it and took it on board, and I've been doing that for almost two years – waiting for the car to talk to me and tell me what to do with it.'

A big part of that will be preservation. A life spent garaged means rust is limited to the rear quarter panels, which have both been painted at some point in its life. But its second owner was sympathetic, retaining the original service set with its spare gaskets and even keeping the original plates bearing John's private registration number. Despite only light use, the 911 was brought out for servicing every year, each one meticulously documented in its records.

For Tom Fitzsimmonds, the best way to keep that legacy alive is to add to it, regardless of imperfections that might result. 'John was really excited that it had sold to an enthusiast, and he's told me to use it,' he says. 'I'm a custodian, I want to pass it on in the condition I bought it in, if not better. So I want to do some preservation work first, but I'll drive it the way it's meant to be driven.' **CP**

*Above: Original front bumper was replaced following an altercation in Germany. Kremer repaired the car, installing one of its own bumper/valance panels*

*Below: Interior is entirely original, down to the eight-track tape player and shelf-mounted speakers, factory sports seats and slightly faded carpet*







# Border Reivers

Classic, Race and Sports Cars



## PORSCHE 1954 356 PRE-A

For more details visit [www.borderreivers.co](http://www.borderreivers.co)

*"We only buy cars we would love to own"*

Viewing by appointment only

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

Web: [www.borderreivers.co](http://www.borderreivers.co)

Credit brokers / Worldwide shipping specialists



# BRING 'EM AND 'RING 'EM

We join the Kremer racing team at the Richard Mille Nürburgring Classic 2019 to witness the sight and sound of classic Porsche race cars being pushed to their limits

Words and photos: Robb Pritchard





With decades of being at the forefront of Sportscar and GT classes, no classic racing event can call itself complete without a host of Porsches lined up on the grid. The third edition of the Richard Mille Nürburgring Classic had an incredible 300 cars come to do battle on the Grand Prix circuit, but it wasn't just the numbers that made it a special weekend, it was the quality and variety of cars out racing. There were venerable antiques, such as the pre-war Grand Prix cars with throaty Alfa Romeo 8 Cs going side by side with Mercedes SSKs, to races of tiny Abarths and NSUs, to the popular DTM and Touring cars of the '90s, and even the recently restored ex-Nelson Piquet BMW M1 Procar.

But for Porsche lovers there was only really one car to see. The Jägermeister Kremer K3 is one of the most iconic Porsches to have ever graced a race track, but far from being out just for a demonstration run it was pitted against the ex-Klaus Ludwig Zakspeed Capri for a re-run of their fights in the 1981 DRM, some forty years in the making!

The speed and sound of a racing Porsche is important...but so is its colour scheme. At first, the bright reflective blue and dayglo yellow on a big-winged RSR

replica looked an odd combination. Based on a 1977 body and powered by a 3.6, it was built only five years ago so with no precious history related to its chassis number it's used just for fun...although that's not to say it isn't raced seriously. At home in the popular Oldtimer Trophy it has such a striking livery because the Twin Busch Racing team run an Audi R8 GT3 in the ADAC GT Masters series in the same colours and they wanted it to match.

And what does driving such different cars feel like? 'The Audi is a modern car and has such massive levels of downforce and speed through the corners that it's just incredible to drive,' Dennis Busch smiled. 'But once you push to go fast in the Porsche then actually the level of fun is about the same!'

In the same Oldtimer Trophy class, but slightly less serious about top results, was Bernd Langewiesche in his Pink Pig RS. At 72 years old he still loves his motorsport... and is also one of the nicest guys in the whole paddock. The car is an original RS fitted with a later 3.0, but bought 12 years ago in plain white Bernd wanted to drive something that stood out. 'Sometimes it seems everyone races a Porsche so I wanted to be a bit different and to make people smile.' Pink, and sporting the same livery as

*Below: Surely one of the most iconic race cars of all time, with Wolfgang Kaufmann at the wheel, the Kremer K3 in Jägermeister livery reminds us of the heady days of the DRM in the early 1980s*







the 917/20 from the 1971 Le Mans, certainly did the trick. At such an age he doesn't race with the hope of getting a podium, but with a cheeky smile says that a Top 10 finish is always welcome... But that's not so easy seeing as his grid is sometimes almost 100 cars strong. But the Pink Pig RS is just a fun car. His serious one is one of the ten Porsche KMW SP20s...

In 1971 Austrian race car designer Jo Karasek wanted to build a light and reliable race car for the then very popular Interseries, Europe's equivalent of Can-Am, a championship where almost anything was allowed to race. The cost of a 908 or 917, even back when they were newly obsolete, was prohibitively expensive for a privateer driver, and so with some parts left over from a defunct race team Karasek made a chassis out of aluminium sheets, which in the early '70s was well ahead of its time.

A 2.0-litre 911 engine gave about 230bhp which powered the 470 kg car very well and the early models impressed Helmut Bott so much that Karasek was put at the top of the list for parts and was also allowed to use the Porsche logo.

The gearboxes were generally race-oriented Hewland ones, with the brakes coming from Formula 3 race cars and, although the earlier examples had 2.0-litre engines, he soon began fitting them with a 2.8 flat-six, which meant the lightweight little KMWs had a brilliant power to weight ratio. Bought ten years ago chassis #8 has a 2.8, and although it originally had a 2.0, Bernd Langewiesche is more

concerned by enjoying the extra power than the originality.

According to him, though, the best thing about the cars is that they were designed for the slightly larger gentleman. 'If you are over 6ft tall you can't drive many cars, whether you

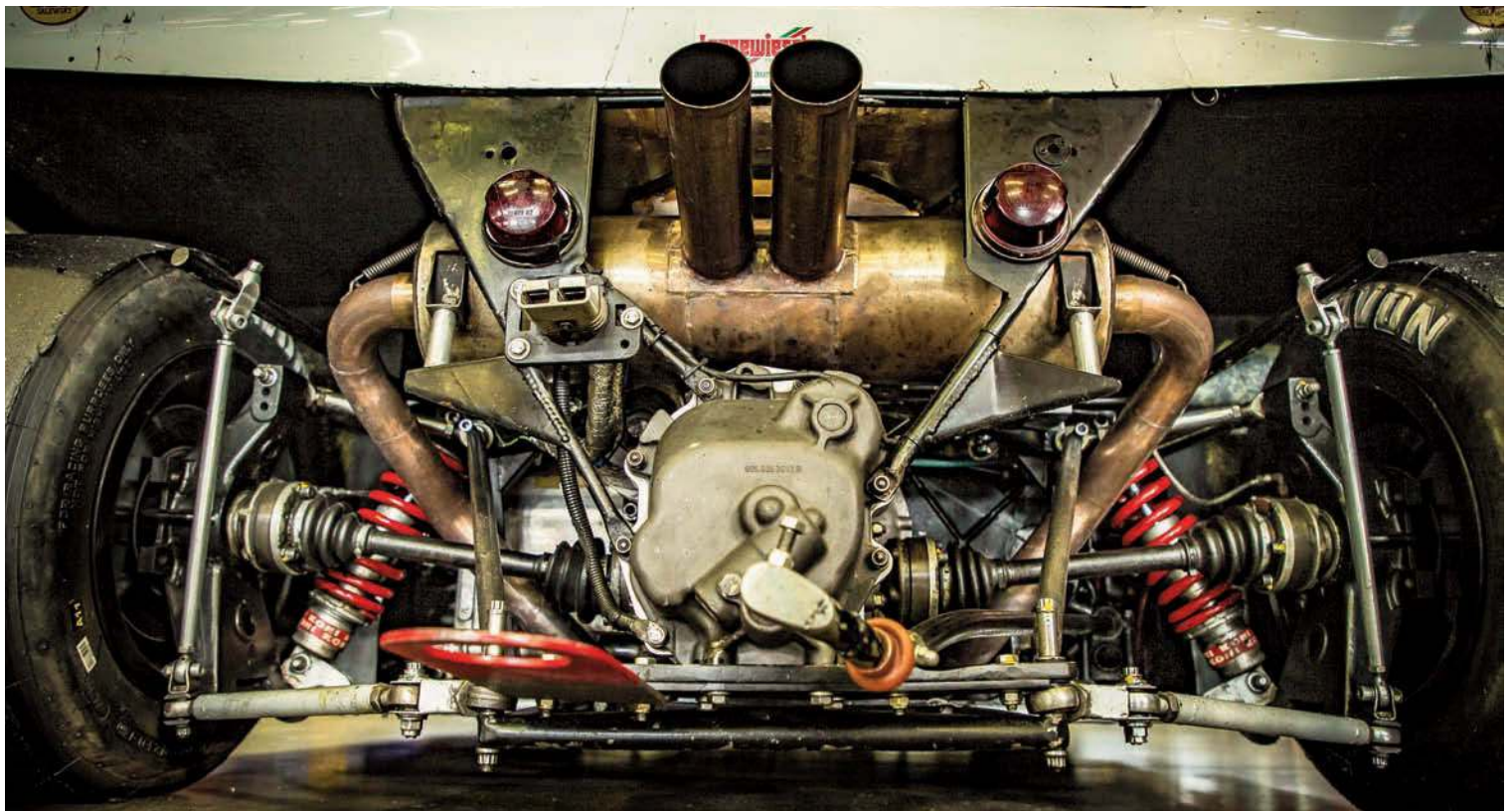
*Above: The grid girls were dressed in outfits to suit the occasion, adding even more colour to an already colourful line-up. It was a photographer's dream!*

*Below, left and right: 72-year-old Bernd Langewiesche painted his RS in the style of the famous 1971 'Pink Pig' 917 Le Mans car. It makes people smile, he tells us!*

**“HE SAYS A TOP  
TEN FINISH IS  
ALWAYS  
WELCOME...”**







*Above: Rear end of the interesting KMW SP20, showing the Hewland gearbox, which is hooked up to a 2.8-litre Porsche 'six'*

can afford them or not, simply because it's impossible to fit.' Bernd is now enjoying the car again after allowing it to be displayed in the Nürburgring Museum for a couple of years. 'I missed it too much,' he smiled.

The only modification he's had done is to have the rear axle opened up as a solid one which makes it pretty hard to drive. 'It's fun,' he said. 'But a young and serious driver could lap about five or six seconds faster than me. But a pro driver did look at my video and suggest that I take a different line through the esses, which saved about a second a lap. A Red Bull before the start is worth another second!'

The Grand Prix circuit might not be in anywhere near the same league as the fabled Nordschleife loop, but since its inauguration in 1984 it has seen its fair share of epic

motorsport events, and is most definitely a premier track in its own right – especially when you have the 30 cars of the Can-Am and GT grid on it. The breathtaking K3, resplendent in the bright orange Jägermeister livery, comes from the Group 5 era of the DRM where only a passing resemblance to road cars was needed. Despite the outrageous wings and arches, the K3 is still obviously a 911, though.

Long dormant Kremer Racing was taken over a few years ago by Eberhard Baunach, a long-time Porsche enthusiast, and in his hands the legendary name is enjoying a resurgence. Their current project is the 997-based K3R, a car that mixes the modern with the classic, and is basically a 997 dressed in K3-style bodywork. It might sound a bit strange, but it looks absolutely stunning and its K3 descendency is

*Below: Unfortunately, the Kremer K3 suffered lubrication problems, forcing Wolfgang Kaufmann to retire*







easy to see. But as eye-catching as it is, currently it's in the past that Kremer Racing's glory lies and the Jagermeister K3 is the best example of that. Even among the field of some 300 cars, the bright orange, fire-spitting monster grabbed the most attention.

With the boost turned down to just 1.1 bar so that it 'only' put out around 650bhp, instead of the 800 it is capable of, it was competing against its Zakspeed Capri original arch-enemy from the 1981 DRM championship. If that wasn't a spectacle enough these two iconic racing beasts also shared the grid with some outrageously loud and fast Can-Am monsters.

In the very capable hands of Wolfgang Kaufmann, a former Porsche Cup winner, the K3 got thrown around almost as much as when Bob Wollek raced it in its DRM heyday with flames spitting out of the back, powerslides as the turbos kicked in and puffs of tyre smoke from unloaded front wheels. Wolfgang, though, insisted he was taking it easy. 'The secret with a car like this is the balance,' he explained. 'It's a race car, so you have to race it, but you also need to keep everything at less than its limit because you don't want to be braking forty year old original parts every time you go out on track.'

## “THE SECRET WITH A CAR LIKE THIS IS THE BALANCE...”

The F1-engined Can-Am Lola T294 took pole with the Capri next to it but Wolfgang, with many, many years of turbo experience, out-dragged the normally-aspirated Lola and the 1400cc Capri, neither of which have the torque of the Porsche, to lead into the first corner. That was the plan as

Wolfgang knew that the lightweight Lola would be very fast in the corners, and it would be much easier to keep him behind for the 30 minute race rather than to overtake.

What didn't go to plan, though, was some kind of serious engine failure. Engine oil getting anywhere near the rear-mounted turbos would be a recipe for disaster so as soon as he saw the smoke in the mirrors he pulled over to a

fire marshal's post. 'The last race we had an issue with the engine's responsiveness,' he explained. 'We couldn't trace it to a specific fault so rebuilt the mechanical ignition pump and at the testing we did at an old runway recently it was perfect. But obviously something still wasn't right.'

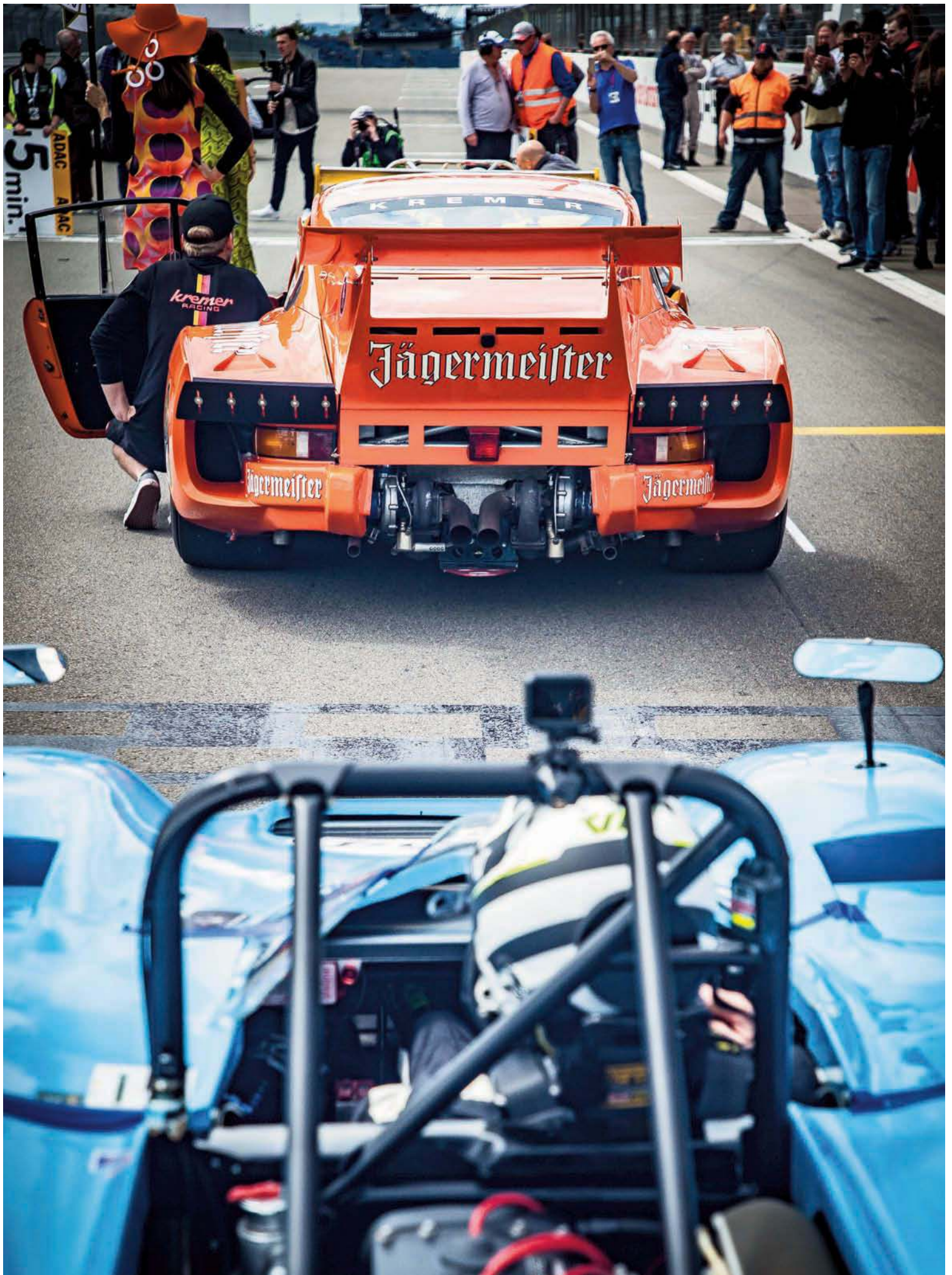
Back in the workshop, when the engine was stripped down and opened up they found that the crankshaft had been scorched blue in a few places indicating some serious oil feed issues...

*Above: At first glance you could be forgiven for thinking the KMW was a 908, but it was the brainchild of Austrian race car designer Jo Karasek for Interseries racing*

*Below: Eberhard Baunach's IROC-inspired RS won its class at the event, finishing second in one race and winning the next*











In his slightly less spectacular IROC RS replica, Kremer owner Eberhard had a good first race, though. Starting in the middle of the pack with a lot of strange and lightweight prototypes around him, he lost a couple of positions at the first corner while trying to keep out of the way of people having lock-ups on cold tyres. There were 11 classes in the race and in the one for GT and IROC cars up to 3000cc, his main rival in a 3.0 RSR had a slow start, but catching fast.

'My RS with the steel panels is much heavier than the RSR with its composite ones, and even though I was driving really well he was catching me at about two seconds a lap. He was right on me with 11 minutes of the half an hour to go so I thought it would be pointless fighting for all that time and did the gentlemanly thing and let him go.'

Eberhard stayed in touch, but the RSR was much quicker through the corners, so there was no hope of catching him. The only thing he could do was to just wait for him to make a mistake...which unfortunately he didn't. With his K3 pride and joy parked at the side of the road it was a rather bittersweet trip to the podium to collect the silverware for second place.

Sunday's Race 2 went a little better. Eberhard assumes that another driver took over the rival RSR, one not quite as fast as in the previous race and it didn't take long to get past. Then all he had to do was concentrate on the much faster Can-Am cars coming up to lap him. Overnight the mechanics had repositioned the mirrors so he could see better as the speed differential is so much that by the time the blue flags are out it's often already too late.

'You have to know what you are doing out on the track when there are other cars like that around, especially if you are in a fight with someone in your class and are concentrating on looking ahead. On the Nordschleife, if you are not in a top class car, you have to look in your mirrors almost as much as through the windscreen, but on the shorter Grand Prix circuit it's not so bad by comparison.'

For some reason the RSR suffered a DNF and so, with a second in Race 1 followed by a win, Eberhard won the class and brought more silverware back to Cologne – but he'll have to win quite a few more races until the modern trophy cabinet is anywhere near as full as that from the '70s and '80s... **CP**

*Above: Still running mainly steel body panels, Baunach's IROC RS is decidedly heavier than rival RSRs with composite panels*

*Below left: Kremer owner Eberhard Baunach ready for the off in the IROC RS*

*Below right: The KMW SP20 in full flight. What a great looking car this is*





# PARAGON



At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.



## 911 RS Touring

Jet Black • Black Seats • Manual Gearbox • 15" Fuchs Wheels  
Fully Restored • Matching Numbers  
1973 (L)

£574,995



## 911 Carrera Speedster

911 Carrera Speedster • Jet Black  
Black Leather Sport Seats • Manual  
G-50 Gearbox • 16" Fuchs Wheels • Full  
Leather • 2,307 miles • 1989 (G)

£219,995



## 911 GT2

Arctic Silver • Black Leather Bucket  
Seats • Manual Gearbox • Porsche  
Ceramic Composite Brakes • Rear Roll  
Cage • 49,352 miles • 2002 (02)

£114,995



## 911 Carrera Sport Targa

Grand Prix White • Dark Blue Leather  
Seats • Manual G-50 Gearbox • 16"  
Fuchs Wheels • Fully Electric Seats  
22,373 miles • 1988 (F)

£84,995



## 911 Carrera 2 S (993)

Metallic Black • Black Leather Sport  
Seats • Tiptronic S Gearbox • 18" Turbo  
Wheels • Sports Exhaust • 73,953 miles  
1997 (P)

£69,995



## 911 Race Car (996)

Paragon Race Colours • Racetech  
Racing Seat • Manual Gearbox  
GT3 Suspension Upgrades • 2018  
Championship Winning Car • 1998 (R)

£59,995



## 911 Carrera GTS (997)

Carrera White • Black Half Leather  
Sport Seats • PDK Gearbox • Touch-  
screen Satellite Navigation • 19" Centre  
Lock Wheels • 61,083 miles • 2011 (11)

£54,995



## 911 Turbo (996)

Lapis Blue • Dark Blue Leather Seats  
Manual Gearbox • BOSE Sound System  
18" Turbo II Wheels • 75,992 miles  
2002 (02)

£39,995

# PARAGON

See more of our current stock at [paragongb.com](http://paragongb.com)

01825 830424 [sales@paragongb.com](mailto:sales@paragongb.com)

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY



# THE SHIPPING NEWS

How many people have looked at eBay or various of the Porsche forums and wondered how practical an idea it would be to import your own car from the USA? The prices always seem inviting, the cars somehow look more shiny, but what is involved with importing and registering your own classic Porsche? Here's part one of how we imported our 1975 914...



**T**here can't be many readers who haven't at some point thought about buying a car from across the Atlantic, seduced by what appear to be low prices compared to those asked in Europe. And the choice! Don't forget, the USA was for many years Porsche's biggest export market (today China leads the way...), so it's no wonder there are so many 356s, 911s and 912s (not to mention 914s...) for sale on US-based internet forums and auction sites.

But what is actually involved with buying, shipping and then registering a car for use on UK roads? The 914 you see here is the tenth car I've personally imported (previous imports comprised seven VWs, a Porsche and a Studebaker!) and although it is still a nail-biting process at times, it isn't hard and, if you play your cards right, can save you a lot of money. It is also, I have to admit, fun.

OK, so let's start at the very beginning with the search for, and purchase of, your perfect Porsche. Finding a car for sale isn't that hard – there are hundreds on sites such as the Pelican Parts, Early 911S and the 356 Registry forums, plus, of course, good old eBay. Look hard enough and you'll find forums to cover just about any model your heart desires. In my case earlier this year, I happened upon the 914world.com pages, which had a pretty sizeable number of cars for sale.

I spent a few days (I know, I'm impulsive) looking at that forum, as well as eBay, before narrowing my choices down to two possible cars. One was a green 2.0-litre 914 for sale at a dealer in North Carolina, the other a Nepal Orange 1.8 model in, coincidentally, South Carolina. Now I have to admit that, even though I have been to the USA almost 60 times in my life, I didn't know where North or South Carolina were until I broke out Google Maps!

*Above: All loaded for the journey home – collecting the car from Southampton docks made for a long, tiring but ultimately exciting day!*

*Right: Photos of the car sent from the USA suggested it was a good, straight and (hopefully) rust-free example*

*Far right: The original advert on the 914world.com forum caught our eye – a week later and the deal was done*





*Clockwise from top left: Owner Don Curtis kindly dropped the car off at the shipping agents – he lived just 20 minutes away; this was the first sight we had of the car, sitting in the compound at Southampton; the 914 was a very tight fit on the trailer. 914s are wider than I remembered; I was delighted to discover all the original paperwork was still with the car, right down to the 1975 dealer bill of sale*

The green 2.0-litre was a fantastic looking car, with history back to the original bill of sale and all service documents, but it was at the very top of my budget and, if truth be told, looked to be too perfect for what I was after. I wanted a car that was solid and straight, with decent history and yet wasn't so perfect that it wouldn't benefit from some work. Basically, I was after a rolling project that I could enjoy driving and tinkering with as I could afford the time and money.

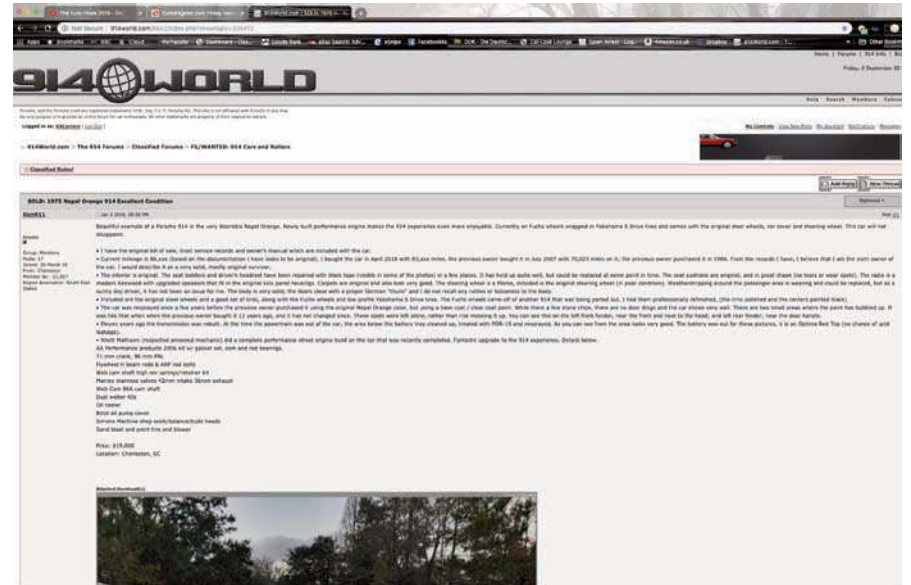
I came across 'my' 1.8-litre car for sale on the 914world.com forum, and sent off an exploratory message to the owner, Don Curtis. He message right back, answering the questions I'd asked and also responded to my request for more photos, particularly of the underside.

The car looked very good in the photos, although the seats would need work, and it had the added bonus of

having had a full engine rebuild, taking the capacity out to 2056cc, with dual Weber carburettors.

Now there are two ways to proceed: the sensible way and my way! The sensible way suggests you fly over to the USA to check out a potential purchase, or at the very least, arrange for it to be the subject of some form of pre-purchase inspection. My way has usually been slightly more cavalier, involving good old fashioned trust and much crossing of fingers. The 914 looked to be just what I was after, so I thought 'What the heck?' and made Don an offer.

That night I transferred a \$500 deposit to his bank account (it's easy to do, using on-line banking – or you can go into your local branch and have them do it for you) and then set in motion the process of shipping the car. My first port of call (excuse the pun) was Kingstown Shipping





# Scala | O'Brien Porsche | Audi

Chicagoland's Only Complete Porsche Audi Dealer  
Sales Service Parts Dept. Leasing Dept. Body Shop

**There Is No Substitute**

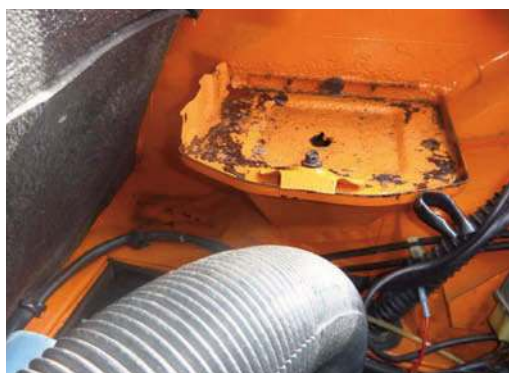


**The 29mpg Porsche**

**NOW!  
Immediate Delivery  
914 1.8 Litre Porsche  
New for '74**

Scala O'Brien Porsche/Audi  
2750 W. Lawrence Ave.  
Chicago, Illinois  
Minutes From The Loop  
Immediate Delivery On:  
914's, 911's, Audi and Foxes  
Phone 728-2700  
Open to serve you on Sundays

Large Modern Body Shop  
Staffed by Expert Craftsmen  
Specializing in Foreign &  
Domestic Repairs



([www.kingstownshipping.co.uk](http://www.kingstownshipping.co.uk)), who I have used on a number of occasions in the past. Mark Cowley is the contact there and he is without doubt one of the most helpful people you could wish to deal with.

First question from Mark: Where is the car located? Answer: Charleston, South Carolina. 'Oh, that's easy – we ship out of Charleston...'. As luck would have it, Don the owner lived about 20 minutes from the shipping agents, so there would be no need to arrange transport to collect the car. Incidentally, transporting the other 914 from North Carolina to the port would have added \$475US to the bill.

The quote for shipping was \$900US, plus £470 for handling (decontainerising, etc) in the UK. In addition, I opted to pay for insurance, which added another £250 to the total.

With all this set in motion, I needed to pay the balance of the money owing on the car. That was a slightly amusing episode, involving a phone conversation with my bank after my attempts to transfer the money on-line failed.

I called the bank to ask why and was told 'It's rather a large amount of money sir. Can I ask what it's for?' To buy a car, I replied. 'Have you seen the car, sir?' Er, no... Silence, followed by 'Have you actually met the owner, sir?' Er, no... Silence again. 'Do you know if the car actually exists, sir?' There are a lot of scams around at the moment.' Anyway, after a short Q&A session, I gave the

go-ahead to transfer the money and the deal was done – only once the bank reminded me that if the deal was indeed a scam, I was on my own... The car was now mine (assuming it existed, of course!).

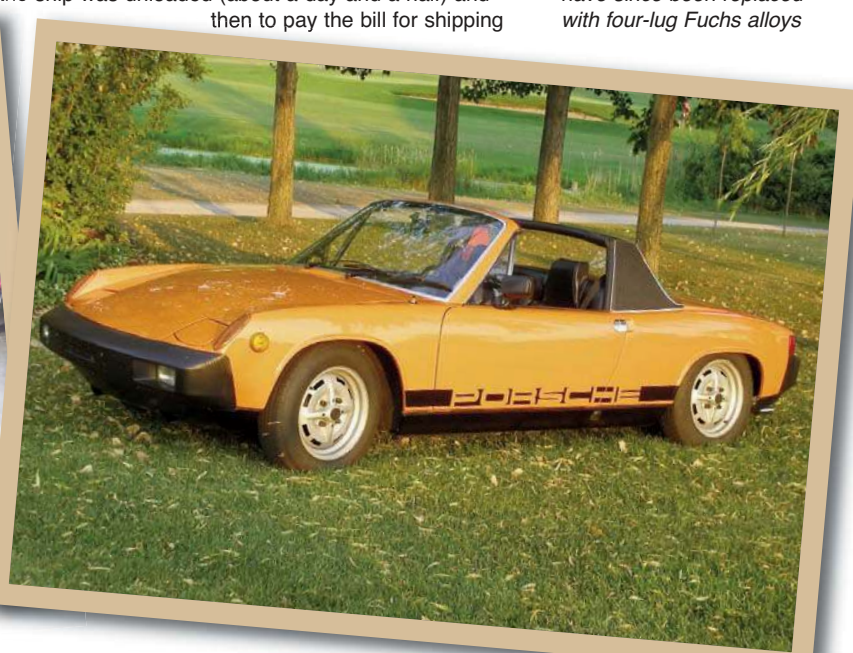
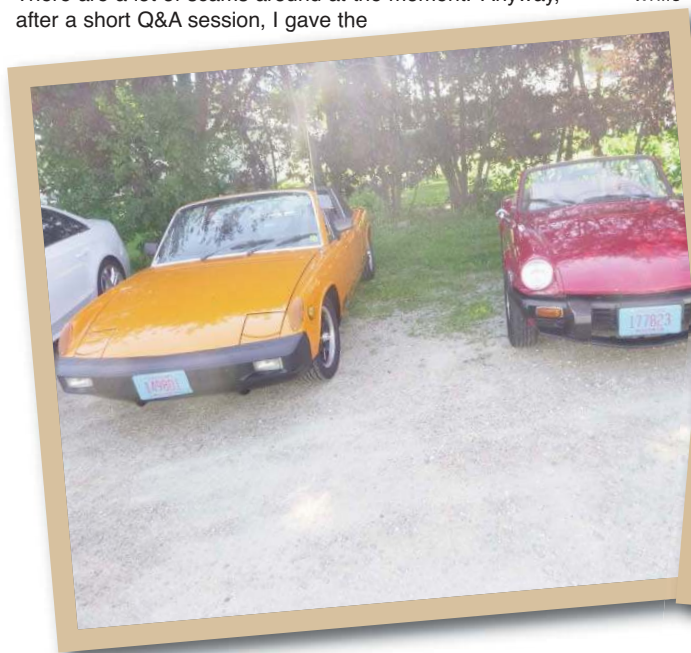
The shipping agents needed the original title and bill of sale as proof of ownership but it was then only a matter of days before I was informed the car was in its container (shared, as it turns out, with a Dodge Charger somebody else was sending to the UK) and ready to go. Another e-mail showed that the container had been loaded on the 'Ever Lucky' (great names these container ships have!) which was due to set sail in about a week.

One of the great things today is that you can 'live track' the ship – and indeed the very container – in which your car is crossing the Atlantic in real time on one of the many specialist 'apps' now available. It's exciting watching the progress of your car as it hits the high seas. Oh, and that's about when your 'friends' start sending you scare photos of container ships sinking, or on fire...

The voyage across the ocean actually only took about five days, with the destination port being Southampton – which was rather convenient for me as it is the closest container port to where I live in Cornwall. First, though, was the wait while the ship was unloaded (about a day and a half) and then to pay the bill for shipping

*Clockwise from far left: Paperwork showed the car was originally sold by this dealership in Chicago. They're sadly long gone; battery tray and 'hell hole' proved to be sound; sills looked solid, too; seats need to be replaced or retrimmed; suspension consoles were solid on both sides. That was a relief!*

*Below, left and right: Past owner Peter Stelter had fond memories of taking the car to local car shows in his home state of Wisconsin. Photo below shows the 914 on its original steel wheels, which have since been replaced with four-lug Fuchs alloys*





# RESTORATION

*Design* EUROPE



## QUALITY PORSCHE AUTOMOBILE PANELS

[www.restoration-design.eu](http://www.restoration-design.eu)

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





Above, left to right: Rhett Mathison of RPM Services in Charleston rebuilt the engine just four months before the car was sold. It features a forged crank and H-beam rods from AA, along with ARP rod bolts, AA Biral cylinders and JE forged pistons, WebCam 86a camshaft and dual 40IDF Weber carburetors

so the car could be released. But in the meantime there was some more paperwork to be done.

Kingstown Shipping sent me customs forms to complete – they basically detail the vehicle and whether it could be regarded as a historic vehicle. For that you need to confirm (or be prepared to prove) that the vehicle is no longer in production, has not been modified and is more than 25 years old. This means that you pay no duty and pay VAT at a reduced rate. HMRC are tightening up on this as there have been tales of people importing hot rods which are essentially new builds and trying to sneak them in as historic vehicles, which they clearly are not.

Kingstown also sorted out the application for NOVA – Notification of Vehicle Arrivals – which is official confirmation that all duties have been paid and is a requirement before any imported vehicle can be registered for use on UK roads. It is an application which is supposed to be made as soon as a vehicle arrives, although it does appear that late applications are treated the same (for example, if a vehicle is imported as a project and tucked away in a garage for several months, or longer).

So, the total cost of bringing my 914 into the UK? The car cost me the equivalent of £14,380, added to which is £1170 shipping costs, £250 insurance and VAT on everything totalling £750, making a grand total of £16,550. OK, so not the cheapest 914 on the market – I certainly could have bought one cheaper in the UK, but few I had seen for sale were a) the colour I wanted (I really like 914s in the 1970s

‘safety’ colours, like the oranges and bright greens), b) had a fully rebuilt engine, c) had history back to day one or d) looked as straight and rust free as this.

Once all the fees had been paid, I got the OK to collect the car from the docks, so borrowed a Brian James single-car trailer (one I used to own, having been bought to carry Beetles in the past) and hooked it up to my Renault Trafic camper. The first time I saw my car (as it now was!) was when I pulled up at the compound in Southampton. There she (He? It?) was looking very bright and a little lost among all the other imports, which were mostly American muscle cars and old British rust-buckets.

Once I was given the OK, I attempted to start the car, which it was reluctant to do at first. Finally, after jump starting it off the camper, it fired up and I tried backing it onto the trailer. That’s when I realised how much wider a 914 is than a Beetle, for the car barely fitted the trailer. In fact I managed to scrape one sill slightly, much to my annoyance. But it was finally loaded and tied down, ready for the trip to its new home in sunny Cornwall.

That was when the fun really began as I started to explore what I’d bought. At first sight, it all looked good, although I’d need to do something about the torn seats and the heavy throttle action. Oh, and when I drove it down the road (ssshhhh!) it was clear the suspension alignment was well and truly out. But it was here in the UK and, most importantly, outside my house. Now to get the car registered and on the road. That’s a story for the next issue... **CP**

Below: Back home at last – after a four-hour tow back from Southampton, the 914 could enjoy the Cornish sunshine in company with my Westfield SEi. Now the real fun begins...







## The best tyres for vintage, historic and classic cars

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

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



### So, this is the Blockley Challenge...

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

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

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



**The Blockley Tyre Company Ltd**

[www.blockleytyre.com](http://www.blockleytyre.com)

**Tel: 01386 701 717 Email: [info@blockleytyre.com](mailto:info@blockleytyre.com)**

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



# NOT SO MELLOW YELLOW

Sixties star Donovan sang a song titled 'Mellow Yellow'. Somehow we don't think he meant anything like this RSR-inspired hot-rod. Seamlessly blending modern technology and no-frills retro muscularity, this great-looking SC backdate is the brainchild of UK custom shop Stuttgart Classica

Words: Alex Grant  
Photos: Andy Tipping





**W**ith a little over half a century to get the mix right, we've perhaps reached a golden era for custom 911s. Not only because the visual excess of the Eighties and Nineties is far behind us, but because today's enthusiasts have a sizeable toybox at their disposal. A global melting pot of ideas, parts and knowledge that makes any shade of grey on the retro-modern scale possible, no matter where you're starting out.

Even so, it takes a ruthless eye for detail to produce something of this quality. Four and a half years in the making, it's a meticulously engineered hybrid of parts and technology finished to world-class standards. It's no great surprise to hear that its owner, Will Chappell, undertakes projects like this for a living.

He's the co-founder of Costwold-based Porsche resto-mod specialists Stuttgart Classica. 'I blame Rob Dickinson at Singer,' he laughs. 'I remember the first time I saw one online, I said if I'd won the lottery the day before I could easily have spent all of the money with him. It's taking the best things about old cars and updating them with modern technology.'

Custom 911s might be a recent affliction, but a taste for old Porsches runs in the family. Will's father owned the UK's largest independent dealer, Chappell Porsche, and a childhood spent watching him race 911s and getting lifts to school in their roadgoing counterparts clearly rubbed off. When a house purchase cut his 911 ownership short after two 3.2 Carreras and a 996, it was only ever going to be a brief hiatus. Particularly as prices were on the rise.







As donors go, this was a lucky find. Originally an Iris Blue '80 SC, its previous owner had got as far as dismantling it, repairing the rust and protecting the body with a coat of primer before his pregnant wife had delivered an ultimatum to part ways with the part-finished project. However, it was little more than a foundation.

'I didn't intend to start with a bare shell – this guy had the complete car but wanted to part it out to make more money. I knew I didn't want the engine or suspension, so I just bought the shell, the doors and the glass, and made a deal on a carbon deck.'

'In hindsight it would have worked out cheaper if I'd bought a whole car. When you start with a bare shell you don't know what went where and what's missing until you get to it. And that's when it dawns on you that it's not the smartest way to build a car.'

Thankfully Will didn't have to fly blind for long. After posting early progress pictures on Facebook, he found himself talking to someone who was about to revive their own '78 German import 911 ready for sale. Realising it would make a useful reference, he offered to save them the hard

work, and bought it himself. The gearbox and a few brackets were transferred to the SC, while the rest was parted out and shipped all over the world to fund big-ticket items for the build. And there were quite a few of those.

Drivetrain and chassis spec was drawn up early, ensuring any cutting could be done before paint. This included RSR-style gussets ready for its bespoke Öhlins coilovers, specced

by the Dutch specialist to suit its sub-one-tonne goal weight. These are paired with a full suite of adjustable Tarrett parts and a Quaife limited-slip differential, while a half cage and front brace developed in-house help stiffen the body.

Those early decisions also included the wheels. The 9J and 11Jx17 Braid wheels are identical in size and offset to those used by Singer, but they

weren't available when Will began the build. Swayed by an influx of demand, company owner Paul Eddleston took deposits from hopeful customers to fund development, and these were the first set off the line.

'Singer went for 17s because it opens up a whole new world of tyre technology,' he explains. 'Michelin are pushing for bigger road tyres and even in Formula 1 they want to go

*Above: Retro RSR styling allied to modern touches like the 17in wheels and LED headlights give the Stuttgart Classica 911SC backdate a great look*

## “THANKFULLY WILL DIDN'T HAVE TO FLY BLIND FOR LONG...”

*Below centre: Wheels are 17in Braids, 9J at the front, 11J at the rear*

*Below right: Colour-coded dials add a touch of modern glamour to a retro-styled 911*











from 13s to 17s. Classic tyres are worth a lot of money – so are these, but they'll last a lot longer.'

Modern rubber is also useful when you're putting down a sizeable power hike. Beneath the decklid is a 3.6-litre VarioRam engine from a 1996 993 which turned up right on Will's doorstep, at GT Classics in Andover. This wasn't cheap, he admits, but was so easy to remove that he was able to hear it running in the donor car and drive away with it in his boot shortly afterwards.

That 16-year advance in engine technology offered more power and driveability, bolting in with minor alterations to the engine brace, some head scratching to get vacuum hoses in place, and a spliced 911/993 wiring loom made by Steve Timmins at Instant-G in Delaware. The engine is almost standard, aside from the aftermarket airbox fitted by its previous owner and a Turbo Thomas stainless exhaust with a blanking plate to bypass the silencer. Naturally, that's been the default for all of its first thousand miles on the road.

'I'd really like to fit a 3.8 or 4.0-litre engine, but they're eye-wateringly expensive and the bang-for-buck isn't great. This hasn't been on a rolling road yet, but it should be close to 300bhp. In a car weighing less than a tonne, that's plenty quick enough.'

The shell was restored with no plans for an update, so almost none of the freshly-repaired panels were left untouched; aside from the long nose conversion, the front panel and inner wing were modified to accept additional oil coolers, required by the 993 engine. The centre-fill fuel cap is one of Stuttgart Classica's own, and sits on top of a 60-litre ATL fuel cell mounted in a custom frame instead of being pushed through the tub.

'We custom-made the bumpers because nobody offered what we wanted,' Will explains. 'They're glassfibre, and the front bumper has an opening for an oil cooler – like a Singer – but I'm not keen on the lower lips. We're selling loads of those now.'

Two years into the build, and the 911 was a patchwork of primers and mock-fit parts, ready for the finishing touches

to the bodywork. Undaunted by the scale of the project, Coventry-based Jaguar specialist XK Engineering took on the task of welding and lead-filling the RSR arches, before returning the car to Will to be disassembled ready for its vivid Signal Yellow paint.

'I went to three or four shops for quotes – two of them were too scared to take it on, and another wanted the best part of £30,000. When I went to XK, nothing was too much trouble. Andy Townsend and his team are magicians. I've

*Above: Engine is now a 3.6-litre 993 VarioRam, which with mild mods is good for close to 300bhp – plenty of fun in a light RSR-style hot-rod*

## “BENEATH THE DECKLID IS A 3.6-LITRE VARIORAM ENGINE”

*Below centre: Six- and four-pot brake calipers are Stuttgart Classica specials*

*Below right: Stock fuel tank has made way for a 60-litre ATL fuel cell, complete with centre-fill set-up. Note carbon-fibre strut brace*







Specialists of rare Porsche



Porsche 964 Turbo S Flatnose, 1 of only 12 RHD examples worldwide. Beautifully original with 10,900 miles.



Porsche 996 GT3 RS/R 2001, Excellent ALMS history, 6 podiums, 4th at Daytona 24hr. Great investment.

Email: [paul@gtclassics.co.uk](mailto:paul@gtclassics.co.uk) Phone: 07790 993911

[www.gtclassics.co.uk](http://www.gtclassics.co.uk)





never been to a paint shop with one Bugatti Veyron inside, let alone three,' he says.

While the 911 evolved, Stuttgart Classica had grown to include its own workshop. Business was booming, and spare time was short. Confident that everything would fit, Will pieced the car back together at his own pace, pausing where necessary to order even higher-quality parts and finding time around customer projects. The lack of a looming deadline offered time to get every component exactly as he wanted it, without stressing about delays.

'The first time I built it, the car was like a jigsaw with no box. This time I knew what I was doing and, if I'd had the time, it would have taken six months. But I wasn't in any rush, and I was enjoying assembly more than I'd enjoyed mocking up. You have to see past that Frankenstein thing, where it's ten different colours, and know where you want to end up.'

That extra space to think really shows inside. Concerned that a half-cocked interior would give away its 1980s roots, the dashboard features Stuttgart Classica's backdate kit – basket-

weave inserts sandwiched between aluminium strips. Eyelets in the half leather, half Alcantara seats are a nod to Singer, and even the roll cage was painstakingly trimmed to match.

There's plenty room for modern technology, too. LED headlights take the guesswork out of unlit Cotswold B-roads, the brakes use six- and four-piston aluminium calipers developed in-house, and vital functions are controlled wirelessly via a Summit Technologies control system and buttons on the steering wheel, rather than stalks on the column. Retaining that analogue classic car experience was a priority, but it didn't dictate every detail.

'It's not a particularly relaxing car to drive,' says Will. 'Not that it's trying to kill you, but it's quite a workout and you have to be on top of it. That's how old cars should be. If you want an easy drive, buy something modern.'

Or, perhaps, dig into the parts bin and see what takes your fancy. There's no shortage of inspiration out there and, when the end result looks and performs like this, we reckon there's no harm in a workout every now and then. **CP**

*Above: One-off exhaust from Turbo Thomas can be run with pipes fully open or through the silencers. Guess which option Will prefers...*

*Below: Fully trimmed interior features many Stuttgart Classica goodies, including their dashboard backdating kit. Trimmed rollcage and those half-Alcantara seats add a touch of luxury*





# STUTTGART CLASSICA

PARTS - RESTORATION - BESPOKE

ROAD



RALLY



RACE



01386 701953

WWW.STUTTGART-CLASSICA.CO.UK





# HAYDON BROS

## COMPONENT RESTORATION

Haydon Bros offers a component restoration service for aluminium parts on all Porsche cars. Originally designed for aerospace industries, the system utilises a pressurised ceramic slurry to restore any aluminium part to its original cast brilliance. Old parts look new, natural and tarnish free.



**Service | Mechanical Repair | Modification | Restoration**  
**Haydonbros.com 714-777-7988 Anaheim CA**

A CLASSIC PORSCHE PARTS STORY  
your partner for: Porsche 356, 911/912, 964, 993



**JOMAPARTS.COM**  
porsche classic parts

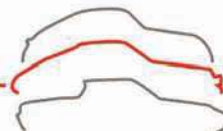
Gefusilleerdenlaan 29 - 9600 Ronse, Belgium  
T +32 55 21 30 13 - F +32 55 20 70 69  
info@jomaparts.be - www.jomaparts.be



# ROGER BRAY

---

## RESTORATION



**CLASSIC PORSCHE**  
**PARTS AND SERVICE**

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

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



## CLASSIC PORSCHE RESTORATION, SERVICING AND PARTS

**Roger Bray Restoration, Milestone Business Park, London Road, Whimble, Exeter, Devon. EX5 2QB**  
**Tel: +44 (0)1404 822005 - Email: [enquiries@rogerbrayrestoration.com](mailto:enquiries@rogerbrayrestoration.com)**  
**[www.rogerbrayrestoration.com](http://www.rogerbrayrestoration.com)**



Sportwagen

**ECKERT**



Porsche spare parts for all models since 1950



# The Original

Fuchsfelge® Type 911 | G-Model in 16"

With passion for tradition.

Surface diversity

16" Fuchsfelge:

Spokes "black":

Front: 7J x 16, ET23.3	5.60 kg	€ 462,00
Rear: 8J x 16, ET10.6	5.85 kg	€ 462,00
Rear: 9J x 16, ET15	6,00 kg	€ 462,00

polished, silk-gloss anodised outboard rim;  
disc base and rim star hand-painted in  
matt black

new production with weight reduction of 700g at 7J/8J and 900g at 9J



dealer enquiries welcome

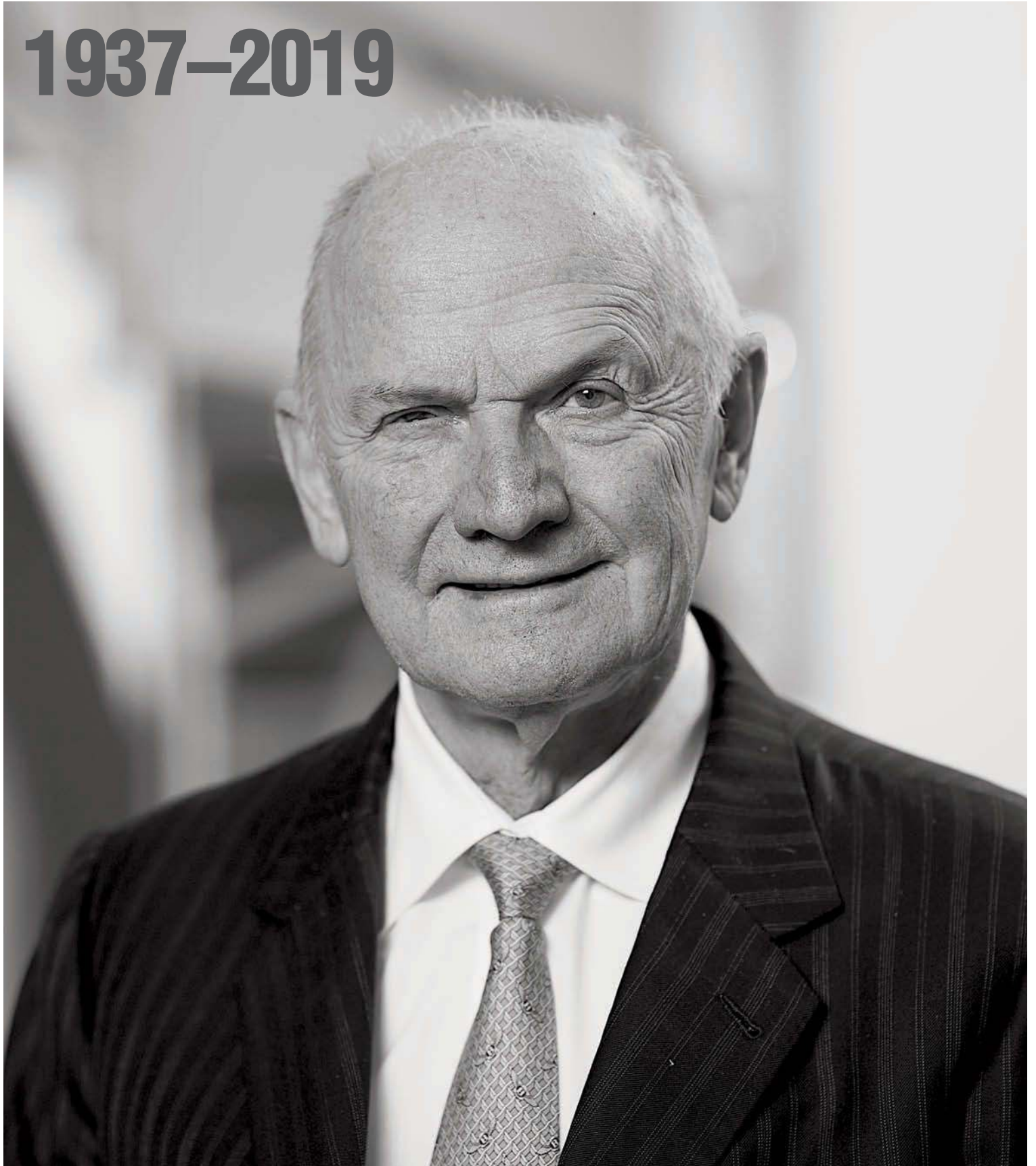
Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

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



# FERDINAND PIËCH

1937–2019





**The passing of Ferdinand Piëch in August this year marked the end of an era for both Porsche and VW. A gifted engineer and father of the Porsche 917, Piëch was both feared and admired by those who worked with him, but his determined nature left an indelible mark on everything he touched...**

Words: Kieron Fennelly Photos: Porsche AG

**G**randson of Dr Ferdinand Porsche and the man who turned Porsche from a hobby shop into a world beating racing machine, Ferdinand Piëch died suddenly in August. The former chairman of Volkswagen had been living in retirement in his native Austria since being ousted from the company in March 2015, six months before the 'dieselgate' scandal rocked the corridors of Wolfsburg.

Piëch saw himself as the reincarnation of his brilliant grandfather. An accident of birth – his mother married a Piëch – meant he had the wrong name, nevertheless he believed his destiny was to take over from Ferry and lead Porsche. He almost succeeded, rising in five years from graduate engineer working with Mezger on the flat-six to engineering and motorsport director and clearly number two. It was only the agreement between Ferry and his sister Louise, Ferdinand's mother, to withdraw the automatic right of their children to assume management positions in the firm which prevented him replacing his uncle. Before he left Porsche in 1972, Piëch had nevertheless resolved the 911's wayward handling, produced the incredibly light 911R and revised the cylinder head of the flat-six (the 2.4) to meet US emissions targets.

However, his greatest achievement was the breathtaking 917, perhaps the most dramatic and the most dramatically successful racing car ever seen, its domination halted only by legislation which outlawed it.

At 35 Piëch had however simply begun his ascension: after Porsche, he designed a five cylinder diesel for Mercedes Benz before become engineering manager at Audi-NSU. Pursuing his interest in five cylinder engines his petrol version would power the Audi 100, a space age-looking saloon with the famously low 0.30 drag coefficient; but if the 100 looked revolutionary and it was extremely fast, its construction largely from the Audi parts bin revealed that Piëch was as astute a businessman as engineer. The ability to combine advanced engineering yet control manufacturing costs was demonstrated in his farsseeing platform sharing strategy: in the 1990s as boss of VW he acquired first Skoda then Seat: their subsequent model ranges would all share VW and Audi platforms, an object lesson in economy of scale.

Prior to the 100, which would propel Audi into the highly profitable premium brand sector, Piëch had brought the company immense publicity by turbocharging and converting the elegant but discreet Audi 100 coupé to all-

wheel drive and calling it the Quattro. A string of rally successes would simply confirm that this steroidal-looking and sounding machine was every bit as potent as it looked.

Piëch was ruthless, too: at Porsche he had his people working 48 hour shifts to ready the 917; thirty years later as VW supremo he told Bob Lutz who was admiring the tight shut lines of the Mk 6 Golf that he gave his body engineers six weeks to achieve 3mm panel gaps or he would sack them. That same management-by-fear style, Lutz later speculated, was responsible for the diesel software fiddle: mandated by him to meet

irreconcilable performance and mpg targets, Piëch's engineers probably concluded that being found out by Europe's lax emissions testing regime was far less of a risk than incurring their boss's career-terminating wrath.

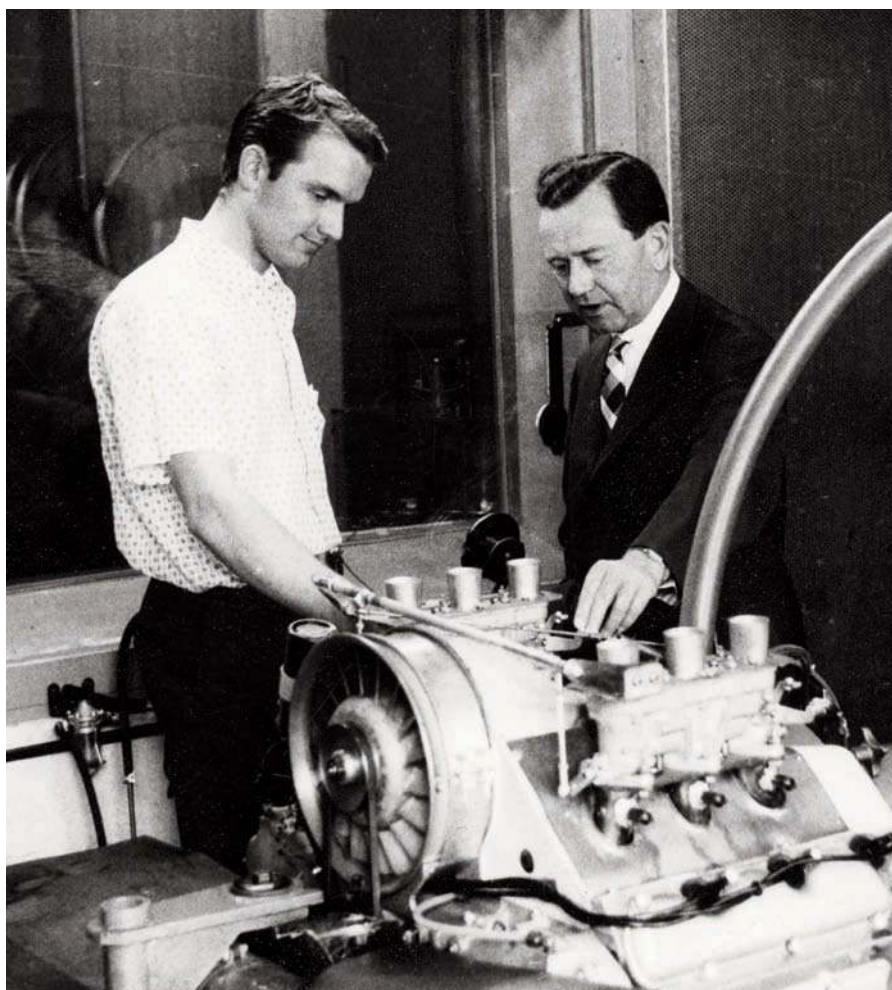
Turning VW into a vastly profitable operation earned Piëch the chairmanship of the firm his grandfather had started and he indulged himself with the 250mph Veyron, a fantastical extravagance which reportedly made VW a loss of about €4 million per car. Always keen on an element of competition, Piëch's handsome Audi R8 was, on the other hand, pitched directly at the 911.

If he had been obliged to leave day to day responsibility for Porsche, as a shareholder and Porsche board member, Piëch was always in the wings, supporting the 959 project, but then archly critical of its cost overruns, discreetly wielding his shareholding to ensure Porsche remained independent in 1990 and in 1993 manoeuvring Wiedeking into the driving seat to rescue the company.

When the latter got too big for his boots and tried to take over Porsche, Piëch suavely saw him off, finally taking full control of his uncle's company. In 2015 when the VW board finally voted him down, it was seen partly as revenge by his cousin Wolfgang Porsche and

other board members after years of being overridden by Piëch's autocratic management.

Not the inventive genius his grandfather had been, Ferdinand Piëch was an exceptionally intelligent engineer, but above all a brilliant manager and strategist, a visionary who could see opportunities and pursue them with the energy and single mindedness that left competitors in his wake. He made VW group the automotive power house it is today and, having stamped his mark on the nascent 911, his commitment over half a century to both Porsche and its idiosyncratic sports car helped to ensure both survived into a more profitable and secure twenty-first century losing none of their essential 'Porscheness.' **CP**



**“HE WAS AN EXCEPTIONALLY INTELLIGENT ENGINEER...”**

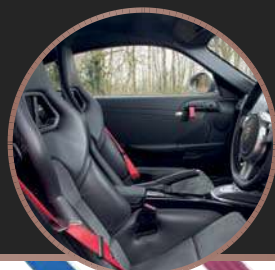
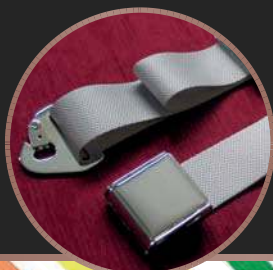


*The Porsche seat belt specialist*



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

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



*Be safe not sorry, in your Porsche!*

Call: 0208 206 0101 Email: [sales@quickfitsbs.com](mailto:sales@quickfitsbs.com)

[f](https://www.facebook.com/quickfitsbs) [i](https://www.instagram.com/quickfitsbs) [t](https://www.twitter.com/quickfitsbs) [quickfitsbs.com](https://www.quickfitsbs.com)

Electrical Innovation for your Air Cooled 911



CDI+ Ignition



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

Fuse Panels



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

[www.classicroetrofit.com](http://www.classicroetrofit.com)

+44(0)1825 830323

*Specialist Cars*  
of Malton Ltd

Sales: 01653 697722  
Servicing: 01653 696181  
[www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)



**Porsche 911 2.4 E**

- In Stock Now
  - Royal Purple
  - Very Collectible
- Call us on 01653 697722 **£POA**



**Porsche 997 Turbo**

- In Stock Now
  - Guards Red
  - High Spec
- Call us on 01653 697722 **£POA**



**Porsche 911 2.4E**

- In Stock Now
  - Metallic Blue
  - Stunning Example
- Call us on 01653 697722 **£POA**



**Porsche 911 2.7 RS RHD**

- Lightweight
  - Very Famous Car
  - Incredible History
- Call us on 01653 697722 **£POA**



**Porsche 968 Sport**

- Superb Condition
  - Riviera Blue
  - Very Collectible
- Call us on 01653 697722 **£POA**



**Porsche 993 Carrera**

- In Stock Now
  - Lovely Condition
  - Metallic Turquoise
- Call us on 01653 697722 **£POA**



**Porsche 996 GT3**

- In Stock Now
  - High Spec
  - Low Mileage
- Call us on 01653 697722 **£POA**



**Porsche 993 Carrera 4 S**

- In Stock Now
  - Collectible Car
  - Polar Silver
- Call us on 01653 697722 **£POA**



**Porsche 930 Turbo**

- Orthopedic Seats
  - Vienna Red
  - Stunning Example
- Call us on 01653 697722 **£POA**



**Porsche 993 Targa**

- In Stock Now
  - Arctic Silver
  - Low Mileage
- Call us on 01653 697722 **£POA**



**Porsche 944 S**

- Guards Red
  - Stunning Example
  - Collectible Car
- Call us on 01653 697722 **£POA**



**Porsche 993 RS Homage**

- In Stock Now
  - Speed Yellow
  - Lovely Example
- Call us on 01653 697722 **£POA**



**Porsche 911 3.2 Sport**

- In Stock Now
  - Velvet Red
  - Very Low Miles
- Call us on 01653 697722 **£POA**



**Porsche 964 Turbo**

- Total Concours Car
  - GP White
  - Full Nut & Bolt Restoration
- Call us on 01653 697722 **£POA**



**Porsche 911 SC**

- In Stock Now
  - GP White
  - Stunning Example
- Call us on 01653 697722 **£POA**



**Porsche 930 RWB**

- In Stock Now
  - RSR Engine
  - Modified
- Call us on 01653 697722 **£93,995**



**Porsche 911 2.4 S**

- In Stock Now
  - Classic Car
  - Light Ivory White
- Call us on 01653 697722 **£POA**



**Porsche 993 RSR Homage**

- In Stock Now
  - Singal Orange
  - Modified
- Call us on 01653 697722 **£POA**

**WWW.SPECIALISTCARSLTD.CO.UK**





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



**The Original Auto Mat.**

[www.cocomats.com](http://www.cocomats.com) 001.803.548.4809



Words: Karl Ludvigsen Photos: Ludvigsen Archives

# GETTING SERIOUS

Famously Porsche designed a Grand Prix car for Cisitalia after the war. Little known was the sports car that also emerged from the Gmünd drawing boards. It had the potential to cause a huge stir among denizens of the two-litre class



©2010 Steven Cavallieri

Industrialist and passionate car enthusiast Piero Dusio was destined to illuminate Italy's gloomy post-war years with the brilliance of a comet's tail. Born in the state of Piedmont in 1899, Dusio gravitated to its capital Turin. Becoming Italy's first maker of oilcloth at the age of 27, he expanded into the fabric products of which he was the main supplier to Italy's army. Wealth thus earned allowed Dusio to enjoy his love of motor sports.

Starting at the top with a Maserati in 1929, Dusio set up the Scuderia Torino in 1938 and equipped it with four 1½-litre *Voiturettes* from the Trident. That same year he took part with an Alfa Romeo in the Mille Miglia, placing an excellent third overall behind Alfa's works cars. He also raced a Siata before the war. Gaining a jump start on rivals, in 1943 Dusio set up the mechanical-engineering company that became Cisitalia Automobili in 1945 – 'Cisitalia' meaning 'this side of Italy' or effectively 'all of Italy'.

Piero Dusio made a fortune during the war by producing boots for the army. With his Cisitalia occupying an imposing office block and workshop at number 251 on Turin's Corso Peschiera, Dusio was a charismatic figure in Piedmont's

industrial centre and the moving spirit of its proud Juventus football team. However, as early as October 1944 he began thinking of building his own racing cars, confiding his plans to close colleagues.

Dusio started with small single-seaters for private owners to race when the war was over. In this he was assisted by Fiat man Dante Giacosa and later by Giovanni Savonuzzi who brought the Fiat-based D24 to race-readiness. Some 40 of the little space-framed cars were made.

From an initial concept by Giacosa, Savonuzzi evolved a two-seater version of the single-seater by widening its space frame. To get maximum performance from the Type 202's 1.1-litre Fiat engine he perfected a super-streamlined coupé body in the wind tunnel of the Turin Polytechnic. In its realisation by coachbuilder Alfredo Vignale its stabilising tail fins were a prominent feature. Tests on the *Autostrada* found it capable of 125mph from only 61 horsepower.

For a road-car version of the racing Cisitalia 202, Pinin Farina was engaged to adapt Savonuzzi's concept. His orders from Dusio were 'a car that is wide like my Buick, low like a Grand Prix car, comfortable like a Rolls-Royce and light

*Above: Artist Steven Cavallieri's depiction of the Type 370 Cisitalia Mille Miglia coupé gives an accurate idea of what it would have looked like in the flesh. It was an important step in the evolution of Porsche's thinking about sportscar design*





*Above: Leading characters in the drama that was Cisitalia were, from the left, Piero Dusio, his son Carlo and Giovanni Savonuzzi. They brilliantly enlivened Italian motor sports of the 1940s*

*Below: In profile the Pinin Farina-designed Cisitalia 202 coupé showed its immaculate lines. Its structure was tubular, tubes passing above its doors and down the A-pillars to eliminate the need for truss structures along the sides*

like our single-seater.' Farina did so with consummate style, creating an iconic coupé that made its first appearance in September of 1947 in Milan and at a concours at Lake Como's Villa d'Este.

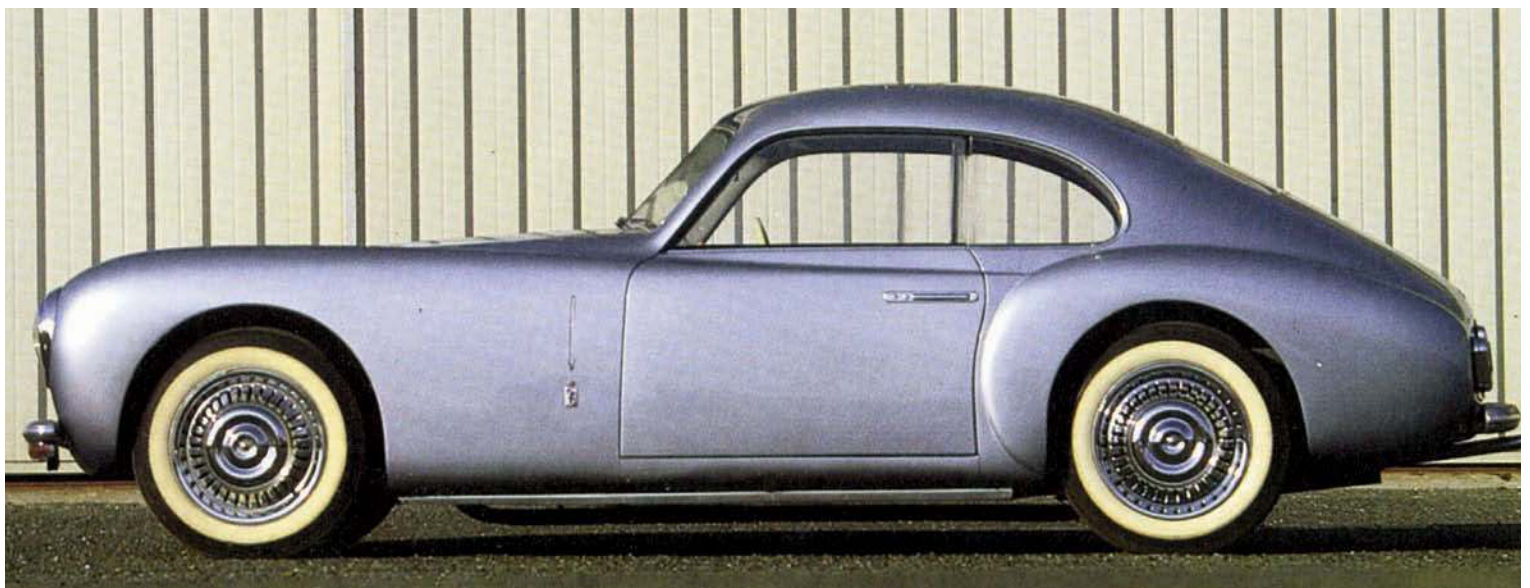
Breaking new ground with its low hood and oval grille, the production Cisitalia 202 was justly hailed as an immaculate landmark design. Dusio made plans to produce 500 such cars, in both coupé and convertible styles. They were to sell for some \$5000 domestically and up to \$7000 in export markets, at a time when the most expensive Cadillac cost about \$5000.

With the launch of its Farina-designed coupé, hot on the heels of its racing successes, Cisitalia was one of the brightest stars of post-war Italy. Its Corso Peschiera plant was humming with a staff of 350 working on road cars and racing cars. But this wasn't enough to fulfil Piero Dusio's automotive ambitions. From the outset he had dreamed of

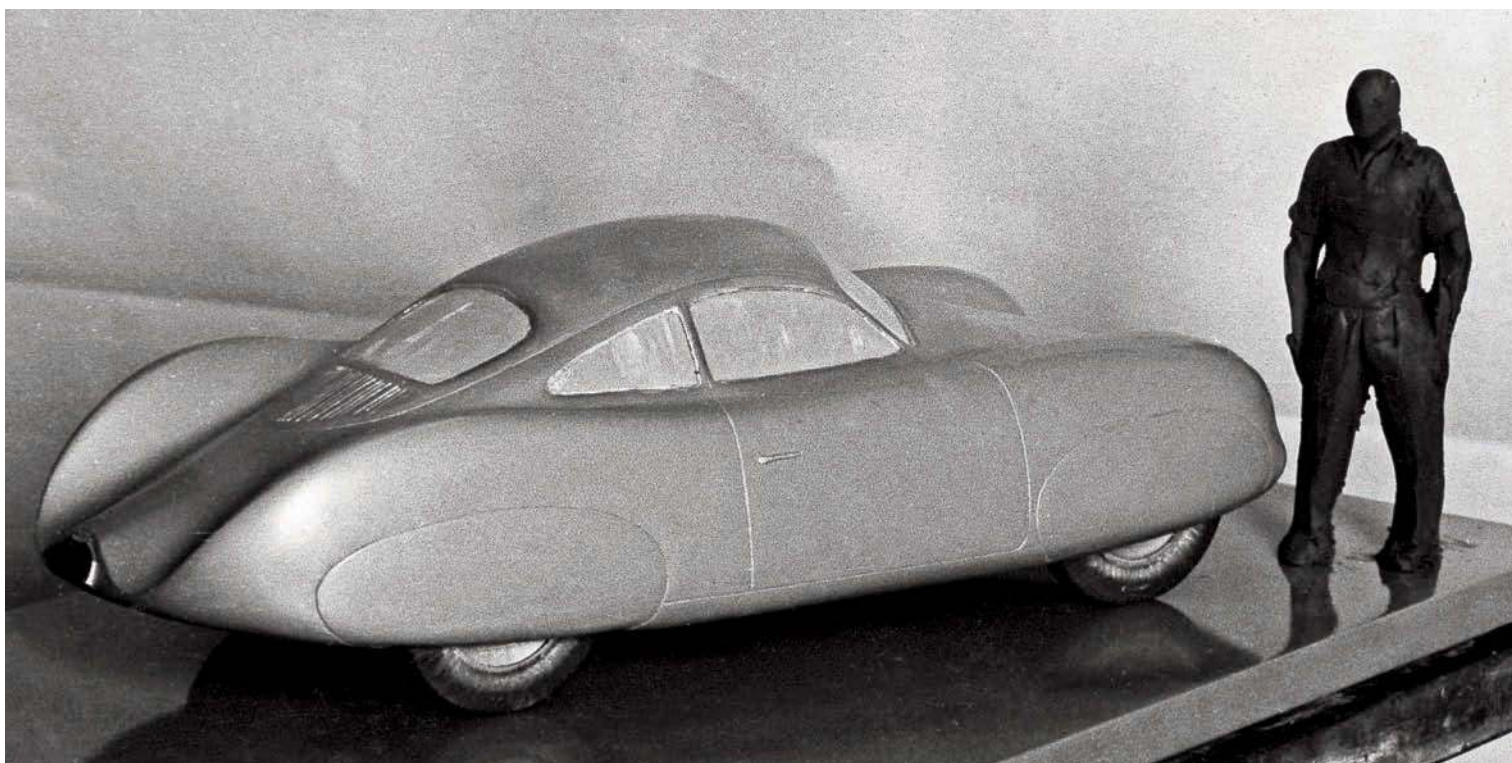
building and competing with a proper Grand Prix Formula 1 car. In 1946 Dusio was eager to tackle the highest pinnacle motor sports had to offer.

A fortuitous series of links forged a chain that connected Piero Dusio to the Porsche engineers lodged in Gmünd. The first link was a letter from Carlo Abarth to Ferry's sister. Once he had established contact, a regular correspondence developed between Abarth and Ferry Porsche. Drawn into the correspondence was another Austrian living near Merano, engineer Rudolf Hruska.

A clever and ambitious man, Hruska was also well known to Ferry Porsche. Born and educated in Vienna, he had gone to work for a German truck firm in 1937. There he'd been recruited for the growing Porsche staff by Karl Rabe. From 1939 through 1941 Hruska had served as a coordinator of the Volkswagen project, providing liaison between the Porsche engineering staff in Stuttgart and the







VW production staff in Fallersleben.

Free to move at a time when the Porsche staff were still quarantined in Austria, Hruska and Abarth played an important role in arranging projects between Dusio and Porsche. The final contract with Cisitalia, dated 2 February 1947, included its funding of the design of two of Gmünd's pet projects, a small tractor, Type 323, and one of Josef Mickl's jewel-like water turbines, the Type 285. The main projects were a Formula 1 Grand Prix car, the Type 360, and a sports car, the Type 370. While Dusio's dream of the GP car meant that would be emphasised, the sports car made considerable progress as well.

Different demands of the two cars would mean different approaches by Porsche. While the 360 had a new type of parallel-link rear suspension, Porsche's Type 370 didn't exploit its novel rear geometry. Instead it was given conventional rear swing axles with transverse torsion bars, akin to the Beetle's design, and typical Porsche front suspension with trailing arms 6.3in long.

Nor did the 370 take advantage of Cisitalia's well-established use of tubular space frames as the Type 360 did. To avoid the need for costly press tooling a ladder-type tubular frame was specified with side members 120mm in diameter. To these a steel platform would be welded to add stiffness. Bodywork of either steel or aluminium was to be added.

In accord with Dusio, the Type 370 was laid out in three versions to cover the marketplace. Working at the Cisitalia offices in Turin, Erwin Komenda prepared initial layouts for two types of passenger car in the latter half of June 1947. Two models, a three- and a five-seater, would be mainstream passenger cars with rear engines overhung behind the rear wheels. The sports-racing two-seater version, referred to as the 'Mille Miglia' car, was mid-engined.

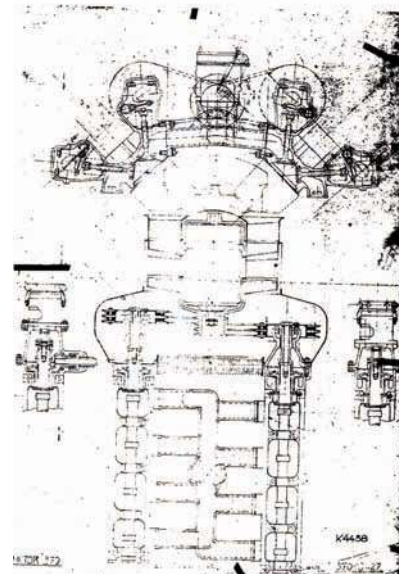
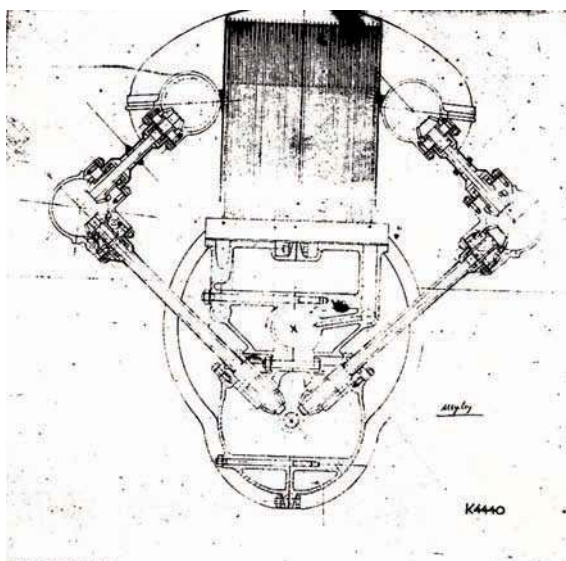
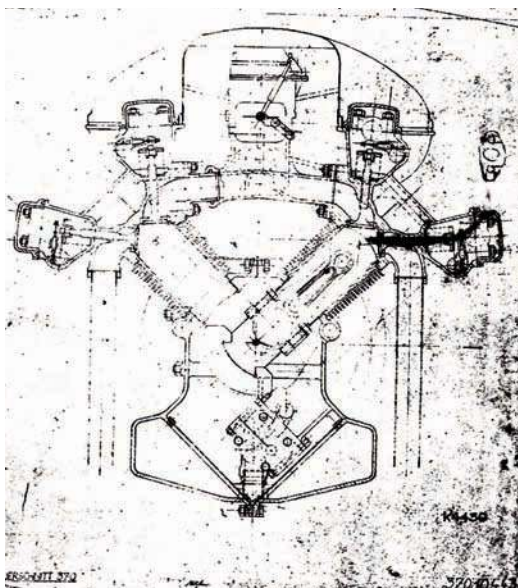
The two-seat version shared a 94.5-inch wheelbase with the three-seater while the more capacious 370 model was stretched to 114.2 inches. Track of the civilian editions was 57.1 inches against a narrower 51.2 for the sports-racer to reduce its frontal area. Disc wheels with knock-off hubs were specified for the competition car with conventional fixings for the road models.

Dusio's Type 370 was driven by a variety of engines in the several studies produced by Porsche. All were air-cooled two-litre units. The initial design showed a 90-degree V8. Highly unusual for such an engine was a proposal to split its crankcase vertically, holding it together around the main bearings by upper and lower cross-bolting and closing the case with rows of bolts at top and bottom. At its clutch end the crank drove a lower half-speed gear which turned the oil pumps as well as bevel gears to the shafts that drove the twin overhead camshafts on each bank.

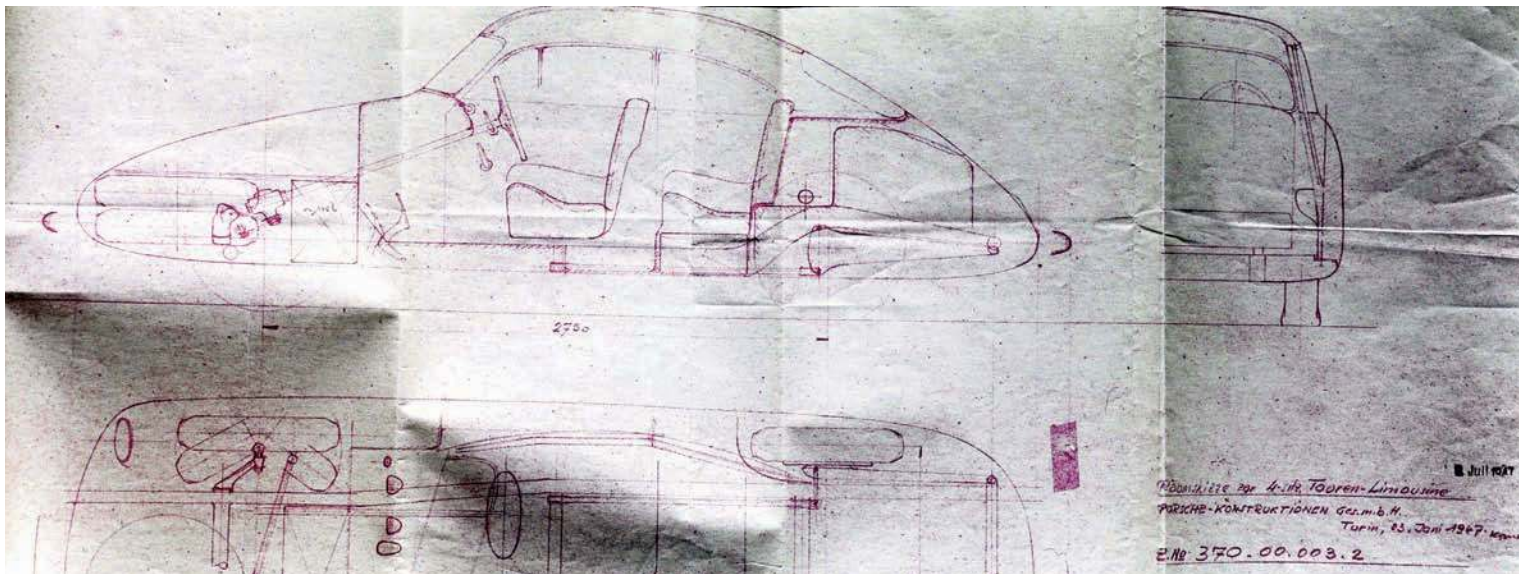
*Above: Porsche's own model of the Type 370 Mille Miglia showed its subtle adoption of Cisitalia's stabilising finning and its relationship to a driver's size. It would have been a formidable competitor*

*Below left: The air-cooled V8 engine proposed for the Type 370 broke new ground in having its crankcase divided vertically, around its crankshaft, instead of horizontally. Valve gear was by finger followers*

*Below right: Drive to the four overhead camshafts of the Type 370 V8 was by shafts and bevel gears from a half-speed gear placed below the crankshaft at its clutch end. This gear also drove the oil pumps*







Above: Working at Cisitalia in Turin, on 23 June 1947 Erwin Komenda propounded this layout for a five-passenger Type 370 that would have its air-cooled engine positioned behind its rear wheels

An axial-flow cooling blower was specified, as was a large internal oil cooler. Two schemes were prepared for the blower drive, each of which took the drive from both camshafts. Initially a pair of shafts with bevel gears was proposed, but this was replaced by two twin-belt drives late in 1947. In traditional Porsche fashion the generator was concentric with the fan's rotor.

The final choice, design-detailed in full, was a horizontally opposed 'boxer' eight with five main bearings and a combination of gear and chain drive to its twin overhead camshafts. As in the V8, finger followers opened the valves. With equal bore and stroke of 68mm and 7.0:1 compression ratio to suit available petrol, the 'civilian' version of the V8 with restricted carburetion would deliver 100bhp at 5000rpm.

With four downdraft carburetors Porsche forecast 120bhp at 6000 rpm from its 1976cc to propel the sports-racer. This was not an ambitious goal for the time. Maserati's sports-racing 'six' of 1947 developed 13bhp at 6000rpm, thanks to its very high compression ratio of 11.0:1, possible because the engine burned the methanol-based racing fuel which was widely used at the time. Running on gasoline, Ferrari's 166SC V12 was rated at 130bhp at 7000rpm with a compression ratio of 8.0:1. We can be confident that the V8 would have been developed to higher output.

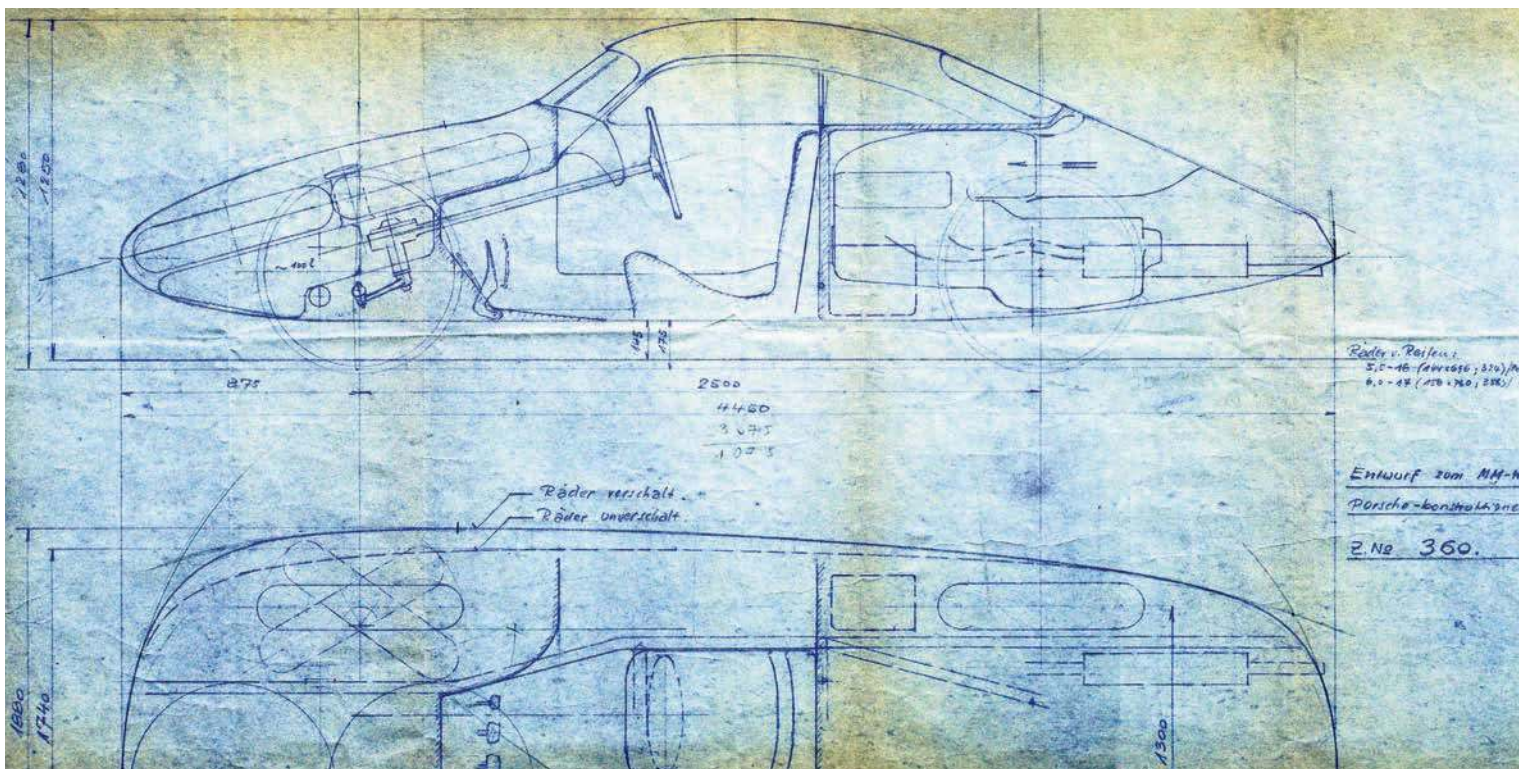
Equipped with Leopold Schmid's new split-ring

synchronmesh, invented specifically for the Cisitalia projects, the 370's five-speed transaxle had a set of step-down gears at its input. The objective of this, said Karl Rabe, was 'to lower the centreline of the crankshaft to just 10mm above the centreline of the rear axle. Hitherto this had been some 110mm. The engine's new lower positioning requires dry-sump lubrication with two oil pumps and an oil reservoir offset to one side.'

The step-down gears provided a speed reduction of 1.6:1 while ratios of 3.22:1 and 3.57:1 were specified for the spiral ring and pinion. The selector shaft for the gearbox was to be operated hydraulically by a lever at the steering column, needing only a push up or down to go from one ratio to the next. The clutch, too, was hydraulically actuated. Three rubber mounts would carry the engine and transaxle.

For their Type 370 two-seater the Gmünd engineers forecast a drag coefficient of 0.25, very low for a practical road car. This was to be achieved with a coupé body that enclosed all four wheels in the manner of the Berlin-Rome Type 60K10 Volkswagen, similarly having wider bodywork at the front to accommodate the steered wheels. The greenhouse was narrow, though not to the extreme of the 60K10, above wings which rose at the rear to form stabilising fins that hewed to the heritage of Savonuzzi's Cisitalia designs. Two spare wheels were carried in the nose, which

Below: Erwin Komenda's drawing of 16 June 1947 pictured a sports-racing Type 370 for Cisitalia that placed its air-cooled engine inboard. Unlike its five-passenger sister, this version had fully enclosed front wheels for drag reduction







*Cisitalia occupied majestic premises on Corso Peschiera in Turin, which was also home to auto giant Fiat. Success of his wartime activities allowed Piero Dusio to indulge his passion for motor sports*

like the 60K10 coupé had a small grille behind which the horns were mounted.

Here was a project that advanced the thinking of the Porsche team in general and Erwin Komenda in particular on the subject of high-performance sports cars. The racing Type 370 was a more muscular and purposeful interpretation of the concept that had shaped the Berlin-Rome Volkswagen. It retained that car's skirted wheels, which were confirmed by wind-tunnel testing as offering the ultimate in low form drag albeit at the expense of the larger frontal area needed to accommodate turning front wheels. The net effect was found to be beneficial.

Both versions of the 370 were specifically laid out by Komenda and Rabe with the aim of placing at least 40 per cent of the car's weight on the front wheels at all times, to be confident that steering and braking would always be effective. This was in line with the principles on which Ferdinand Porsche insisted in his rear-engined designs; the founder

took a close interest in the details of the Type 370.

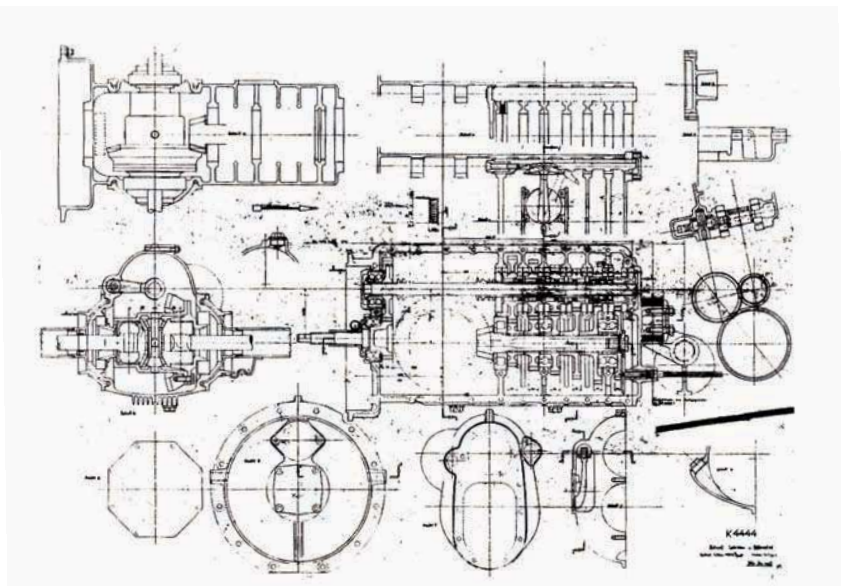
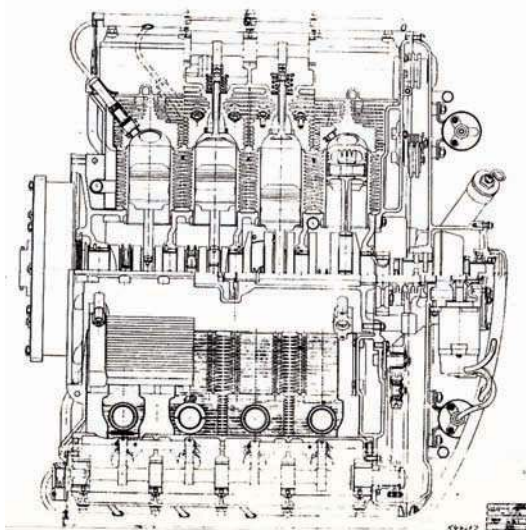
In the event it was a near thing with the road cars having a forecast 61 per cent on the rear, with driver and some fuel aboard, while in the same condition the Mille Miglia model had 54 per cent of its weight rearward.

Working as they were for a client whose existing cars were water-cooled, as was the Grand Prix car they had designed for Cisitalia, the Porsche engineers might have been thought likely to use the same method for the Type 370. Had the brief been for the mid-engined Mille Miglia model alone, liquid cooling would have been the probable choice as it had been in their own precedent, the design of the V10 Type 114.

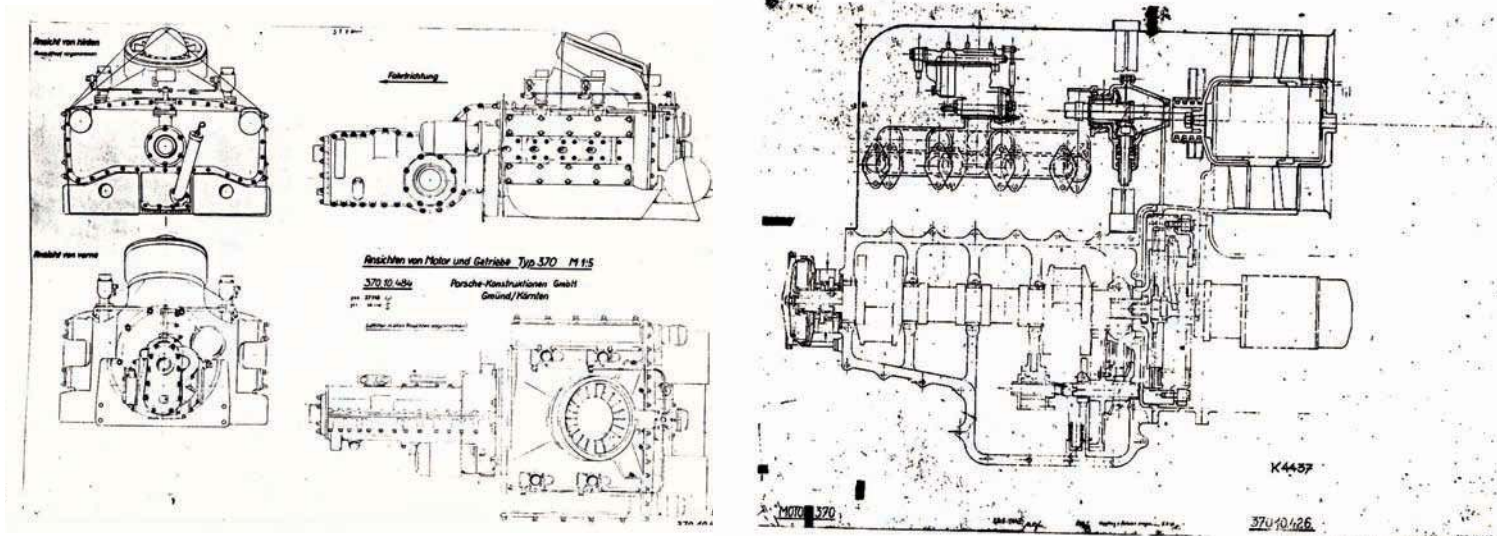
Their decision to plump for air cooling was almost certainly driven by their desire to combine the use of rear-mounted engines – overhung at the rear in the passenger versions – with their self-imposed constraint on rear-wheel loading. Inherently lighter, the air-cooled 'eights' were

*Below left: Measuring 1976cc with equal bore and stroke of 68mm, the flat-eight engine would have been light enough to sit outboard at the rear of the Type 370's five-passenger version, which had the best chance of going into production*

*Below right: The transaxle designed by Porsche for the Type 370 used a pair of gears to lower the engine's position. Gear selection was sequential, using the same system of synchronisation invented for the Type 360*







Above left: Porsche's Wolfgang Eyb depicted the complete power package for the Type 370 Cisitalia in his drawing of 27 January 1948. Its transverse muffler was positioned for the five-passenger version

Above right: The Type 370 V8 showing the rows of holes for bolts holding the two crankcase halves together and the crankshaft with its throws set at 90-degree intervals

Below: Cisitalia employed the basic shape established by Savonuzzi in this Nuvolari roadster version of the 202, so named after the great Tazio who finished second in a sister car in the 1947 Mille Miglia race

equally suited to either position. Had Cisitalia asked for front-mounted engines the choice would inevitably have been liquid cooling.

Discussions went back and forth between Gmünd and Turin into late 1947 on the final layout of the various Type 370s. Meanwhile, Cisitalia's home-grown sports-racing cars were doing well enough as shown by their performance in the Mille Miglia of June 1947, in which Tazio Nuvolari finished second in spite of a 20-minute delay for ignition repairs. The Pinin Farina-bodied Type 202 coupé that would cause such a sensation in the autumn was also being readied in Turin. For the further evolution of these models Giovanni Savonuzzi was working on an advanced 1.5-litre 16-valve four during 1947.

The upshot was that Rudolf Hruska reported to the Porsche team in Gmünd that Cisitalia didn't want to proceed with the

racing version of the Type 370. Emphasis was now to be on the passenger-car variant, as Hruska confirmed at a meeting with the Porsches, father and son, on 18 November 1947.

Worked out near the end of 1947 were coachwork plans to provide 'raw principal bodywork designs', together with a chassis layout, as a pattern for the coachbuilders. The aim was to have Komenda carry the designs to Cisitalia in Turin not later than 10 January 1948 as a guide for Pinin Farina, which would build the bodies.

Regrettably the Type 370 remained only a design in all of its versions, for already in 1947 it was evident that work on the Grand Prix car was overstraining Cisitalia's resources.

Nevertheless, design work on the passenger-car version of the 370

continued well into 1948 before it was definitively ended by the Italian company's collapse. Drawings, a scale model and renderings showed that the 'Mille Miglia' version of the Type 370 would have been a serious shock to the rest of the two-litre class of racing sports cars. **CP**

## “THE MILLE MIGLIA VERSION WOULD HAVE BEEN A SERIOUS SHOCK...”





PORSCHE CARRERA 3.2 • 996 CARRERA 4 • 356 COUPE • CAYMAN GT4

**911 & Porsche** *World*

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

**FEELING LUCKY?**  
SUB £10K 911S

He who dares wins:  
One of these 911S  
cost just £6,550.  
Or you could have  
both for £15,500!

**PLUS:**  
TAYCAN FIRST DRIVE  
Porsche's first all-electric  
car is nothing short  
of remarkable

**PRACTICAL PORSCHE**  
Projects, How to, Porsche  
technical topics, Classifieds

**CAYMAN T  
V ALPINE**  
Has Porsche  
finally met its  
mid-engined match?

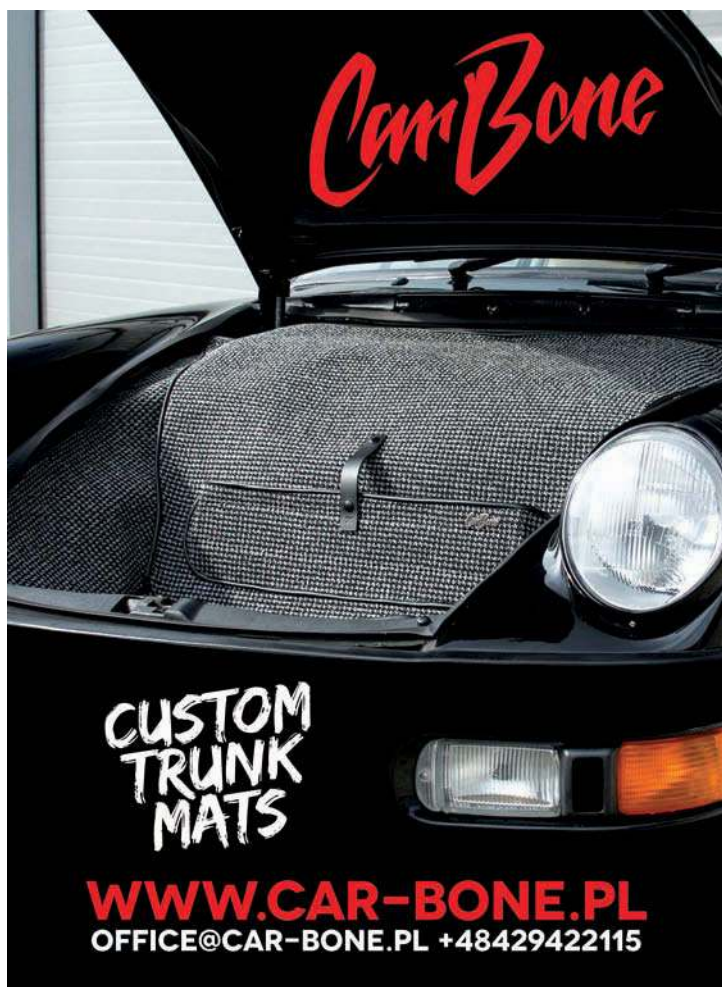



[WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

**CarBone**


**CUSTOM TRUNK MATS**

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



**Greatworth CLASSICS**

**Porsche Service & Restoration**



Engine and Gearbox Rebuilds  
Servicing ★ Machining ★ Bodywork

*Your Lifestyle, Our Profession*

**01295 812002**  
[www.greatworthclassics.com](http://www.greatworthclassics.com)





**PASSION.  
EXPERTISE.  
QUALITY.**



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



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

**www.clubautosport.co.uk**

*Porsche Specialists since 1971*



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



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



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



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

**SINGER INSPIRED CONVERSIONS AVAILABLE NOW**

Next day delivery or collection

**Tel: 01384 410879**

email: richard@porscha.co.uk or mick@porscha.co.uk  
Park Lane, Halesowen, West Midlands, B63 2RA



www.356panels.com

**Trevor's Hammerworks, Inc.**

440-953-0501 440-602-9885 Fax



# THE COMPTROLLER

He spent two decades as a senior manager at AFN and Porsche Cars Great Britain. Alan Smith also owned half a dozen 356s, drove various company Porsches, owned an Alfa Romeo Giulietta and was the proud possessor of a Ferrari 250GT Lusso which he kept for fifty years; he was also a friend of Dickie Stoop, raced in the Targa Florio and became financial director at Aston Martin. Here we look back over a varied career where Porsches were never very far away...

Words: Kieron Fennelly Photos: Alan Smith collection/Kieron Fennelly







*Above: Now 85 years young, Alan Smith can look back on a life well lived, rubbing shoulders with some of the biggest names in Porsche and British motor racing history. He has plenty of tales to tell...*

*Below left: Alan Smith (on the right) makes the cover of the Porsche Club GB's magazine, Porsche Post*

*Below right: Alan heads an Aston Martin DB3 in his 356 Carrera. Years later, he would work for Aston Martin as financial director*

Alan Smith's parents hailed from Sussex, but when Alan was small they moved to Tolworth. His mother worked at Croydon airport, then the world's biggest, and his father, an engineer, was passionate about Scott motorcycles. Within sight of the new Kingston bypass, this was the brave new world of the motor car and race engineering.

Such firms as Fox and Nicolls, HRG and Alta, to name but three, were within a couple of miles, and AC at Thames Ditton was not much further; up the A3 in Putney Vale was the striking art-deco KLG factory, maker of sparking plugs for racers and aviation engines; Alan's uncle was an apprentice at Napier in Acton and would regale his nephew with tales of rebuilding the famous radial Sabre engine.

Opposite the Smiths lived well known amateur racer Dick Richards and in the house behind resided the Cooper family, Charles Cooper and son John who built the eponymous racing cars. With cars and engineering in virtually every direction it would have been very hard to remain immune and Alan Smith did not remain immune: before he was ten he had become

what today we would call a petrolhead.

A bright boy, he went to St Paul's School and won a scholarship to Oxbridge, but at eighteen, he says: 'I couldn't afford to go,' which is no doubt true, but he was also keen to get out into the world and earn some money. Training as an articled clerk ('for twenty-five shillings a week') would establish him in accountancy and a profession which was to serve him well. But that would be his day job and often as not he would find other sources of income.

However, the prevailing engineering influence was apparent even before he had left school: a keen cyclist, he drilled the pedals and frame of his pushbike to lighten it. For his twenty-first birthday, his mother bought him that symbol of fifties youth, a Lambretta, but this was soon exchanged in favour of a rather more sporty two-stroke Maico, and although Alan did not know it, also the first transport of Wolfgang von Trips, the man who so nearly became Germany's first F1 champion.

As a young teenager, Alan was already going to '500' events with Dick Richards who raced among others against







Stirling Moss; Alan's abiding memory of the JAP is the noise – 'I hated the raspy sound of those 500s.' His lightweight bike got him to Alta where the proprietors were pleased to show this budding enthusiast round its workshops.

He took it all in: Today he says Alta engines got an unfair reputation for being unreliable, adding with feeling, 'but they weren't: people just didn't understand how to maintain them. The Carrera four-cam had a similar undeserved reputation.' Always fascinated by aviation engines, he also has views on Charles Cooper: 'Ferrari called him a "garagiste", and this too was unfair. Cooper designed and built a proper aero-engine. I've seen it in a museum.

In 1954 he toured Europe on the Maico and the following year, he joined a firm on Southall trading estate by the name of Southwood which made high grade corrugated cases: 'It was a go-ahead company – it pioneered colour printing on its packaging.' Smith certainly did well there as before long he was able to buy his first Porsche: 'I preferred the chassis engineering of Porsches to MGs, Jaguars, even the TR2, which was a good car.'

Again unknowingly emulating von Trips a few years previously, his Porsche budget would stretch only to a non-

runner. 'It was a 356 which I found at Syston near Leicester. It had a VW engine and was in dreadful condition, but the important thing was it was a Porsche and I knocked it into shape. The fellow I eventually sold it to put me in touch with a steel broker and through him I acquired a 356 Berlin show car'. Other 356s followed, and after his disapproving father had died Alan even got his mother to race one of the 356s at Lydden Hill.

His Porsche career was crowned ultimately by a Carrera: he recalls a 'great engine: by then I knew how to work on Porsches and it gave me no trouble.' This of course was at a time when many, if not a majority, of motorists did their own maintenance. Already a Porsche Club GB member, in 1966 he wrote a piece for *Porsche Post* about the adventure of driving the four-cam Carrera to Sicily for the Targa Florio. Indeed he had even hoped to compete, but the scrutineers decided that the Carrera was a year too old, recalls Alan.

Believing that the girlfriend who had accompanied him on this adventure would be suitably impressed, Alan proposed to her, only to his utter dismay to be turned down flat. He already owned a Porsche, so he reacted in the only other way an affluent young man-about-town could to console

*Above: Lining up ahead of a sprint meeting at Thruxton in Hampshire, Alan Smith driving his 356A 515 JOU*

*Below left: Carrera action in the Embassy Trophy*

*Below right: Alan Smith in the 356 Carrera bringing up the rear of the grid at a club meeting at Brands Hatch*





himself: bought a Ferrari, then a very rare item in Britain. As a youngster in the 1950s, he had been shown one of the very first Ferraris to come to Britain: 'The sound of that V12 was stupendous – we'd never heard anything like it!' The seed was sewn, but today on the subject of his Ferrari he is modest: 'It cost £2550 – it was a two year old 250GT Lusso in poor shape. I scraped all the underseal off it and had Greypaul do the restoration for me.'

Accountants often have an entrepreneurial flair – witness David Richards of Prodrive – and Alan Smith was no exception: 'For some years I had a franchise to sell a Teflon car coating: an amazing product, you only ever applied it once, but it took an enormous amount of mechanical buffing to finish. I ran this from a rented workshop at the old Woking RAF airfield. There were all sorts of interesting automotive people there and the perimeter road was always being used to test something.'

It was about this time that Smith joined AFN. 'I'd first been to their Falcon Works premises in Isleworth in the early Fifties when I accompanied Dick Richards, who was after spares for his BMW 328. I remember being charmed by Fritz Fiedler who took the time to show me around; later as a Porsche owner I used to go there to pick up parts.'

Then one day in 1967 he had a phone call: 'It was John Aldington. AFN was expanding rapidly and he offered me a job as accountant. Isleworth was no further than Southall and of course I knew the company. Peter Bulbeck who was financial director was distinctly inappreciative as he thought John Aldington had appointed me to interfere in his domain. However, he later became more appreciative when he found he could off-load much of the financial admin on to me.'

Since before the war, AFN had been run by the Aldington brothers, Don, Bill and Harold John, known as HJ or Aldy. Makers of the Frazer Nash, they had begun importing BMWs in the 1930s, a flourishing business which died as a result of the war. In 1953 AFN became Porsche importers for Britain and by the 1960s this had entirely replaced the original Frazer Nash activity. Recalls Alan:

'HJ was the big boss, a domineering personality, he was the showman who worked the celebrity customers such as the Shah of Iran, but under him AFN was undisciplined and old fashioned. If it was successful, it was because it had a fabulous product – Porsche. Then HJ had a serious road accident, not the first, and reluctantly the brothers agreed to let HJ's son John, then 31, take control.'

John Aldington was educated at Dartmouth Naval College and then spent two years at Zuffenhausen and, as

the Porsche business took over from Frazer Nash at AFN, the Germans looked increasingly to him for decisions. Smith says that at first he thought this rather shy, withdrawn individual would not fill the role.

An only child, Alan Smith believes John was affected by the frequent absences of his father and the death of his mother when he was still quite young, but Aldington junior's discipline and organisation would impress him: 'HJ liked to enjoy himself, not just with cars either and he could be a bit "sharp", as in sharp practice, but John was serious, a man of his word, certainly where I was concerned.'

Ferry Porsche thought so too and backed Aldington strongly when an acquisitive VW tried to take control of AFN in 1972. The outcome was a partnership in which John Aldington, MD of Porsche Cars Great Britain and AFN which

**“IT COST £2550 –  
IT WAS A TWO  
YEAR OLD 250GT  
LUSSO...”**

*Below: Smith's Carrera heads ex-pat American Tony Standen's 356 roadster as they round Druids Bend at Brands Hatch*







*Above: The hard-used Carrera post-restoration, looking a very different car to its early racing days*

in 1966 he had established as two separate companies, held 40 per cent and Porsche through directors Ferry and Heinz Brantitzki 60 per cent. In the mid 1970s PCGB moved to Reading while AFN remained in Isleworth.

'John could be quite inflexible: we organised a race series for the 924 and there were suggestions the cars should have sports exhausts to make them sound more exciting, but he would have none of it. It had to be the standard car.' On the other hand, and as former AFN press man Michael Cotton remembered, when Gerry Marshall, one of the invited professional drivers, complained that the 924 soon ran out of brakes, Aldington said to him, 'I really wouldn't appreciate it if you told the press that, Gerry.'

As comptroller, Alan Smith's responsibilities embraced both sites and he stayed at AFN for over 20 years. Amongst his most vivid memories is a visit by Peter Schutz whose policy of volume sales contrasted with John Aldington's approach, something of the old Brooklands ethos of 'the right crowd and no crowding,' which was rather to limit supply to protect prices and residual values.

After a protracted exchange Alan recalls an exasperated Aldington telling Schutz 'You'll be having us sell Porsches from filling stations next,' to which the inimitable drawled retort was 'Jaaahn, I've sold cars from gas stations!' Smith

liked Schutz and also had time for his predecessor, Ernst Fuhrmann, for whose engineering he had considerable respect. 'When he was at Porsche in the 1950s, he would go off to engineering companies in Stuttgart looking for parts and machine work, and even pay for them out of his own pocket. Fuhrmann was a real enthusiast.'

Then, in 1987, John Aldington suddenly sold his shares to Porsche and left the business. Peter Bulbeck took over. Aldington and Bulbeck were very different characters and Bulbeck soon began fashioning AFN to his liking: he fired the three general managers and eventually his clean sheet would extend to Alan Smith.

'Bulbeck kept a close relationship with Brantitzki (by now CEO at Porsche) and I concede he had always handled the financial side competently. But he saw me as John's man. My job latterly had been setting up the IBM computer system. Bulbeck wanted it to link into Porsche's massive system; I believed it was far more useful for the AFN system to be linked to the dealers.' Smith feels this was the nail in his AFN coffin.

Always an amateur racer, Alan competed in his Carrera and also in a TR5 in the 1969 Targa Florio. The official results show he and his co-driver finished 60th, but Alan is surprised they were classified as his co-driver crashed the TR before the finish, 'and never offered to pay for the

*Below, left and right: More Embassy Trophy action at Thruxton circuit*





damage!' In the 1970s Alan continued to compete in historic Porsche events, and after he had sold his Carrera it was usually in a borrowed car.

Although he kept the Ferrari until quite recently he owned no further Porsches, although during his two decades at AFN he drove a range of company Porsches: 'The flat-six was a fine engine, but I always preferred the 356.' Meanwhile, the Smith garage was home at various times to a Ferrari Dino and Alfa Romeos from the days when they were proper rear-drive sports saloons.

But for a disagreement with a publisher, Alan Smith might also have added a book to his name: 'I had an idea to write about three heroes of the 1950s, Hawthorne and Collins, who were gone of course, and Brooks, who was always rather self-effacing. I knew them all quite well, especially Tony Brooks, but the publisher wasn't interested in including Brooks as he thought the public wouldn't recognise him. So it came to nought.' A book would eventually emerge, but it would be Chris Nixon's *Mon Ami Mate* about the Collins and Hawthorn duo.

Through the Alfa Romeo club Alan got to know Les Paul who owned Motor Books, which would later have an outlet in Covent Garden: 'About 20 years ago, knowing my interest in books, Les offered me the business. I was tempted, but in the end I decided against it.'

A favourite browse for enthusiasts, Motor Books in Covent Garden, alas, closed in 2014, victim perhaps of the internet. Les Paul's offer was typical though of the opportunities which came Alan's way: after he left AFN, he was approached by Victor Gauntlett of Aston Martin, one of the many people he had met through racing, and offered the job of financial

director for Great Britain. So off he went to Newport Pagnell.

'I was involved in the transition from the DBS to the Virage and the development of the successor to the DB V8. Gauntlett had great hopes, but cashflow was always a problem, and then in 2003 Gauntlett died suddenly of a heart attack. Aston offered me his position, but I turned it down as I felt I didn't have the right qualifications.'

Head hunters approached Alan with a job in life assurance, 'but I quickly realised they were only interested in my address book,' and instead he launched himself into self-employment as a partner in a business maintaining racing Ferraris. 'I still had the workshop near Woking which we used as a base.'

In 2004 he celebrated his 70th birthday, which was the last time he saw John Aldington. 'He didn't look well – he said he had problems with his back, but I suspected something worse.' Aldington died a couple of years later, by which time Alan had moved to Lavant, conveniently near Goodwood as it happens, and more or less retired.

Now 85 he reflects on a varied life and particularly on the amazing variety of people he feels he was privileged to meet: as a youngster he was introduced to Argentinian Froilan Gonzales and Johnny Lurani; in 1968 as one of Britain's first wave of Ferrari owners he was granted an audience, as he puts it, with Enzo Ferrari and he remains an admirer. At Porsche he made large numbers of friends including the outgoing German racer Herbert Müller, thanks to whom Alan was on one occasion able to drive a Ferrari 512 around Brands Hatch.

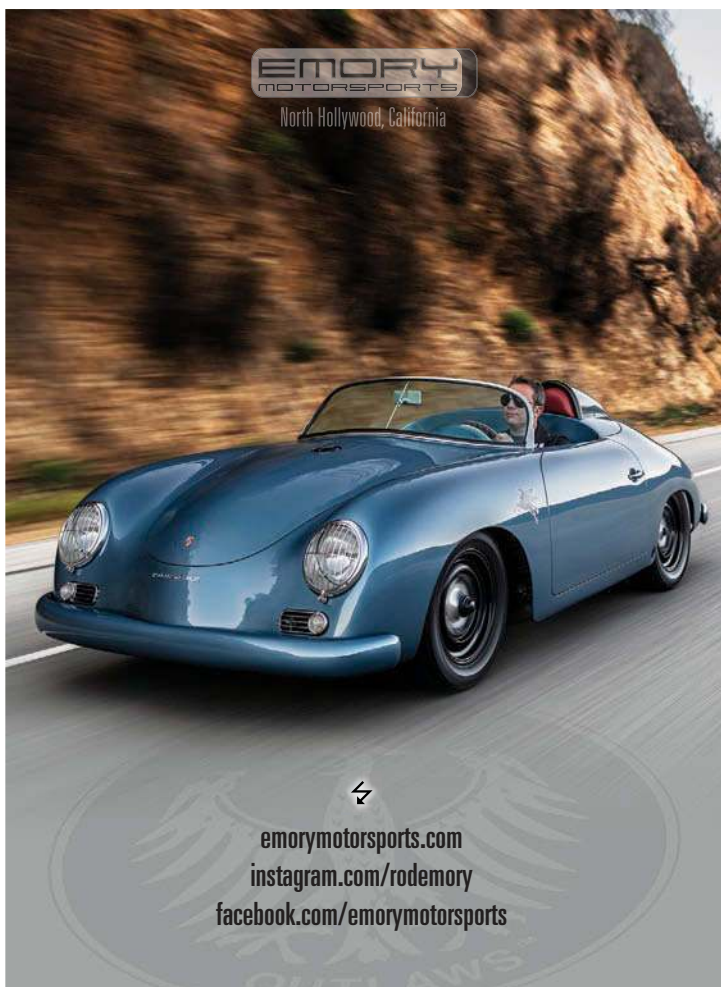
'I don't think you could have a life quite like that again,' says Alan. And he's right... **CP**

**"I DON'T THINK  
YOU COULD HAVE  
A LIFE QUITE LIKE  
THAT AGAIN..."**

*Below: A very wet outing in the Carrera at what we believe is Thruxton (hard to tell from the background in those conditions!). Pity the poor driver of the AC Ace...*







**EMORY**  
MOTORSPORTS  
North Hollywood, California

emorymotorsports.com  
instagram.com/rodemory  
facebook.com/emorymotorsports



## Classic FX

### Classic Porsche Trimming

356 - 911 - 912 - 914 - 928 - 964

Trim and leather to OEM specification. Full or part car retrim, based in Surrey UK. Manufacture and supply of carpets, seat covers and door cards. A personal and detailed yet competitive service.

Call Garry on  
0755 100 3000

www.classicfx.net garry@classicfx.net instagram.com/classic\_fx\_porsche/



## Lakewell.com

### CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993

TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS  
KLEIN HEIDESTRAAT 71  
B - 3370 BOUTERSEM

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




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

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

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

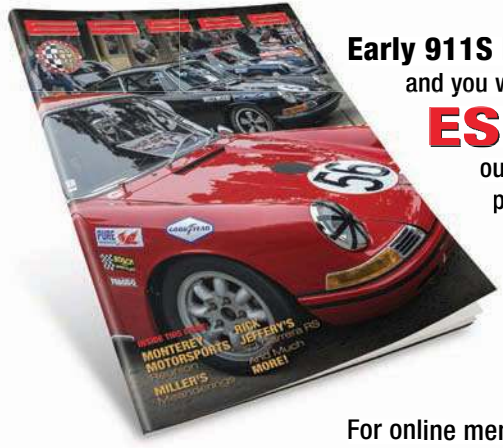
**ART**  
wheels



## Early 911S Registry

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

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



For online membership:  
**www.early911sregistry.org**



# SUBSCRIBE & SAVE!

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

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



**CALL +44 (0)1778 392026**

**OR SUBSCRIBE ONLINE AT  
CLASSICPORSCHEMAG.COM**

\*BASED ON UK 18 ISSUE SUBSCRIPTION

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



## DOWNLOAD NOW CLASSIC PORSCHE APP NOW AVAILABLE

Available via Apple Newsstand, iTunes, Google Play for Android market or [www.pocketmags.com](http://www.pocketmags.com)

Latest Issue & Back Issues just £3.99 each

Subscribe for one year

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

## FREE SAMPLE ISSUE!



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



Words: Stephan Szantai & Chris Greenwood Photos: Stephan Szantai

# THE NEXT LEVEL

Back in November 2013, *Classic Porsche* devoted several pages to a shop based in Oregon, Emory Motorsports. A lot has happened since, with founder Rod Emory seeking new opportunities in Southern California in a much larger facility – and he's been creating quite the buzz thanks to a handful of acclaimed project cars!

*Below: Early days of the wildest 356 project ever – twin-turbocharged 'RSR' that features modern suspension and wild four-pot motor*







*Above: Meet the family – the Emory Motorsports family, that is... Rod on the left*

*Below left: Tooling includes a Chicago pneumatic planishing hammer, a large power hammer, welding machines, various Bridgeport mills and lathes... Most equipment is from the '50s and '60s, but the FJ Edwards English wheel is from the early 1900s!*

When it comes to shaping the modern Porsche scene as we know it, few – if any – have done more than Rod Emory and his 356 Outlaws. He and his dad Gary were jokingly called ‘outlaws’ by their friends back in the ‘80s when they first created their hopped up 356s. Rod has since built a remarkable following and an instantly recognisable brand within our Porsche scene, fuelled by social media – he has over 180,000 followers on Instagram. Furthermore, Porsche AG has acknowledged Rod’s design sense and has endorsed his role as a brand conservator. The arc of his career is astonishing and his ultra-efficient workspace in their secret North Hollywood, California location is equally impressive. Back in 2013, *Classic Porsche* published an article about

his company, Emory Motorsports, when it was still based in McMinnville, Oregon (see issue #20). In case you missed it, here is a short recap about the man and his business venture. Rod comes from a true motorhead family, with both his grandfather and father influencing the automobile landscape in their own way.

Grandpa Neil Emory co-founded Valley Custom Shop in 1948, which produced its fair share of notable custom cars through the ‘60s. Gary, Rod’s dad, made his mark on our scene when he opened Porsche Parts Obsolete in ‘74, one of the first companies specialising in old stocks of Porsche components. He was also the creator of the original Baja Bug in the ‘70s, copied all over the world since.

Rod opened Emory Motorsports with his wife Amy in 1996, with the goal of serving the vintage Porsche







community. Noteworthy endeavours included supporting over a dozen customers' competition 356s at racetracks around the country. After the turn of the century, though, he and his team focused on street Outlaws beginning in 2008; in fact, he has built over 170 of them since 1996. But he's also restored significant race cars in parallel, including 904-6, 906, 908 and the famous 1949 Gmünd 356 SL Le Mans class winner.

A lot has happened at Emory Motorsports since we published our piece half-a-dozen years ago, starting with a relocation from Oregon to Southern California. Rod explains the decision: 'Back in 2012, I didn't have the resources to properly restore the Gmünd 356 SL; so, I partnered with a friend of mine, moving close to his aerospace company located in California's high

desert. I wanted to move my shop to Southern California anyway, because my wife and kids were already in LA semi-permanently – my son Zayne was on a TV show at the time.'

This partnership produced a few of the tools to facilitate the 356 SL's restoration. During this project, he began to look for a shop close to the movie/TV studios, settling in North Hollywood in 2015. The larger facility allowed him to ramp up the production of altered 356s.

Rod puts them in three categories, starting with the 'Emory Outlaw', featuring stock bodies and improved drivetrains. The 'Emory Special' offers fairly similar running gears (though up to 260bhp in some instances),

along with tailored body lines, from raked windscreens and nose, to raised wheel arches and rolled rockers, etc. Finally, the 'Emory RS' utilises Porsche 964 chassis components

*Above: 356 was found in a California garage. It hadn't been on the road since the late '80s. A previous owner did some club racing events back in the day*

## “HE AND HIS TEAM FOCUSED ON STREET OUTLAWS IN 2008...”

*Below left: The man himself, Rod Emory*

*Below right: Half-scale Speedster runs a 5hp Honda engine. Everything is to scale (even the gauges, etc.) and everything works*







*Above: From restoration to full-house Outlaw builds, there isn't anything the Emory crew won't tackle*

(coil-over suspension, transmission, brakes...) and can be built with either two- or four-wheel-drive. A great example of the latter is the 356 RSR unveiled at Luftgekühlt 6 this year – it runs a 393bhp twin-turbo flat-four of their own design.

When it comes to the shop itself, Rod was lucky enough to find an industrial structure in the heart of North Hollywood, which has history dating back to the mid-1900s and the dawn of the movie industry. 'It was the perfect building for us', he states. 'We wanted a place with character, plenty of space and a large gated yard. Coming from Oregon where we used old barns, we didn't want to move to a concrete building in

California.' The work area covers 17,000sq ft, along with another 3000 of storage space, floor to ceiling full of Porsche parts. It should be noted that Emory Motorsports has a much

larger inventory in their old facility, sourced when needed for the latest projects.

Before transplanting the workshop part of the business, Rod downsized his company from 12 to four employees, realising that some of them may not be able to relocate to a new state. The influx of business in recent years allowed him to increase his workforce to 15 people now.

Amy remains involved as she runs the office and handles accounting, while both his daughter Jayde and son Zayne work part-time. Porsche 356s still represent the bulk of the business, though Rod estimates that

one in 12 projects is now an early 911.

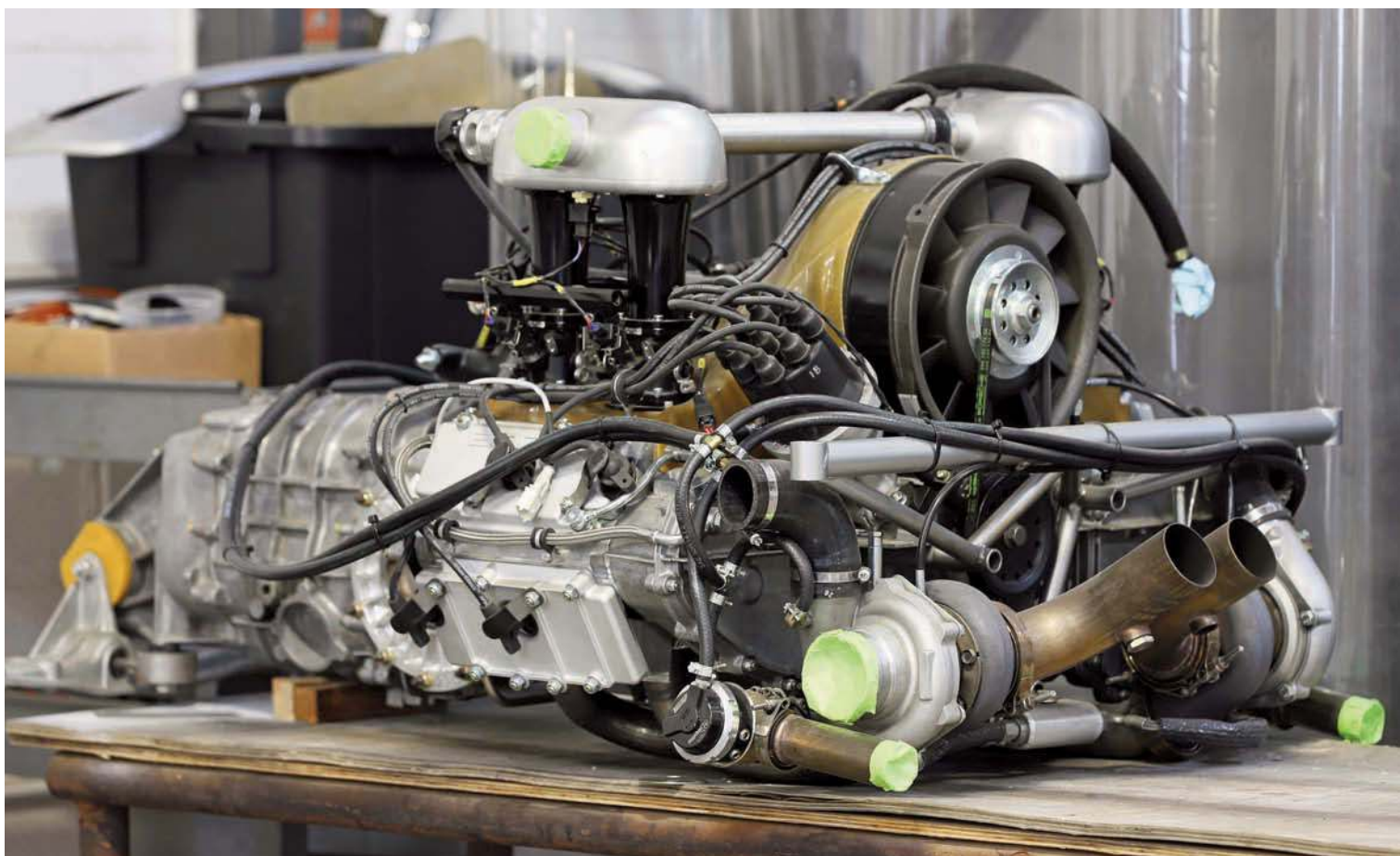
When entering the facility, clients first pass through the showroom featuring a few cars on display. The selection

## “WE WANTED A PLACE WITH CHARACTER AND PLENTY OF SPACE”

*Below: Customer's Stone Grey '58 356A is equipped with an electric sunroof sourced from a 964*







presented during our photo shoot included Rod's first Emory Special (a highly-modified '64 Cabriolet), a 904, a 930 Turbo with only 60 pre-delivery miles, and a 356B built for artist John Oates of Hall & Oates fame.

Next to the showroom sits a lounge and office areas, one room being dedicated to design and prototyping. Most of the physical work is performed in the 200ft-long shop set up for fabrication and machining, complete with four unique metal-shaping stations.

Clear plastic curtains divide the space between the dirty metalwork and the clean assembly area. Car storage shelves line the walls in the 'clean room', holding 20 cars above and 20 below. The back of the room houses the trim and upholstery areas. An adjacent 15ft-wide hallway stretching the whole length of the building houses the clean parts used during the restoration

processes. Walled-off sections of the same structure additionally house a 'rough bodywork' area and a 'dirty room' with a bead-blaster and ultrasonic cleaner.

Rod comments: 'We can almost do it all here, except for the final paint, done by a shop that works exclusively for us. Also, Rothsport Racing in Oregon handles the final assembly of our Emory Outlaw-4 engines and dyno work.'

While impressed with Emory's former workshop in Oregon, the new facility truly brings the company to the next level, thanks to the vision and pure energy of Rod, Amy and their

faithful staff. Come to think of it, in the decade since launching *Classic Porsche*, we don't remember visiting any restoration shop that houses close to 70 Porsche 356s! **CP**

*Above: The incredible twin-turbo Emory-Rothsport flat-four for the 356 RSR produces 393bhp!*

#### Contact:

Rod Emory  
Emory Motorsports  
[www.emorymotorsports.com](http://www.emorymotorsports.com)

*Below left: Just a portion of the 3000sq ft storage space – you never know when even the smallest part is going to be of use...*

*Below right: Robert Pederson has been doing Rod's upholstery since 1994*

## “THE NEW FACILITY BRINGS THE COMPANY TO THE NEXT LEVEL...”







# PRS

## PORSCHE 356 SPECIALIST

### RESTORATION • PARTS • SERVICES



#PRS356



WE ARE PROUD TO  
HAVE THE LARGEST  
STOCK OF PORSCHE  
356 PARTS IN THE UK

[WWW.PRS356.COM](http://WWW.PRS356.COM)

NOW IN STOCK!

ALL SIMONSEN  
PORSCHE 356 BODY  
PANELS AND SEATS.



[WWW.PRS356.COM](http://WWW.PRS356.COM)

01277 630099

[PRS356@BTCONNECT.COM](mailto:PRS356@BTCONNECT.COM)

## 356

**356 Porsche for sale**, 1965 356C coupe, car is a show car but a great driver, 9 out of a 10, have cared for said car 40 years, serviced and maintained very well, needs a new driver who really wants a real nice collectable car, £85,000, worth more than asking price. Tel: 561 633 5901. Email: [garyr356@aol.com](mailto:garyr356@aol.com) (Florida, USA). C66/010



**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](mailto:kamgills@hotmail.com) (Leeds). C66/028



**993/911 3.6 manual Coupe**, Iris Blue paintwork, grey interior, clean tidy car with 87,500 miles on the clock, 18" Turbo alloy wheels, rear wash wipe, red rear Turbo lenses, clear front lenses, replacement Bilstein shock absorbers, blue dash and roof lining, year of manufacture 1994, full stamped up service book, with a folder full of invoices of expenditure during my ownership since June 2005, £37,500, no part exchanges. Tel: 07961 139236. Email: [john.roverparts@btconnect.com](mailto:john.roverparts@btconnect.com) (Lancashire). C66/002



**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). C66/022

## 911



**911 2.2 T 1971 LHD not used since 1989**, pretty rare, car was only 18 years registered, 911 Coupe in Tangerine Red, five pieces of 6" x 15" Fuchs rims with stamp 71, S-options, interior black, with German registration documents, car comes with huge stock of spares new and used, in 1988 the rear axle tube had been replaced, £35,600. Please feel free to ask any questions or for detailed pictures, car is located one hour from Munich airport. Tel: +49 16098 985969. Email: [andgo@web.de](mailto:andgo@web.de) (Germany). C66/009



**911 930 935 SC RS project VIN 9114101\*\*\***, 911 Coupe 2.7 of 1974 (first reg Nov '73), with huge stock of spares to choose from to build SC RS, 930, 935 etc. Engine 2700cc K-jetronic, gearbox 915. Started 13 years ago, completely dismantled, welded, sandblasted, prime coated, all parts are in boxes, some new parts (front wind shield, rubbers, brakes, gaskets, etc), £19,935, please feel free for any further questions or pictures, 1 hr to airport. Tel: +49 16098 985969. Email: [andgo@web.de](mailto:andgo@web.de) (Germany). C66/008

**1974 911 Carrera MFI 2.7**, right-hand drive, G model, engine type 911-83L, will need restoration, has been in dry storage for over 20 yrs, very little rust. No sunroof, ducktail, 7" and 8" Fuchs, chassis no.9114600, sought after colour Mexico Blue, rare opportunity to acquire a car of this kind. It will be absolutely stunning when completed, car is driving and on the button, £120,000, open to sensible offers only, production November 1973. Tel: 0872 414440. Email: [info@terryjackson.ie](mailto:info@terryjackson.ie) (Dublin). C66/006

UPLOAD YOUR CLASSIFIED  
[www.classicporschemag.co.uk](http://www.classicporschemag.co.uk)





Buy, Sell  
Rent, Swap  
**Classic  
Porsche**  
For free



classic911market.com/en

912

**PORSCHE  
912**

**Sales  
Service  
Spares**

**revival-cars.com**  
**07768 791802**  
**WEST LONDON**

**Rare '68 912 5 speed with sunroof,** ground up restoration, less than 2K miles on rebuilt engine, trans, gearbox. Exterior and interior near perfect, wooden steering wheel, Becker radio with 'wonder bar', California car, \$55,000. Tel: 818 599 5591. Email: alan@sbmco.com (USA). C66/023



**912-6 no rust project car,** 1966 912-6 perfect starting point, all steel body, no rust, 5-gauge, 911 motor conversion, 915 trans. Major upgrades to the suspension components, late M-vented brakes, late aluminium cross arm, late A-arms, shocks, hubs, through body sway bar and aluminium rear trailing arms. £9999. Tel: +1 785 280 2768. Email: jason@schmitt-rs.com (USA). C66/026

914



**914 GT perfect rustfree project car + spares,** 916 steel flared fenders with huge stock of spares, car is 1972 and comes with US title and German customs' confirmation. Engine flat 4 cyl 'W' dismantled, gearbox not complete, some set of axles, second set of doors, lots of other spares double. Car and parts are located one hour to Munich airport in Germany, please ask for pictures, £6640, will help with shipping. Tel: +49 160 9898 5969. Email: andgo@web.de (Germany). C66/011

**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. C66/021



**Rear 911 reflector,** this is a 911 rear reflector with built-in fog lights, fit '80s 911, condition is used (good), £180. Tel: 07514 253000. Email: gcharlesworth@sky.com (West Yorkshire). C66/014

**Genuine Porsche early parts,** Porsche 911 parts 1965-'73, Fuchs wheels 5.5"x15" restored, and deep 6"x15" with hearts available; Weber 40IDA carbs, pair in mint condition; 911 2.7 RS 915/08 gearbox, excellent, rare; original steering wheels; rear trailing arms; Cibie Pallas lights pair, good used; 911 2.7RS and 911T/E distributors, and many more parts in stock, call for more info. Tel: 07770 962354. Email: info@classicporscheearlyparts.co.uk. C66/024

**Miscellaneous**



**Total 911 the Porsche magazine,** 25 magazines, issue 2 July 2005 to issue 26 July 2007, all in mint condition, sadly I sold issue 1 years ago, £30, carriage to a UK address is £10. Tel: 07961 139236. Email: john.roverparts@btconnect.com (Lancashire). C66/005

**Huschke von Hanstein, The Racing Baron** by Tobias Aichele, a really good read covering the formative years at Porsche, like new condition, £12 plus post at cost. Email: clivehoskins@yahoo.com. C66/004

**Porsche Post magazines,** 43 copies of Porsche Post, three from the 1960s, 40 from the 1970s and 1980s, £25, please phone for exact details. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). C66/020

**Porsche books,** Porsche Road Tests Collection No.1 1965-1975, Brooklands Books; Porsche by Motorbooks Library by Shotaro Kobayashi, both in good condition, £20. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). C66/015

**986 KJO**

**986 KJO**

**Cherished dateless registration,** '986 KJO' on retention, ideal registration for Porsche Boxster or Kenny Jones perhaps? £1500. Tel: 07866 345345. Email: davidcarle@me.com. C66/003



**911 & PW number 1 to current issue,** all the magazines are within hardback binders and as such are in excellent condition, £150. Prefer collection from Bishopston but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland). C66/027

**Porsche books** Various Porsche books as new condition, at half new price each. Randy Leffingwell "Porsche 911 by design" (Motorbooks), £10; Paul Frere "Porsche 911 Story" (Haynes), Michael Scarlett "Porsche 911" (Haynes), £10; Adrian Streater "993 the essential companion" (Bentley), £25; Adrian Streater "Porsche 911-964 - enthusiasts companion" (Bentley), £25. All items plus p&p. Tel: 07853 763025. Email: alastairtgbell@hotmail.com. C66/016

**911 & Porsche World issue no1 to current,** 911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire, £100. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk. C66/018

**Registration,** 'JJJ 911s' number on retention, £2000. Tel: 07810 058297. Email: s-blakeley@sky.com. C66/013

**'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. C66/012

**911 & Porsche World,** from Jan '05 (#130) to Dec '08 (#177), excellent condition, £55 plus post, or buyer collects. Tel: 07958 126801. Email: suzukiirigger17@yahoo.co.uk. C66/019

**Porsche repro garage wall signs,** 2ft repro garage wall sign for display on your garage or showroom wall, £50, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics). C66/017

**Wanted**

**Wanted 356/pre-74 911 for Interceptor,** beautiful restored Mk1 Jensen Interceptor, looking for LHD 356/pre-impact 911 project in exchange as relocating to SW France. Tel: 07791 980714. Email: montgomerywest69@googlemail.com (Monmouthshire). C66/025



**PORSCHE RELATED CHERISHED  
REGISTRATION NUMBERS**

98 RSR	35 SYX
300 RS	911 PYT
987 MD	911 FEG
J911 GTN	911 MSD
REG 911E	CAR232A
S911 LER	911 FJX
0005 CAY	930 FF
POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RSR 911K	RED 911H
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
RUF 911T	A911 DPG
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

All on retention certificates  
for immediate transfer

PCGB MEMBER TEL: 07730 007694  
EMAIL: [erha300@aol.com](mailto:erha300@aol.com)

**Wanted 944, 928, 968 and 911, any condition.** Can collect, we are looking to buy classic Porsche models 924, 944, 928, 968, 911, we will buy in any condition and arrange collection, pay bank transfer, please call Edward if you have one of these models and would like to move it on. Tel: 07774 484497, you will get an enthusiastic response. C66/001

**WTB Classic Porsche issue no.1,** want to purchase issue no.1, will complete my collection, will be a great home. Tel: 704 467 1310. Email: [conrad0320@gmail.com](mailto:conrad0320@gmail.com) (USA). C66/007

**IN THE TRADE?  
TO ADVERTISE IN CLASSIC  
PORSCHE CLASSIFIEDS  
EMAIL: [ads@chpltd.com](mailto:ads@chpltd.com)**

**EISENBRANDT**

**MFI – Mechanical Fuel Injection**

QUALITY  
MADE IN  
GERMANY



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



**Contact us**

**Dealer inquiries welcome!**

**+49 (0) 681 – 959 0 911 • [EISENBRANDT.EU](http://EISENBRANDT.EU)**

## We buy Porsche parts and Historic Porsche



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

**Please contact us by email :**

**[contact@raceparts9.com](mailto:contact@raceparts9.com) or [contact@racecars9.com](mailto:contact@racecars9.com)**

## ADVERTISING INDEX

356 Panels	81	Lakewell Porsche Interiors	88
Art Wheels	88	LN Engineering	99
Auto Foreign Services	21	Mittelmotor	16
Automobilia Ladenburg	17	Paragon GB	53
Automation	7	Patrick Motorsports	16
Border Reivers	45	Perma Tune	22
Car Bone	80	Quickfit Safety Belt Service	72
Classic FX	88	Restoration Design Europe	57
Classic Retrofit	72	Roger Bray Restoration	68
Club Autosport	81	Sierra Madre Collection	27
Coco Mats	73	Specialist Cars of Malton	72
Dansk	100	Sportwagen Eckert	69
Design 911	37	Stoddard Parts	25
Early 911S Registry	88	Stuttgart Classica	67
Elephant Racing	43	Tandler Precision	6
Emory Motorsports	88	Tech9	23
Export 56	22	The Blockley Tyre Company	59
FVD Brombacher	2	Vintage Speed	16
Greatworth Classics	80		
GT Classics	65	<b>CLASSIFIEDS</b>	<b>95-97</b>
GT Werk	22	Classic Passion 911	
Haydon Brothers	68	Eisenbrandt	
Jaz Porsche	81	Eric Hall	
Joma Parts NV	68	PR Services	
Karmann Konnection	6	Revival Cars	

**YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: [www.classicporschemag.co.uk](http://www.classicporschemag.co.uk)  
OR YOU CAN EMAIL: [classifieds@chpltd.com](mailto:classifieds@chpltd.com)**

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

**Copy can be uploaded online, or submitted by email or post, to:**

**Classic Porsche Private Classifieds, CHP, PO Box 75, Tadworth, Surrey KT20 7XF, United Kingdom.**

**Deadline for inclusion in issue 67 is 21 October (on sale 13 November).**

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

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

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

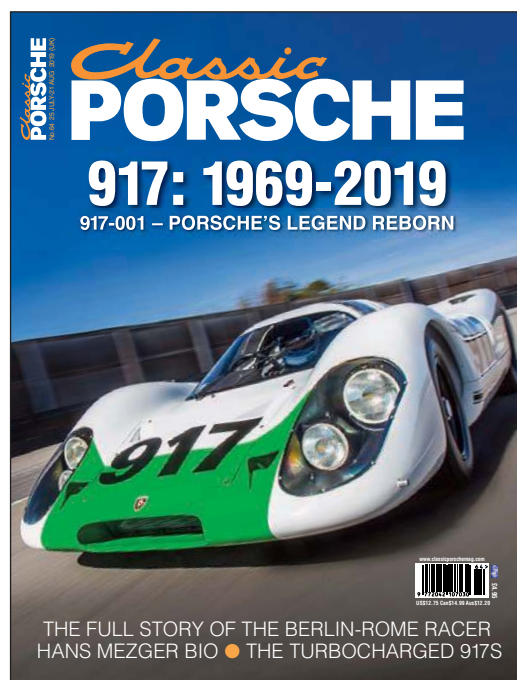


# Classic PORSCHÉ

## BACK ISSUES



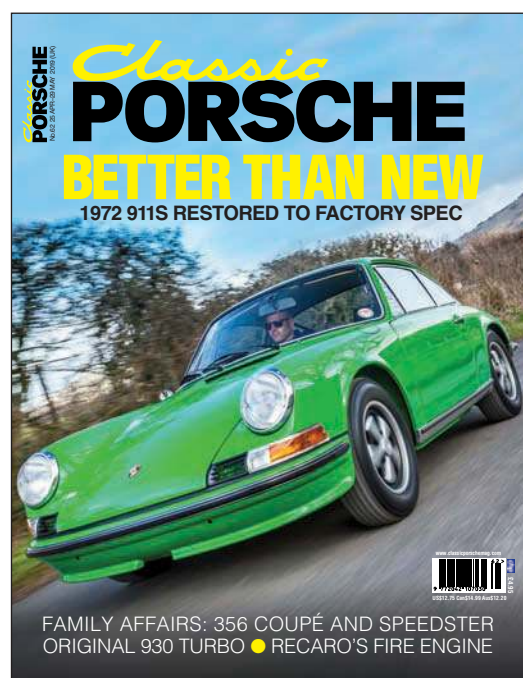
ISSUE 65



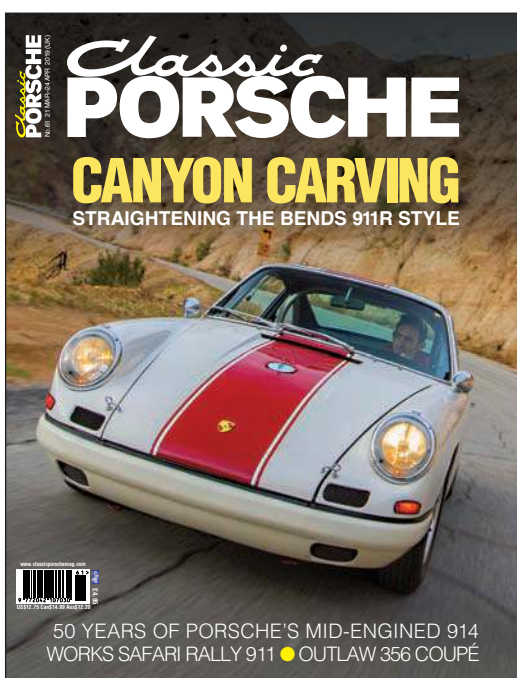
ISSUE 64



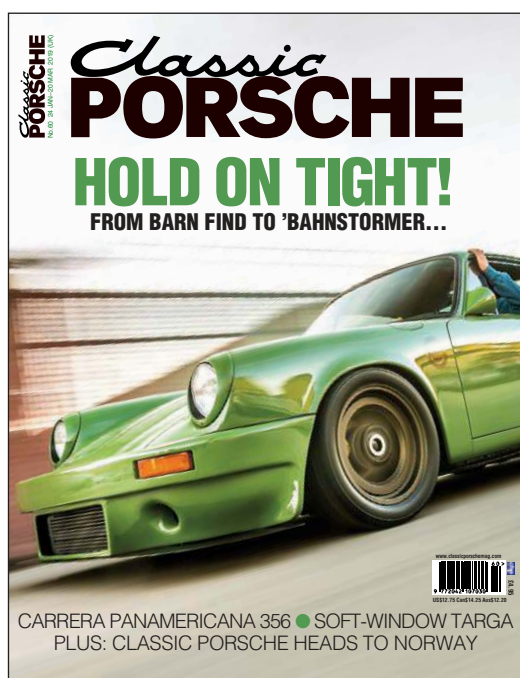
ISSUE 63



ISSUE 62



ISSUE 61



ISSUE 60

To order, go to [CLASSICPORSCHEMAG.com](http://CLASSICPORSCHEMAG.com) or call 01778 392026  
**£6 EACH (UK) inc p&p**  
Also available digitally on [pocketmags.com](http://pocketmags.com)





*The most trusted cylinders for Porsche® air-cooled engines.*

**Billet aluminum construction**  
**Maximum cooling, horsepower & strength**  
**Stock & big bore kits available**

**TOTAL SEAL**  
*High Performance*  
PRECISION PISTONS

**ARP**  
*automotive racing products*

**PISTONS**

**CARRILLO**

**MAHLE**  
*Motorsport*

# 356® & 912®

1955-1969 | 80-91 mm



# 911®

1965-1998 | 80-106 mm



# 914® & 912E®

1969-1976 | 94-105 mm



**LN ENGINEERING**  
**PARTS AND UPGRADES**  
 PRECISION PERFORMANCE  
 SINCE 2002

EXCLUSIVE DISTRIBUTOR IN EU:

**CUSTOM**  
 SPECIAL PARTS FOR SPECIAL CARS  
**CONCEPTS**

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

VISIT [LNENGINEERING.EU](http://LNENGINEERING.EU) FOR MORE OF OUR BRANDS





# ♦ Dansk®



**Big Bore Ø41 - 91.101S41**



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

**New development!**

**Porsche® 911 G-model Big Bore heat exchangers for 2,7 L and 3,0 L engines. Improved exhaust flow like the Turbo and 3,2 L engines. Ø 41 mm outside, DIN 4541 (Aisi 321) tubing and DIN 4301 (Aisi 304) heater shells. Left/right.**



**J P • Group a/s**  
AUTOMOTIVE

